

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 13th January, 2025, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))

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

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 9th December as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2023/0894 27-31 GARMAN ROAD N17 0UP (PAGES 7 - 92)

Proposal: Erection of two replacement units designed to match the original units following fire damage and demolition of the original units.

9. HGY/2024/2279 25-27 CLARENDON ROAD N8 0DD (PAGES 93 - 212)

Proposal: 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.

10. UPDATE ON MAJOR PROPOSALS (PAGES 213 - 226)

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 227 - 234)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 15.12.24 – 27.12.24.

12. NEW ITEMS OF URGENT BUSINESS

13. DATE OF NEXT MEETING

To note the date of the next meeting as 3rd February.

Kodi Sprott, Principal Committee Coordinator
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Fiona Alderman

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

Friday, 03 January 2025

7:00 – 8:20

1. FILMING AT MEETINGS.

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

Apologies for absence were received from Cllr Worrell, Cllr Ibrahim and Cllr Collett.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. MINUTES

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 7th November.

7. PLANNING APPLICATIONS

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

8. HGY/2024/0466 157-159, HORNSEY PARK ROAD, LONDON, N8 0JX

Valerie Okeiyi, planning officer, introduced the report for 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.

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

- Normally officers would conduct an early-stage viability review during the construction process and review the viability. The late-stage review would usually take place towards the end of the development of the proposal; officers would try to capture any uplift in value. The applicant had taken the commercial decision to increase the payment in lieu to avoid a further late stage review, there would only be one review mechanism in this proposal.
- All residents within the building would have the same individual access points in the development. They would also have access to all of the communal spaces, such as a dedicated play space and communal amenity space.
- The applicant proposed that the boundary fence would be 2.1 metres high with a 300-millimetre light rail above to prevent climbing. There would also be a boundary treatment and secure by design condition.
- The applicant provided evidence to show that registered providers were not willing to take on 6 shared ownership units. The Council also confirmed that

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they did not wish to acquire the shared ownership units. Officers could consider exceptional circumstances which would allow the Council to consider an alternative and, in this instance, it would be a payment in lieu which was supported by policy.

- The reason for requesting against a late-stage review was due to the challenges to get financing for developments. Having any of those additional requirements on the proposal could affect the ability to get funding effectively.
- The £600,000 payment would most likely go to the housing delivery team, and they would be able to feed that into their own developments. The funding would usually be used where there was not grant funding available from the GLA or the government.
- Market evidence submitted demonstrated that an office was most likely the more appropriate option on the site.

Marcus Ballard represented Parkside Malvern Residents Association. He attended the committee and spoke in objection of the proposal, a summary of his speech is below:

In his view there was unsafe and insufficient site access orientated away from SA21 Clarendon Gateway, the 'central' metropolitan area and Western Heartlands and a failure to respect the Blue Ribbon and integrate the Moselle Brook into the development and SA21.

John Miles, resident of Hornsey Park Road attended the committee and spoke in objection of the proposal, a summary of his speech is below:

He raised concerns around the limitations to residents' view, he noted that they already had limited views due to the shopping mall. In his view there was not a sensible case for 4 and 6 storey dwellings behind the back gardens of neighbours and the impact on biodiversity would be slight.

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

- It was noted that the 'blue ribbon' Moselle Brook extended within and beyond the red line boundary of this site.
- The construction management plan would be secured by a Section 106 legal agreement.
- There was existing access onto Hornsey Park Road from the development site, it would be almost impossible to say this development proposal would have to be constructed from Brook Rd when the developer would have no rights of access from that side. As part of any construction management plan officers would work to minimise the impacts on the residents and the team were already having detailed discussions with the developer.
- There had been various reports undertaken to try to address issues with the culvert. The Environment Agency had been consulted on this and they had requested a number of conditions which officers put on the application.

Steve Daley responded to the objectors on behalf of the applicant:

The SA21, as was pointed out by the officers involved three sites, their sites, the Iceland site and that on Brook Rd. As part of the application, the team looked at a wider master plan of

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how the commercial space could be incorporated within the schemes given that the Iceland site had already been consented. There was a desire and requirement to provide a public route from Hornsey Park Rd through to Brook Rd. There was the question about the commercial space on Hornsey Park Road and it was suggested that it would be fitting for a small office, due to this there was not an anticipation of a great deal of deliveries to a unit of that size. There was a construction management plan which was a condition.

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

- In terms of opening up the culvert, the applicant did not view this as practical in such a short length. River levels changed over time and that could create a number of other issues.
- The applicant had experienced challenges in regard to affordable housing, they were originally looking to provide this on site in Block B. Unfortunately, the financials did not allow this.

The Chair asked Kevin Tohill, Interim 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 approved following a unanimous decision.

- That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability that secures the obligations set out in the Heads of Terms below.
- That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- That the agreement referred to in resolution (2.1) above is to be completed no later than 07/02/2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and
- That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary - Planning Application HGY/2024/0466 (the full text of recommended conditions/informative is contained in Appendix 2 of the report.

Conditions

1. Time limit
2. Approved Plans and Documents
3. Materials
4. Boundary treatment and access control
5. Landscaping

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6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land contamination
11. Unexpected Contamination
12. NRM
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan
16. Cycle Parking
17. Electric Vehicle Charging Points
18. Wheelchair accessible car parking spaces
19. Car parking Management Plan
20. Post-development culvert condition survey
21. Remediation Strategy
22. Investigative Boreholes
23. Verification Report
24. Infiltration Drainage
25. Piling
26. Surface Water Drainage
27. Management and Maintenance
28. Crossrail 2
29. Satellite Antenna
30. Restriction to Telecommunications apparatus
31. Architect Retention
32. Wheelchair Accessible Dwellings
33. Commercial Units – Noise Attenuation
34. Restriction to Use Class
35. Energy Strategy
36. DEN Connection
37. Overheating
38. Living Roof
39. Biodiversity

Informatives

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

9. UPDATE ON MAJOR PROPOSALS

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

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agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

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

- The Capital City College application should be resolved this month.
- Drapers Alms house application was subject to viability discussions. Officers had asked the developers to review this further.
- There were no plans to take International House to QRP as it was considered too small against the QRP threshold at the time. This should come to the committee early next year.
- Former Mary fielding guild home had got an extent permission which had not started on site, but a new application had been validated seeking to change the scheme significantly. Officers were pending more information to assess this before consultation. This would need to come back to committee.
- It was suggested that Reynardson Court title should be changed to 'rear of'.

10. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

To advise the Planning Committee of decisions on planning applications taken under delegated powers

11. NEW ITEMS OF URGENT BUSINESS

12. DATE OF FUTURE MEETINGS

The next meeting is scheduled for 13th January 2025.

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2023/0894**Ward:** Northumberland Park**Address:** 27-31 Garman Road N17 0UP

Proposal: Erection of two replacement units designed to match the original units following fire damage and demolition of the original units.

Applicant: Nachum Pshemish**Ownership:** Private**Case Officer Contact:** Sarah Madondo**Date received:** 15/11/2023**Last amended date:** 19/12/2024

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 employment space within a designated Strategic Industrial Location (SIL).
- The proposed scale and design of the development is appropriate within the context of the site and is considered of good quality, making a positive contribution to the visual amenity of the area.
- There would be no material adverse impacts on the amenity of surrounding residents.
- The development would provide a sufficient number of car and cycle parking spaces, which would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.

2. RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management & Planning Enforcement or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of a legal agreement satisfactory to the Head of Development Management & Planning Enforcement or the Assistant Director of Planning, Building Standards & Sustainability, that secures the obligations set out in the Heads of Terms.

- 2.2 That the legal agreement referred to in resolution (2.1) above, is to be completed no later than 3 months from the date of the Planning Sub-Committee meeting or within such extended time as the Assistant Director for Planning, Building Standards & Sustainability/ Head of Development Management & Planning Enforcement shall in 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 & Planning Enforcement or the Assistant Director for Planning, Building Standards and Sustainability, to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

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. Three-year time period limit
2. In accordance with approved plans
3. Materials
4. Land contamination
5. Unexpected contamination
6. NRMM
7. Construction Environmental Management Plan
8. Energy Strategy
9. Overheating
10. BREEAM Certificate
11. Secured by Design Accreditation
12. Secured by Design Certification
13. External lighting
14. Waste and recycling
15. Restriction of use
16. Drainage
17. Noise
18. Construction Management Plan
19. Delivery and Servicing Plan
20. Fire statement
21. Disabled Bays
22. Cycle Parking

Informatives

- 1) CIL liable
- 2) NPPF
- 3) Land Ownership
- 4) Hours of construction
- 5) Party Wall Act
- 6) London Fire Brigade
- 7) Thames Water
- 8) Advertisement
- 9) Secure by design
- 10) Pollution

Section 106 Heads of Terms:

1. Carbon Mitigation

- Be Seen commitment to uploading energy data;
- Energy Plan;
- Sustainability Review and;
- Carbon offset contribution - No Carbon Off-set Payment (and associated obligations) of £0, carbon offset contribution to be re-calculated at £2,850 per tCO2 plus a 10% management fee at the Energy Plan and Sustainability stages. (A mechanism to secure carbon offset contribution in case the development is no longer zero carbon)

2. Commercial Travel Plan

- The developer is required to pay a sum of £3,000 per year per unit (2 units), for the travel plans, for a period of 5 years at total of £30,000.

3. Employment Initiatives - participation and financial contribution towards Local Training and Employment Plan

- Apprenticeship support fees of £1,500; and
- Provision of financial contribution £13,094.51 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

- S.278 Highways Works to include:
 - Reconstruction of the vehicle crossover;
 - Access to the Highways;
 - Measures for street furniture relocation;
 - Carriageway markings;
 - Access and visibility safety requirements; and

- Improved pedestrian and cycling infrastructure.

6. Monitoring Contribution

- 5% of total value contribution (not including monitoring);
- £500 per non-financial contribution; and
- 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 agreed time period, set out in (2.2) 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 SI4 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 Garman 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 & Planning Enforcement (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 or Head of Development Management & Planning Enforcement 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. CONSULTATION RESPONSES
- 5. LOCAL REPRESENTATIONS
- 6. MATERIAL PLANNING CONSIDERATIONS
- 7. CONCLUSION
- 8. COMMUNITY INFRASTRUCTURE LEVY
- 9. RECOMMENDATION

APPENDICES:

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

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the erection of two replacement units designed to match the original units following fire damage and demolition of the original units.
- 3.1.2. The building would replace a previous structure on the site that was destroyed in a fire on 23rd May 2019, which affected the adjoining site nos. 21-25 Garman Road. The redevelopment of site would provide two separate commercial units. The units proposed are single-storey.

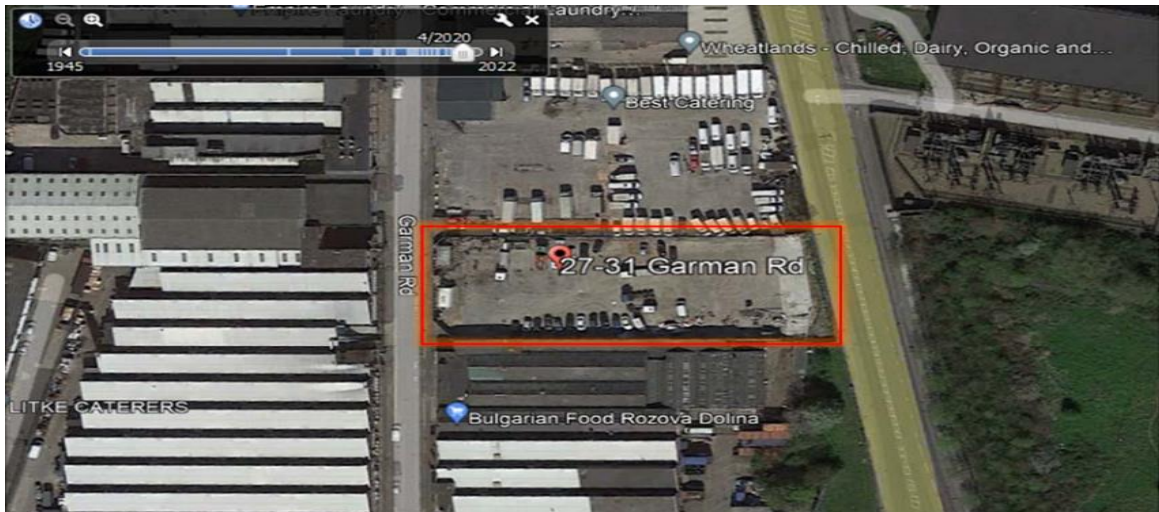


Image 1: Arial View - The site

3.2 Site and Surroundings

- 3.2.1 The application site consists of an empty site that was previously two commercial units; the immediate area is predominantly industrial in character. The site is not located within a conservation area and does not contain any statutorily or locally listed buildings. It is not located within proximity of any designated or non-designated heritage assets.
- 3.2.2 The site is within a designated Strategic Industrial Location (SIL) and within Flood Zone 2. The adjacent land to the east is within the Lea Valley Regional Park and designated as a SINC (Site of Importance for Nature Conservation) Grade I land. The site lies within the Tottenham Area Action Plan and is within an Archaeological Priority Area.



Image 2: Birds Eye View of Existing Industrial Area

- 3.2.3 The site has a Public Transport Accessibility Level (PTAL) rating of 2 indicating that its access to public transport is poor suggesting that there will be a strong reliance on the private car for trips. The development site is located within the Tottenham Event Day CPZ, that restricts parking to permits holders only when events are on the at the local Tottenham Hotspur Stadium to the following restrictions Monday to Friday 17:00 - 20:00, Saturday - with further restrictions in place at the weekend and bank holidays.



Image 3: Site location Plan

3.3 Relevant Planning History

- 3.3.1 HGY/2017/1046 - Change of Use of Unit A from Warehouse (B8/B2) to a bakery (B1/B2) including the erection of a first-floor extension to the front of the building. **Permission granted on 09/5/2017.**
- 3.3.2 HGY/2019/2843 Rear of Unit B - Reconstruction of the industrial unit (to replace that of a previously destroyed unit) for purposes of plastic recycling (B2) use. **Permission granted on 15/1/2020.**
- 3.3.3 HGY/2021/2248 - Erection of two replacement B1/B2/B8 units following fire damage and demolition of the original units. **Permission granted on 14/9/2022.**

Relevant adjoining sites:

- 3.3.5 HGY/2020/3186 - Erection of two-storey replacement light industrial unit. **Permission granted on 30/8/2022.**

4.0 CONSULTATION RESPONSES

4.1 Application Consultation

- 4.1.1 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 conditions and obligations.
- 2) LBH Carbon Management: No objection, subject to conditions and obligations.
- 3) LBH Waste Management: No objection, subject to condition.
- 4) LBH Building Control: No comments received.
- 6) LBH Pollution Air Quality: No objection, subject to conditions.
- 11) LBH Inclusive Economy: No objection.
- 12) LBH Design: No objection
- 13) LBH Pollution: No objection
- 14) Cllr Bevan: submitted the following comments:
 - I note the uniformity of the design and materials / mainly brick that add to the attractiveness of this industrial estate. I would request that this uniformity is not negatively affected by any changes to the proposals / designs / pictures that have been submitted to me.

EXTERNAL

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

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

Neighbouring properties:

Site notices were erected in the vicinity for 21 days.

5.2 No representations were received from neighbours, local groups etc in response to notification and publicity of the application.

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. Impact on amenity of neighbouring properties;
4. Parking and highway safety;
5. Energy and climate change;
6. Urban Greening and Ecology/Biodiversity
7. Flood risk and drainage;
8. Air quality and Land contamination;
9. Waste and recycling;
10. Employment and Training;
11. Fire Safety and
12. Conclusion

6.2 Principle of the development

6.2.1 The site is designated as a Strategic Industrial Location (SIL) (DEA2) 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 2024) 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) Policy E5 states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to operate on a 24-hour basis.

6.2.4 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.

6.2.5 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 of industrial uses. The policy states that 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.

6.2.6 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.

6.2.7 Policy DM37 Part A of the Development Management DPD states that, within SIL 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;
- Allows for future flexibility for a range of business types and sizes;
- Provides adequate space for on-site servicing and vehicle waiting/ movements; and
- Improves and enhances the quality of the local environment and business area; and
- Demonstrably improves the functionality of the site for employment proposes 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 proposed development will provide 1,145 sqm replacement E/B2/B8 use. There is no increase on the amount of floorspace, which previously existed on the site (circa 1,145 sqm). The warehouse was previously divided into 2 units, which is also proposed in the scheme. The proposal has been designed to meet the needs of various types and sizes of occupiers and will secure the redevelopment of this vacant site and contribute to the delivery of good quality employment floorspace in Haringey.
- 6.2.9 Overall, the rebuilding of the site will regenerate this part of the estate and return employment opportunities to the site. The proposed development will therefore contribute to addressing the Council's employment needs for the local population, in accordance with the aforementioned policies. Given the policy support of the proposed use, which remains the same land use as the previous land use of the site, the proposed development is considered acceptable in principle.

Link to adjoining SINC

- 6.2.10 The site is adjacent to the designated Site of Importance for Nature Conservation (SINC) and the Lee Valley Regional Park areas however there is a buffer between the site and these designated sites by virtue of the highway. The height and scale of the proposed building would be the same as that which was destroyed by fire and the nature of the business would remain within the previous use class. As such, it is not considered to significantly impact these areas.

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 Pre-demolition plans show this building had a similar bulk and similar saw-tooth design to those of the surrounding buildings, which have also been demolished.



Image 4: Photograph of Fire Damage Unit June 2019

- 6.3.3 The proposal is for the erection a single storey like for like building comprising of two units with office space and storage. The building would be 7 metres at its highest point similar to the previously existing building. The building would be finished in red brick at the front elevation to match the original buildings in surrounding area with a saw-tooth roof. The windows are proposed to be the same as the original, being white double glazed UPVC units. All shutters are to be finished in a raw aluminium finish. The window cill and ribbon running horizontally across the building located above the windows will also be finished in white to match the original design.
- 6.3.4 Overall, officers consider that the proposed development would be acceptable in design terms. This simple industrial design is considered in keeping with the style and character along this industrial estate.



Image 5: Appearance of buildings & materials

6.4 **Impact on amenity of neighbouring properties**

- 6.4.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, specifically it sets out that proposals should provide sufficient daylight and sunlight to surrounding housing, while also minimising overshadowing. Furthermore, new noise generating development should put in place measures to mitigate

and manage noise impacts for neighbouring residents and businesses, in line with London Plan Policies D13 and D14.

- 6.4.2 Development proposals should ensure a high standard of privacy and amenity for a development's users and neighbours, in accordance with DPD Policy DM1. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land. An appropriate amount of privacy should be provided to neighbouring properties by avoiding overlooking. DPD Policy DM1 also requires proposals to address issues of vibration, noise, fumes and odour.
- 6.4.3 The nearest residential property is some 200 metres from the site on Park Avenue Road, therefore there is no impact. The use of the site would not change from that of the previous use of the site and will be wholly compatible with the Strategic Industrial Location designation of the site. Given that the neighbouring sites are wholly industrial it is not considered they would be any adverse impact in terms of overlooking issues.

6.5 Parking and highway safety

- 6.5.1 London Plan Policy T4 explains that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In terms of cycling, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking, which should be fit for purpose, secure and well located. Cycle parking should be provided in accordance with the minimum standards in Table 10.2 of the London Plan. London Plan Policy T6 sets out that car parking should be restricted in line with the levels of existing and future public transport accessibility and connectivity. Developments should be designed to provide the minimum necessary car parking. The maximum parking standards, outlined in Table T6.2 of the London Plan, should be applied to this proposal. The standards for non-residential disabled persons parking are identified in Table 10.6 of the London Plan.
- 6.5.2 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'.
- 6.5.3 The site has a Public Transport Accessibility Level (PTAL) rating of 2 indicating that its access to public transport is poor suggesting that there will be a strong reliance on the private car for trip making. The development site is located within the Tottenham Event Day CPZ, that restricts parking to permit holders only when events are on at the local Tottenham Hotspur Stadium. The following restrictions apply: Monday to Friday 17:00 - 20:30, Saturday to Sunday 08:00 – 20:00 and bank holidays 12:00 – 20:00.

Parking and access

- 6.5.4 At present there are CPZ bays to both sides of Garman Road in the vicinity of the site access along with a length of double yellow lining across the existing site crossover. This is quite a wide crossover and the eventual appropriate highway arrangements including the site access are yet to be determined.

- 6.5.5 The proposal includes two blue badge parking spaces. The details of these will need to be secured by condition. The applicant also proposes internal long stay and external short stay cycle parking. Therefore, cycle parking is recommended to be conditioned. Roller shutters are designed to be set back 14m from the public highway which would enable delivery and service vehicles to access from the highway and be completely contained within the site for loading/unloading. The largest vehicle to visit the site according to the submission documents is a 7.2m long sprinter van. There are no proposals to alter the existing highway crossover and site access arrangements off Garman Road.
- 6.5.6 With regards to refuse and recycling storage and collection arrangements, the applicant will need to ensure they meet the requirements of Haringey's waste team and from the transportation perspective, it will need to be clarified if a private contractor will be utilised or whether the Council will collect. In any instance the applicant will need to provide full details including the location and predicted duration of any collection vehicle dwelling on the highway.
- 6.5.7 A Delivery and Servicing plan will be required and covered by pre commencement condition. This will need to include full layout details of the highway area that will be used for deliveries and servicing, and this will need to include swept path plots and demonstrate that all delivery and service vehicles can access, egress and manoeuvre within the site, and that the on site parking/dwell arrangements will be sufficient to meet all demands off of the public highway.

Trip generation

- 6.5.8 In overall transportation impact terms, it is noted that the floor area of replacement B1/B2/B8 in total will be lower than what existing previously on the site. It is also noted that it will be the same use class and that one of the future occupiers will be Finebake. Therefore, in overall transportation impact terms, this proposal is likely to have a slightly reduced transportation impact than the previous arrangements. So should not result in uplifts in trip numbers onto the highway and public transport networks.
- 6.5.9 Some trip generation information has been included, which references for the previous 1041 sqm building, 5 two ways trips in the AM and PM peaks, and between 30 to 40 on a daily basis. The conclusion is that there will be a slight reduction compared to this.
- 6.5.10 Subject to the conditions and obligations as 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.

6.6 Energy and Climate Change

- 6.6.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.
- 6.6.2 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.

Carbon Reduction

- 6.6.3 The applicant has submitted an Energy & Sustainability Statement, which was reviewed by the 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 solar panels and air source heat pumps to be secured via a condition.
- 6.6.4 In order to optimise carbon emission mitigation and sustainability, pre-commencement energy and sustainability plans are secured via a legal agreement. In addition, a carbon offsetting contribution has been agreed (and secured via legal agreement) to achieve a zero-carbon development.

BREEAM

- 6.6.5 The applicant has also prepared a BREEAM Pre-Assessment Report for the development. Based on this report, a score of 61.4% is expected to be achieved, equivalent to 'Very Good' rating. It is recommended to aim for "Excellent" rating and this is supported subject to a condition.

Overheating

- 6.6.6 In terms of overheating, the applicant has submitted a revised report, which has been reviewed by the Council's Climate Change Officer. Officers note, that the revised overheating statement now includes both modelling with and without active cooling to passive mitigation measures have been maximised to reduce the risks of overheating before introducing any mechanical form of cooling. A condition would be attached to secure overheating mitigation measures.
- 6.6.7 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.

6.7 Urban Greening and Ecology/Biodiversity

- 6.7.1 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.
- 6.7.2 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.

- 6.7.3 Policy DM1 of the local plan 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 local plan expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.7.4 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.
- 6.7.5 The applicant reports that the development qualifies for the de minimis exemption from requiring a Biodiversity Net Gain on site. This is because the proposal is on the land of the previous development and covered by a concrete hard standing (sealed surface) that is now used as a car park. As such, the development would be exempt as it does not impact on any onsite priority habitat and the current land has a biodiversity value of zero under the statutory biodiversity metric. The development is exempt from biodiversity percentage gain requirement. Furthermore, the application was submitted before BNG came into effect for major applications on the 12th February 2024.

6.8 Flood Risk and drainage

- 6.8.1 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 local plan seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.
- 6.8.2 The site is located with Flood Risk Zone 2 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 (Annex 3) in the National Planning Policy Framework (NPPF 2024). The applicant has submitted a Flood Risk Assessment and drainage strategy.
- 6.8.3 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." The site is Flood Risk Zone 2.
- 6.8.4 In this instance, the site is previously developed, and no further hardstanding is proposed. As such, no flood risk assessment was considered to be required in this instance. Accordingly, a condition to secure a drainage system and its details is recommended.
- 6.8.5 The site is within a critical drainage area but the area of hardstanding does not increase. DPD Policy DM26 states that *'All proposals for new development within a Critical Drainage Area (CDA) will be required to incorporate measures to reduce the overall level of flood risk in the CDA.'* A condition is recommended in order to secure future adequate levels beyond those existing.
- 6.8.6 Thames Water raises no objection; however, require further information on drainage arrangements for this property, which has been noted. A condition will be attached for the applicant to submit a drainage strategy prior to commencement of works.

- 6.8.7 Accordingly, the proposed development is considered to comply with local drainage policies.

6.9 Air Quality and Contamination

Air Quality

- 6.9.1 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.
- 6.9.2 The Carbon Management/Pollution Team has been consulted and raise no objection on these grounds.

Land Contamination

- 6.9.3 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.
- 6.9.4 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.

6.10 Waste and Recycling

- 6.10.1 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). Furthermore, the developer would be required to provide a support towards recruitment costs for apprenticeships and one full time apprenticeship per development. All these requirements would be secured by agreement.
- 6.11.2 The applicant has indicated that the development would provide 1,145sqm of employment floor space for flexible E, B2 and B8 use. The development of site would be like for like,

therefore, the numbers of jobs would not increase, but rather the 10 jobs that were lost would be re-provided.

- 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. The applicant has agreed to provide employment opportunities during the construction of the development, and this would be secured by legal agreement. As such, the development is acceptable in terms of employment provision.

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 not provided a Fire Statement; however, officers consider that this can be conditioned and recommend the provision of this prior to occupation and in line with secure-by-design comments and London Fire Brigade Informatives.

7.0 CONCLUSION

The proposal in accordance with relevant land use and employment policy and has the potential to re-provide lost jobs, following the fire. The provision of good quality industrial space is supported. In all other respects the development is considered acceptable subject to mitigation provided by recommended conditions and S106 obligations. All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £81.398.05 (1,145 x £71.09) and the Haringey CIL charge would 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 Informatives

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:

PR-L001	Proposed OS Map
PR-E-001	Proposed West Elevation
PR-E002	Proposed North Elevation
PR-E003	Proposed South Elevation
PR-S00	Proposed Long Section
PR-S002	Short Section
PR-P001	Ground Floor Plan
PR-P002	Proposed Roof Plan
PEX-L001	Pre-Existing OS Map
PEX-E001	Pre-Existing West Elevation
PEX-E002	Pre Existing North Elevation
PEX-E003	Pre Existing South Elevation
PEX-P001	Pre Existing Ground Floor Plan
PEX-P002	Pre Existing Roof Plan

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 London Plan 2021, 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. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk

assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

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

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

Unexpected Contamination

- 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.

NRMM

- 6.
 - a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
 - b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

Construction Environmental Management Plan

7. Development shall not commence 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 above:

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

- b) The CEMP shall provide details of how 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 construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in construction works to detail the measures to encourage sustainable travel to the Plot during the construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise 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.”

Energy Strategy

8. The development hereby approved shall be constructed in accordance with the Energy Statement version 3 prepared by Archieve Green (dated 26 June 2024) delivering a minimum 135% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHP) and a minimum 56 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the fabric efficiencies will meet the proposed targets:
- Floor u-value - 0.10 W/m2K
- External wall - 0.24 W/m2K
- Pitched roof – 0.16 W/m2K
- Flat roof – 0.15 W/m2K
- Vehicle Access door – 1.3 W/m2K
- Windows - 1.40 W/m2K
- g-value of 0.40, LT – 0.60
- Air permeability rate of 3 m3/hm2 @50Pa
- Detailed BRUKL calculations for the non-residential element of the development, demonstrating how it will exceed the 15% improvement on Building Regulations under Be Lean;
- 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;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- A metering strategy

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

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

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Thermal Comfort BREEAM Hea 04 prepared by Archieve Green (dated 15 Oct 2024):

- Floor u-value - 0.10 W/m²K
- External wall - 0.24 W/m²K
- Pitched roof – 0.16 W/m²K
- Flat roof – 0.15 W/m²K
- Vehicle Access door – 1.3 W/m²K
- Natural ventilation, with 100% openable windows and 50% openable doors.
- Glazing u-value of 1.40 W/m²K and g-value of 0.40, LT – 0.60
- Mechanical Extract ventilation of 1l/s/m²
- Active Cooling

If the design 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 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.

BREEAM Certificate

10. a) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.
- b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.
- c) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.
- d) Within 6 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.

Secured by Design Accreditation

11. 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 guidelines 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

12. 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.

External Lighting

13. 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.

Waste and recycling

14. 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. 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 SI7 of the London Plan 2021.

Restriction of use

15. 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 restricted to industrial (Use Class B2); 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.

Drainage

16. Prior to commencement of development on site a plan for sustainable drainage and improvements for the flood risk of the area and safe disposal and sustainable use of water on site. The development shall be provided as approved and retained as such thereafter.

Reason: To ensure the critical drainage and flood risk is improved in accordance with policies DM26 and DM27 of the DPD (2017).

Noise

17. 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.

Construction Management Plan

18. 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.

Delivery and Servicing Plan

19. Prior to the commencement 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.

Fire Statement

20. Prior to commencement of development on site, a plan for fire safety statement shall be submitted and approved by Council. The development shall be provided as approved and retained as such thereafter.

Reason: in the interest of safety and protection of amenities in accordance with London Plan Policy D12.

Disabled parking bays

21. Prior to occupation the applicant will be required to submit and provide plans showing 2 disabled bays for the 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 Non-residential disabled person parking.

Cycle Parking

22. 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.

INFOMATIVES

INFORMATIVE: COMMUNITY INFRASTRUCURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £81.398.05 (1,145 sqm x £71.09) 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: Street Numbering

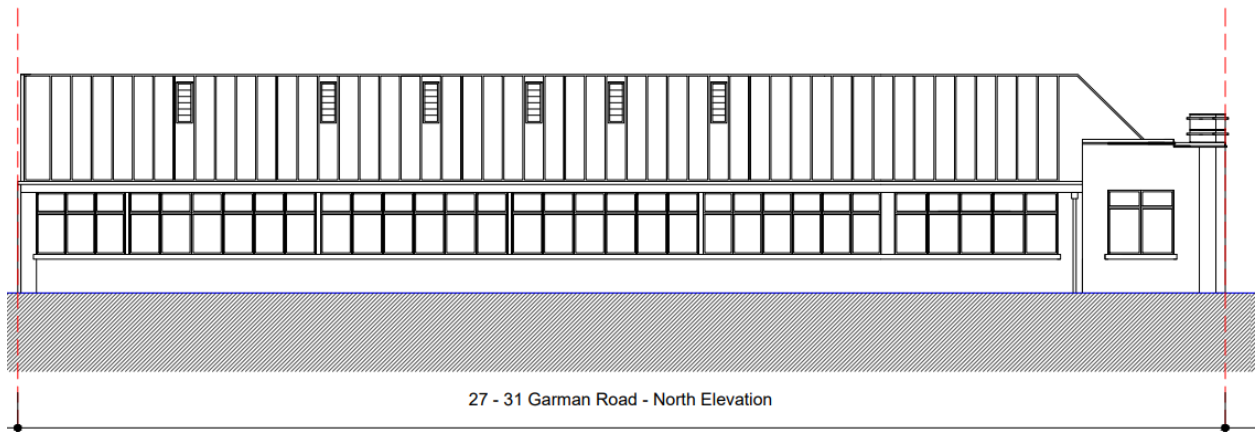
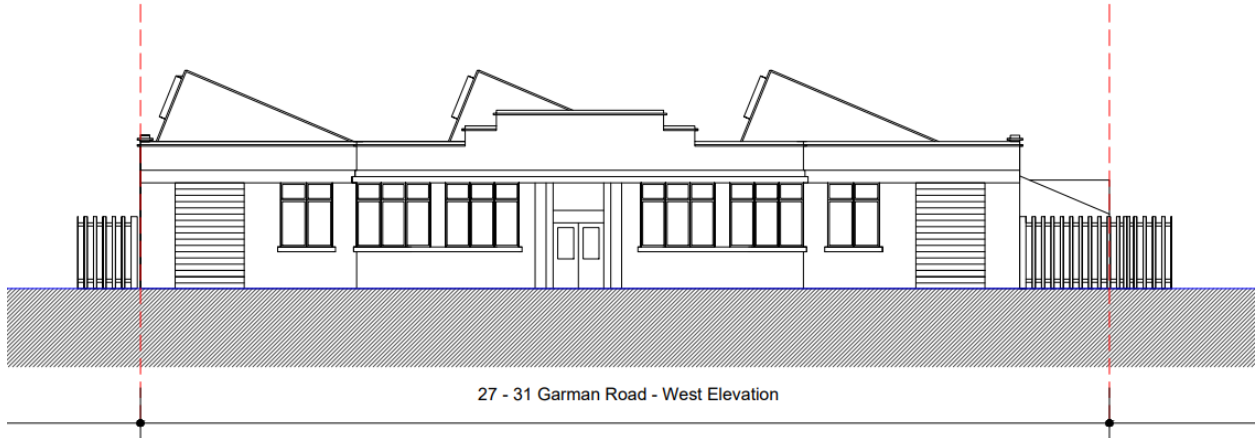
The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

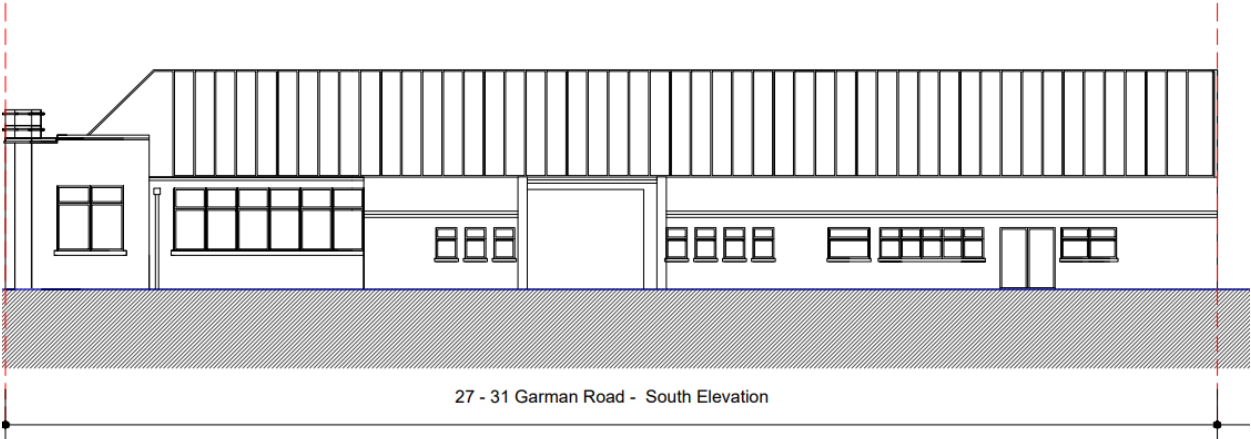
Appendix 2 - Plans and images



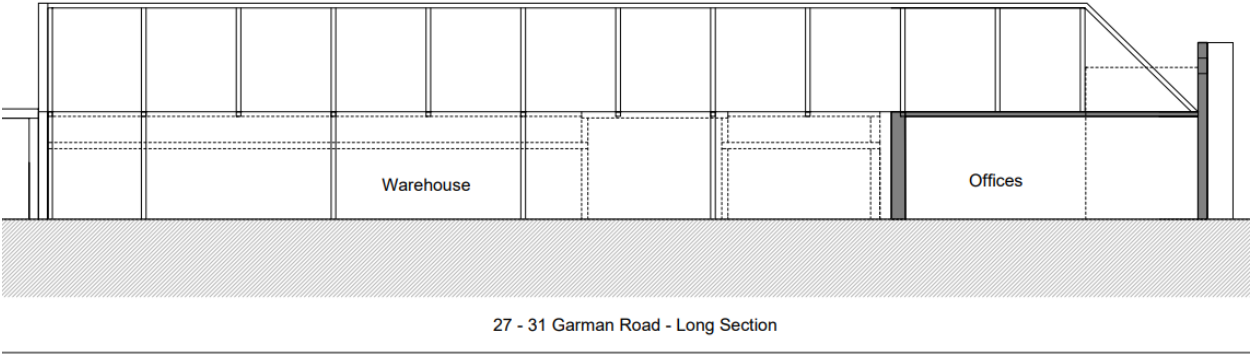
Site location plan

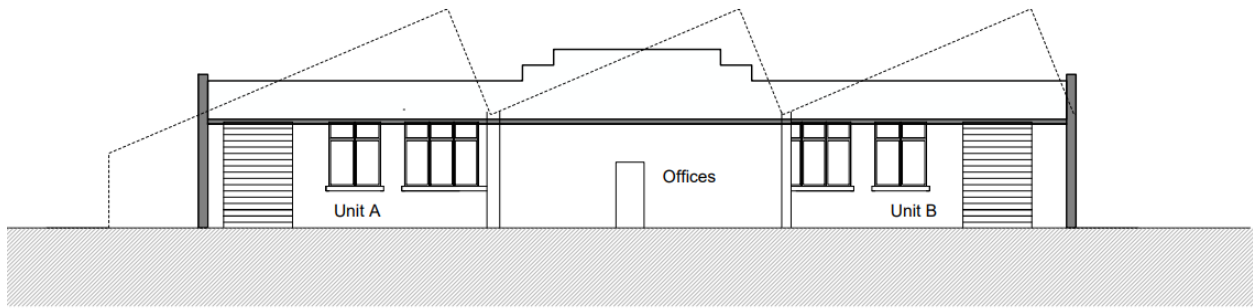
Elevations & Sections





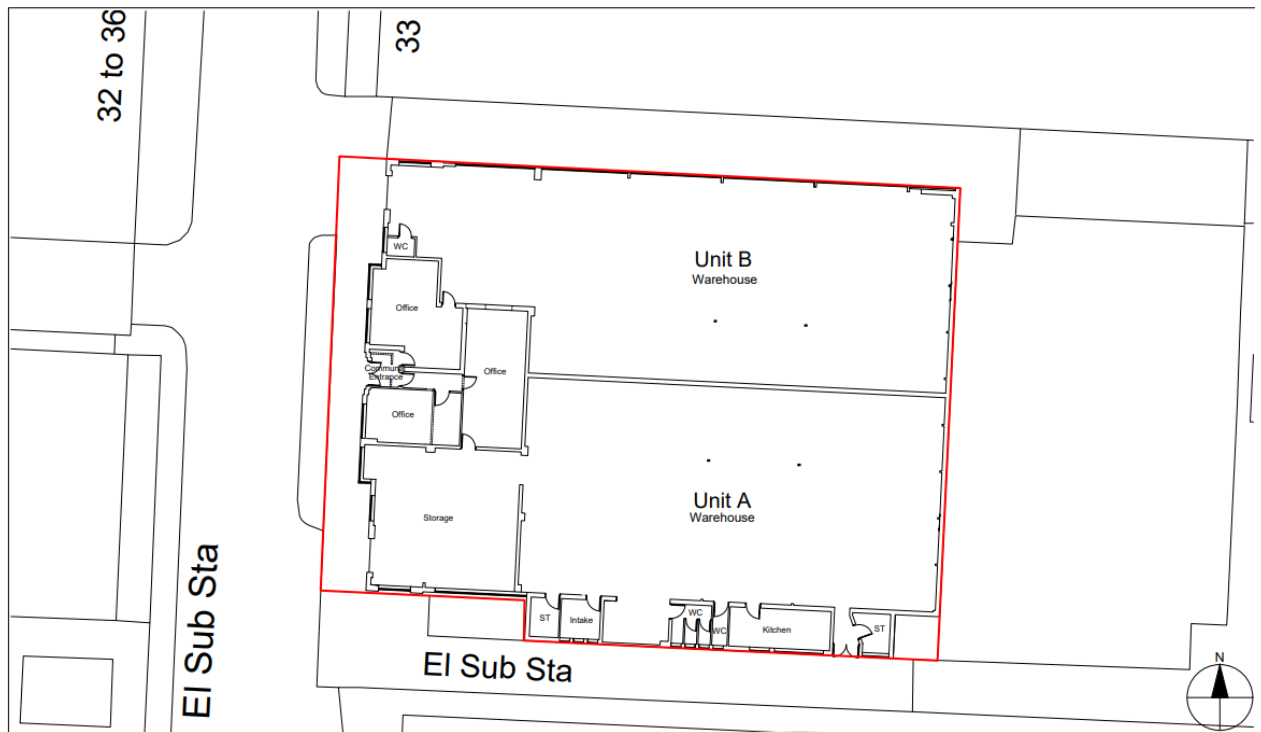
SECTIONS



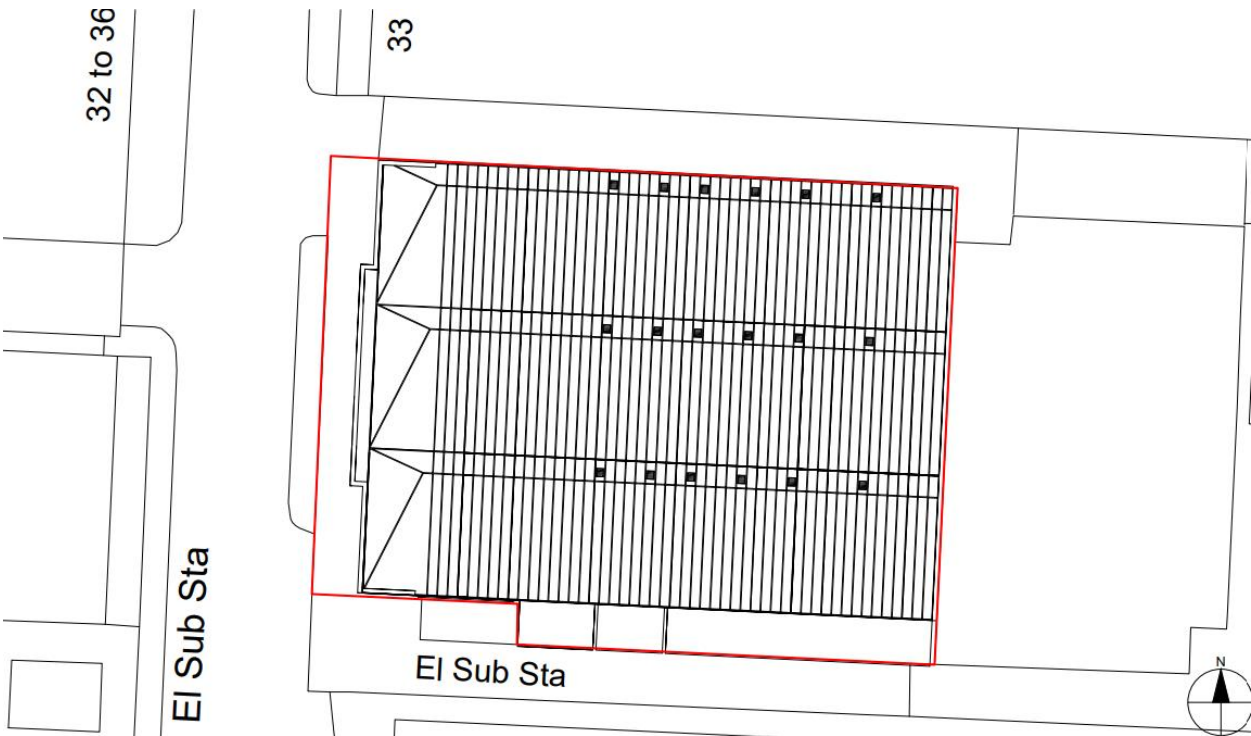


27 - 31 Garman Road - Short Section

Ground Floor Plan



Roof Plan



Photographs of site



Photograph of pre-existing building



Appendix: 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	This is replacement for like for like, therefore no design comments required.	Support noted.
Transportation		Support noted. Conditions 18, 19, 21 & 22 S106 obligations.

Stakeholder	Question/Comment	Response
Carbon Management	<p>Carbon Management Response 21/03/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> Energy Statement prepared by Achieve Green (dated 20 June 2023) Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 122% carbon dioxide emissions on site, which is supported in principle. However, the Carbon Management cannot currently support this application. The development does not currently meet:</p> <ul style="list-style-type: none"> 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. Local Plan Policy SP4: no submission of a BREEAM Pre-Assessment, demonstrating that at least a rating of 'Very Good' can be achieved, aiming for 'Excellent'. London Plan Policies G5, G6 and Local Plan DM21: no urban greening or biodiversity net gain. <p>Further information needs to be provided to address this objection. This should be addressed prior to the determination of the application.</p> <p>2. Energy Strategy</p> <p>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 122% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 1.0 tonnes of CO2 from a baseline of 0.8 tCO2/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations.</p> <p>Non-residential (SAP10.2 emission factors)</p> <p>Total regulated emissions</p> <p>(Tonnes CO2 / year) CO2 savings</p>	<p>Support noted Condition 8,9,10 attached and S106 mitigations.</p>

Stakeholder	Question/Comment	Response																
	<p>(Tonnes CO2 / year) Percentage savings (%)</p> <p>Part L 2021 baseline 0.8</p> <table><tr><td>Be Lean</td><td>0.6</td><td>0.2</td><td>25%</td></tr><tr><td>Be Clean</td><td>0.6</td><td>0.0</td><td>0%</td></tr><tr><td>Be Green</td><td>-0.2</td><td>0.8</td><td>97%</td></tr></table> <p>Cumulative savings 1.0 122%</p> <p>Carbon shortfall to offset (tCO2) No shortfall</p> <p>Carbon offset contribution</p> <p>10% management fee</p> <p>Actions:</p> <ul style="list-style-type: none">- Please submit the GLA's Carbon Emission Reporting Spreadsheet.- Please submit BRUKL sheets for a representative selection of the development for the Be Lean and Be Green scenarios. <p>Energy Use Intensity / Space Heating Demand</p> <p>Applications are required to report on the total Energy Use Intensity and Space Heating Demand, in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.</p> <table><tr><td>Building type</td><td>EUI (kWh/m2/year)</td><td>Space Heating Demand (kWh/m2/year)</td><td>Methodology used</td></tr></table> <p>Actions:</p> <ul style="list-style-type: none">- What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 55 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. <p>Energy – Lean</p>	Be Lean	0.6	0.2	25%	Be Clean	0.6	0.0	0%	Be Green	-0.2	0.8	97%	Building type	EUI (kWh/m2/year)	Space Heating Demand (kWh/m2/year)	Methodology used	
Be Lean	0.6	0.2	25%															
Be Clean	0.6	0.0	0%															
Be Green	-0.2	0.8	97%															
Building type	EUI (kWh/m2/year)	Space Heating Demand (kWh/m2/year)	Methodology used															

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Stakeholder	Question/Comment	Response
	<p>The applicant has proposed a saving of 0.2 tCO₂ in carbon emissions (25%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 15% reduction respectively 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 0.10 W/m²K External wall u-value 0.24 W/m²K Roof u-value 0.15/16 W/m²K Door u-value 1.30 W/m²K Window u-value 1.40 W/m²K G-value 0.60 Air permeability rate 3 m³/hm² @ 50Pa Ventilation strategy TBC Waste Water Heat recovery? TBC Thermal bridging Accredited Construction Details Low energy lighting 100% Heating system (efficiency / emitter) ASHP with SCOP 4.35/SEER 5.50 Thermal mass TBC</p> <p>Actions:</p> <ul style="list-style-type: none"> - Please specify the heating strategy and ventilation system assumed under the Baseline and Be Lean scenarios (including the gross efficiency figure(s)). For non-residential applications the baseline should align with the proposed heating system, i.e. if proposing an air source heat pump, this should be specified with the efficiency values set out in Part L 2021 for that system under Be Lean. - If proposed, please identify on a plan where the MVHR units will be located within the buildings. The units should be less than 2m away from external walls. This detail can also be conditioned. - How is lighting energy demand improved? Should consider daylight control and occupancy sensors for communal areas. - What is the proportion of glazed area? Consider following the LETI Climate Emergency Design Guide principles in façade design. - The fabric efficiencies and thermal bridging should be improved upon to reduce heat losses. - If the air tightness of the scheme is improved, mechanical ventilation with heat recovery could be proposed to further reduce heat losses. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Set out how the scheme's thermal bridging will be reduced. [if below 0.15, check how/why. No measures are proposed to reduce heat loss from junction details, and it does not set out the what the proposed Psi (Ψ) value is. - Submit the individual end use BER for specific end users in line w CIBSE Guide F. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.</p> <p>The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</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 0.80 tCO₂ (97%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 21kWp. The air-to-water ASHP systems (min. SCOP of 4.35 and SEER of 5.50) will provide hot water and heating to the development.</p> <p>Actions:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - 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? Only XX% of the roof space has been used. - How much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? - 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? <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 applicant should install metering equipment on site, with sub-metering by non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.</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? - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform) <p>3. Carbon Offset Contribution No carbon shortfall remains.</p> <p>4. Overheating</p>	

Stakeholder	Question/Comment	Response
	<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>Actions:</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 - 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 LWC 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 All office spaces 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. No sustainability statement is submitted.</p>	

Stakeholder	Question/Comment	Response
	<p>The sustainability section should set out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>Action:</p> <ul style="list-style-type: none"> - Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) - How will the development increase staff uptake of active travelling (through cycle facilities). Demonstrate what safe, dry and accessible cycle parking is proposed. - What electric vehicle charging points are proposed? This allows the future-proofing of the development by ensuring the required power has been installed. - A target (%) for responsible sourced, low-impact materials used during construction. - Set out how any demolition materials can be reused. - Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system. - Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. - Climate change mitigation should also be considered for the external spaces (shading, etc) and the impact of the increase in severity and frequency of weather events on the building structures. <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>BREEAM Pre-Assessment Report is not submitted.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Submit the BREEAM Pre-Assessment report. - A table should be submitted to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved and which will not be met. This needs to include justification where targets are not met or 'potential' credits (where they are available under the Shell and Core assessment). This will enable better assessment of which credits. <p>Urban Greening / Biodiversity</p>	

Stakeholder	Question/Comment	Response
	<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>No UGF statement and BNG calculation submitted.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Please submit the Urban Greening Factor - Please provide the biodiversity net-gain calculation. It is recommended to use the Biodiversity Metric 4.0. The calculation tools and user guide for the biodiversity metric are published on Natural England's Access to Evidence website. The user guide describes how to gather the information needed for the metric calculations. https://nepubprod.appspot.com/publication/6049804846366720 <p>6. Planning Conditions</p> <p>To be secured (with detailed wording TBC) Energy strategy</p> <ul style="list-style-type: none"> - Overheating - BREEAM Certificate - Living roof(s) - 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 - If relevant, Estimated carbon offset contribution (and associated obligations), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages. 	

Stakeholder	Question/Comment	Response																																				
	<p>Carbon Management Response 05/06/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none">• Energy Statement prepared by Archieve Green (dated 20 June 2023)• Thermal Comfort BREEAM Hea 04 prepared by Archieve Green (dated 22 May 2024)• Relevant supporting documents. <p>1. Summary</p> <p>The revised energy statement now shows that the development achieves a reduction of 122% carbon dioxide emissions on site, with 16% reduction under Be Lean scenario.</p> <p>However, the Carbon Management cannot currently support this application. The development does not currently meet:</p> <ul style="list-style-type: none">• London Plan Policy SI4 and Local Plan DM21: the development does not fully minimise adverse impacts on the urban heat island through design, layout, orientation, and materials. The proposal instead adds on the urban heat island effect through the use of active cooling without sufficient justification and without fully following the cooling hierarchy. <p>Further information needs to be provided to address this objection in regards to energy and overheating strategy. This should be addressed prior to the determination of the application.</p> <p>2. Energy Strategy</p> <p>The overall predicted reduction in CO2 emissions remains the same as previously reported. The Be Lean savings have been amended, now showing a reduction of 16% against Part L 2021.</p> <p>Non-residential (SAP10.2 emission factors)</p> <table><tr><td colspan="4">Total regulated emissions</td></tr><tr><td>(Tonnes CO2 / year)</td><td colspan="3">CO2 savings</td></tr><tr><td>(Tonnes CO2 / year)</td><td colspan="3">Percentage savings</td></tr><tr><td>(%)</td><td colspan="3"></td></tr><tr><td>Part L 2021 baseline</td><td>0.8</td><td></td><td></td></tr><tr><td>Be Lean</td><td>0.6</td><td>0.1</td><td>16%</td></tr><tr><td>Be Clean</td><td>0.6</td><td>0.0</td><td>0%</td></tr><tr><td>Be Green</td><td>-0.2</td><td>0.9</td><td>106%</td></tr><tr><td>Cumulative savings</td><td></td><td>1.0</td><td>122%</td></tr></table>	Total regulated emissions				(Tonnes CO2 / year)	CO2 savings			(Tonnes CO2 / year)	Percentage savings			(%)				Part L 2021 baseline	0.8			Be Lean	0.6	0.1	16%	Be Clean	0.6	0.0	0%	Be Green	-0.2	0.9	106%	Cumulative savings		1.0	122%	
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Stakeholder	Question/Comment	Response
	<p>Carbon shortfall to offset (tCO2) No shortfall</p> <p>Energy Use Intensity / Space Heating Demand The Energy Use Intensity and the space heating demand is within the GLA benchmark. As per the applicant's email response date 8 April 2024, the warehouse is unheated and forms a significant proportion of floor area, this results in low space heating demand.</p> <p>Building type EUI (kWh/m2/year) Space Heating Demand (kWh/m2/year) Methodology used Non- residential 40.79 2.58 Part L2 – SBEM</p> <p>Actions: - Please model all parts of the industrial floorspace as heated. - Please provide the revised BRUKL sheets, and GLA carbon emission reporting spreadsheet.</p> <p>Energy – Lean The revised energy statement now proposed a saving of 0.1 tCO2 in carbon emissions (16%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. The building fabric specifications remain the same as previously proposed.</p> <p>Actions: - Please specify the heating strategy and ventilation system assumed under the Baseline and Be Lean scenarios (including the gross efficiency figure(s)). For non-residential applications the baseline should align with the proposed heating system, i.e. for an air source heat pump, this should be specified with the efficiency values set out in Part L 2021 for that system under Be Lean. - If proposed, please identify on a plan where the MVHR units will be located within the buildings. The units should be less than 2m away from external walls. This detail can also be conditioned.</p> <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean No further comments.</p> <p>Energy – Green</p> <p>The proposed location of the 21kWp Solar PV system is as follows:</p>	

Stakeholder	Question/Comment	Response
	<p>Actions:</p> <ul style="list-style-type: none"> - How much of the roof area will be covered approximately, what is the assumed efficiency, angle, and orientation of the panels? - 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. <p>Energy – Be Seen</p> <p>The applicant has provided the evidence of submission of the planning stage energy performance data to the GLA webform. It is recommended to comply with the additional reporting requirements at upcoming development stages.</p> <p>3. Carbon Offset Contribution</p> <p>No carbon shortfall remains.</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>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with London Heathrow weather files. The applicant has not properly followed the London Plan's cooling hierarchy. The report has modelled office and warehouse spaces.</p> <p>The development is in high climate risk zone (ref: GLA climate risk map), with high risk of extreme land surface temperature, and high social vulnerability. Therefore, the London Weather Centre files should be used for modelling. Also, the use of air conditioning adds to the urban heat island effect which is not supported. It is required to properly following the London Plan's cooling hierarchy and explore all the passive overheating mitigation measures to eliminate or reduce the cooling need. Any cooling proposed thereafter must be justified and supported by the most efficient option.</p>	

Stakeholder	Question/Comment	Response
	<p>Results are listed in the table below.</p> <p>Non-domestic: CIBSE TM52 Number of habitable spaces that pass at least 2 out of 3 criteria</p> <p>1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature</p> <p>DSY1 2020s 2/2 DSY2 2020s 1/2 DSY3 2020s 0/2 DSY1 2050s DSY1 2080s</p> <p>The two warehouse units pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Natural ventilation, with 100% openable windows and 50% openable doors. - Glazing g-value of 0.60, LT – 0.70 - Active Cooling <p>Actions:</p> <ul style="list-style-type: none"> - Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect. Please follow Haringey's key overheating requirements (please follow this link to the summary document). - Demonstrate the development has followed the London Plan's Cooling Hierarchy to design the development and to introduce mitigation measures, providing proper justification where measures have not been found feasible. - Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal blinds cannot be used to pass the weather files but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements). - Specify the ventilation strategy, including floorplans showing which habitable spaces will be predominantly naturally ventilated or mechanically ventilated, specification of the proposed mechanical ventilation (efficiency and air changes), window opening areas. - Include images indicating which sample spaces were modelled and floorplans showing the modelled internal layout of buildings. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Undertake further modelling: <ul style="list-style-type: none"> o Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. o Any commercial/office areas, particularly where they will be occupied for a longer period of time. Assuming that active cooling will be provided is not sufficient. If the proposed uses are not yet clear, this aspect can be conditioned to ensure that the modelling is based on the potential future occupiers.; - Specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m2 and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. <p>5. Sustainability</p> <p>No sustainability statement is submitted. The sustainability section should set out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>Action:</p> <ul style="list-style-type: none"> - Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) - How will the development increase staff uptake of active travelling (through cycle facilities). <p>Demonstrate what safe, dry and accessible cycle parking is proposed.</p> <ul style="list-style-type: none"> - A target (%) for responsible sourced, low-impact materials used during construction. - Set out how any demolition materials can be reused. - Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. <p>Non-Domestic BREEAM Requirement</p> <p>The applicant has also prepared a BREEAM Pre-Assessment Report for the development. Based on this report, a score of 61.4% is expected to be achieved, equivalent to 'Very Good' rating. It is recommended to aim for "Excellent" rating.</p> <p>Urban Greening / Biodiversity</p> <p>The development achieves an Urban Greening Factor of 0.00625.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant reports that the development qualifies for the de minimis exemption from requiring a Biodiversity Net Gain on site. This is because the proposal is on the land of the previous development and thus on a concrete hard standing (sealed surface) that is now used as a car park. Thus, the development would be exempted as it does not impact on any onsite priority habitat and the current land has a biodiversity value of zero under the statutory biodiversity metric.</p> <p>The development is exempt from biodiversity percentage gain requirement. However, it is recommended to explore biodiversity enhancement measures that would yield benefits for wellbeing of the users and measures such as tree plantation would improve the UGF and help with climate change adaptation.</p> <p>8. Planning Conditions To be secured (with detailed wording TBC) Energy strategy</p> <ul style="list-style-type: none"> - Overheating - BREEAM Certificate - Living roof(s) - Biodiversity <p>9. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - If relevant, estimated carbon offset contribution (and associated obligations), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages. <p><u>Carbon Management Response 15/08/2024</u></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement version 3 prepared by Archieve Green (dated 26 June 2024) • Thermal Comfort BREEAM Hea 04 prepared by Archieve Green (dated 22 May 2024) • Relevant supporting documents. <p>1. Summary</p>	

Stakeholder	Question/Comment	Response								
	<p>The revised energy statement now shows that the development achieves a reduction of 135% carbon dioxide emissions on site, with efficient fabric, ASHP and 56kWp Solar PV system.</p> <p>However, the Carbon Management cannot currently support this application. The development does not currently meet:</p> <ul style="list-style-type: none">London Plan Policy SI4 and Local Plan DM21: the development does not fully minimise adverse impacts on the urban heat island through design, layout, orientation, and materials. The proposal instead adds on the urban heat island effect through the use of active cooling without sufficient justification and without correctly following the cooling hierarchy. <p>Further information needs to be provided to address this objection in regard to sustainability and overheating strategy. This should be addressed prior to the determination of the application.</p> <p>2. Energy Strategy</p> <p>Energy Use Intensity / Space Heating Demand</p> <table><tr><td>Building type</td><td>EUI (kWh/m2/year)</td><td>Space Heating Demand (kWh/m2/year)</td><td>Methodology used</td></tr><tr><td>Non- residential</td><td>69.72</td><td>14.91</td><td>Part L2 – SBEM</td></tr></table> <p>Action:</p> <ul style="list-style-type: none">The calculated Energy Use Intensity is higher than the GLA benchmark. Please explore measures to minimise this in line with the GLA benchmark, if not please provide justification. <p>Energy – Green</p> <p>A 56kWp Solar PV system is now proposed which will cover 40% of the available roof space which will be positioned on the south facing roof side. This is highly supported.</p> <p>The proposed location of the 56kWp Solar PV system is as follows:</p> <p>3. Carbon Offset Contribution</p> <p>No carbon shortfall remains.</p> <p>4. Overheating</p>	Building type	EUI (kWh/m2/year)	Space Heating Demand (kWh/m2/year)	Methodology used	Non- residential	69.72	14.91	Part L2 – SBEM	
Building type	EUI (kWh/m2/year)	Space Heating Demand (kWh/m2/year)	Methodology used							
Non- residential	69.72	14.91	Part L2 – SBEM							

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Stakeholder	Question/Comment	Response
	<p>The applicant has revised the dynamic thermal modelling assessment in line with CIBSE TM52 with London Weather Centre files. It is still not clear how the London Plan's cooling hierarchy is followed correctly.</p> <p>The applicant is proposing air conditioning which adds to the urban heat island effect and is not supported. It is currently unclear whether air condition has been modelled to pass the DSY1 2020s weather file. The report should model baseline scenario and introduce passive mitigation measures step by step in line with the cooling hierarchy.</p> <p>Results are listed in the table below.</p> <p>Non-domestic: CIBSE TM52 Number of habitable spaces that pass at least 2 out of 3 criteria</p> <p>1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature</p> <p>DSY1 2020s 2/2 DSY2 2020s 2/2 DSY3 2020s 2/2 DSY1 2050s DSY1 2080s</p> <p>The two warehouse units pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Floor u-value - 0.10 W/m2K - External wall - 0.24 W/m2K - Pitched roof – 0.16 W/m2K - Flat roof – 0.15 W/m2K - Vehicle Access door – 1.3 W/m2K - Natural ventilation, with 100% openable windows and 50% openable doors. - Glazing g-value of 0.60, LT – 0.70 - Active Cooling <p>Actions:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Demonstrate the development has followed the London Plan's Cooling Hierarchy to design the development and to introduce mitigation measures, providing proper justification where measures have not been found feasible. - Report results of the dynamic modelling in line with TM52 compliance criteria, clearly setting out the baseline scenario and additional modelled scenarios to test mitigation measures required to pass the overheating assessment. Mitigation measure should be in line with the London Plan Cooling Hierarchy. <ul style="list-style-type: none"> o Baseline scenario o Baseline + mitigation measure 1 o Baseline + mitigation measures 1 + measure 2, etc - 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. <p>5. Sustainability</p> <p>No sustainability statement is submitted. The sustainability section should set out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>Action:</p> <ul style="list-style-type: none"> - How will the development increase staff uptake of active travelling (through cycle facilities). Demonstrate what safe, dry and accessible cycle parking is proposed. - A target (%) for responsible sourced, low-impact materials used during construction. - Set out how any demolition materials can be reused. - Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. <p>6. Planning Conditions</p> <p>To be secured (with detailed wording TBC)</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - BREEAM Certificate - Living roof(s) - 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 - If relevant, estimated carbon offset contribution (and associated obligations), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. <p>Carbon Management Response 28/10/24</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Thermal Comfort BREEAM Hea 04 prepared by Archieve Green (dated 15 Oct 2024) • Relevant supporting documents. <p>1. Summary</p> <p>The revised overheating statement now includes both modelling with and without active cooling to passive mitigation measures have been maximised to reduce the risks of overheating before introducing any mechanical form of cooling.</p> <p>Appropriate conditions have been recommended to secure the benefit of this scheme.</p> <p>2. Overheating</p> <p>The revised overheating modelling has modelled two officers without active cooling and one office with active cooling which is fully enclosed. The future weather files have also been modelled and the results are listed in the table below:</p> <p>Non-domestic: CIBSE TM52 Number of habitable spaces that pass at least 2 out of 3 criteria</p> <p>1: hours of exceedance</p> <p>2: daily weighted exceedance</p> <p>3: upper limit temperature</p> <p>DSY1 2020s 2/2</p> <p>DSY2 2020s 2/2</p> <p>DSY3 2020s 2/2</p> <p>DSY1 2050s 2/2</p>	

Stakeholder	Question/Comment	Response
	<p>DSY1 2080s 1/2</p> <p>The two warehouse units pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Floor u-value - 0.10 W/m2K - External wall - 0.24 W/m2K - Pitched roof – 0.16 W/m2K - Flat roof – 0.15 W/m2K - Vehicle Access door – 1.3 W/m2K - Natural ventilation, with 100% openable windows and 50% openable doors. - Glazing u-value of 1.40 W/m2K and g-value of 0.40, LT – 0.60 - Mechanical Extract ventilation of 1l/s/m2 - Active Cooling <p>3. Planning Conditions</p> <p>To be secured:</p> <p>Energy strategy</p> <p>The development hereby approved shall be constructed in accordance with the Energy Statement version 3 prepared by Archieve Green (dated 26 June 2024) delivering a minimum 135% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHP) and a minimum 56 kWp solar photovoltaic (PV) array.</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 fabric efficiencies will meet the proposed targets: <ul style="list-style-type: none"> • Floor u-value - 0.10 W/m2K • External wall - 0.24 W/m2K • Pitched roof – 0.16 W/m2K • Flat roof – 0.15 W/m2K • Vehicle Access door – 1.3 W/m2K • Windows - 1.40 W/m2K • g-value of 0.40, LT – 0.60 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Air permeability rate of 3 m3/hm2 @50Pa - Detailed BRUKL calculations for the non-residential element of the development, demonstrating how it will exceed the 15% improvement on Building Regulations under Be Lean; - 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; - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid; - Specification of any additional equipment installed to reduce carbon emissions; - A metering strategy <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 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. 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 line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</p> <p>Overheating Prior to occupation of the development, details of external/internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism,</p>	

Stakeholder	Question/Comment	Response
	<p>specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development or replace the blinds with equivalent or better shading coefficient specifications.</p> <p>The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Thermal Comfort BREEAM Hea 04 prepared by Archieve Green (dated 15 Oct 2024)</p> <ul style="list-style-type: none"> • Floor u-value - 0.10 W/m2K • External wall - 0.24 W/m2K • Pitched roof – 0.16 W/m2K • Flat roof – 0.15 W/m2K • Vehicle Access door – 1.3 W/m2K • Natural ventilation, with 100% openable windows and 50% openable doors. • Glazing u-value of 1.40 W/m2K and g-value of 0.40, LT – 0.60 • Mechanical Extract ventilation of 1l/s/m2 • Active Cooling <p>If the design is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</p> <p>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</p> <p>BREEAM Certificate</p> <p>a) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</p> <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>	

Stakeholder	Question/Comment	Response
	<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 a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.</p> <p>d) Within 6 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>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.</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> <p>4. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - If relevant, estimated carbon offset contribution (and associated obligations) of £0, plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. 	
Inclusive Economy	<p>Thanks. Makes sense. From an inclusive economy perspective, it's encouraging that it's being retained as space for accommodating jobs.</p> <p>It appears that the application is to replace like for like the commercial units that were subject to fire damage.</p> <p>In light of this, I'm unsure on what grounds the Council could object to it without knowing wider planning policy.</p>	<p>Support noted. contribution via s106 obligation.</p>

Stakeholder	Question/Comment	Response
	<p>From an inclusive economy perspective, perhaps employment space intensification would be encouraged, in order words, seeking more employment space at the site through additional floors?</p>	
<p>Pollution</p>	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above planning application for the erection of two replacement units designed to match the original units following fire damage and demolition of the original units at 27-31 Garman Road, London, N17 0UP and I would like to comment as follows.</p> <p>Having considered the applicant submitted information including; Design and Access Statement prepared by SAM Planning Services, dated December 2023; Energy Statement prepared by Achieve Green, dated 20th June 2023 and taken note of the proposal to install a 21 kWp photovoltaic system on the roof of the building; please be advised that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions are recommend should planning permission be granted.</p> <ol style="list-style-type: none"> 1. Land Contamination Before development commences other than for investigative work: <ol style="list-style-type: none"> a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works 	<p>Support noted and 4,5 & 6 attached.</p>

Stakeholder	Question/Comment	Response
	<p>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 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 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>4. Construction Environmental Management Plans</p>	

Stakeholder	Question/Comment	Response
	<p>a. Development shall not commence 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 above:</p> <p>a) The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The CEMP shall provide details of how 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 construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in construction works to detail the measures to encourage sustainable travel to the Plot during the construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. 	

Stakeholder	Question/Comment	Response
	<p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise 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. <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>	

Stakeholder	Question/Comment	Response
Cllr John Bevan	<p>As a Cllr of long standing, I am responding to this application. I have visited the above address and my comments are below and are based on my observations and local knowledge during my 20 years as a Cllr for this ward and as the Design Champion for Haringey.</p> <p>I note the uniformity of the design and materials / mainly brick that add to the attractiveness of this industrial estate. I would request that this uniformity is not negatively affected by any changes to the proposals / designs / pictures that have been submitted to me.</p>	Support Condition attached. noted. 3
EXTERNAL		
Thames Water	<p>Thames Water has reviewed this H4 consultation. As we don't have confirmation of the exact drainage arrangements for this property, we will require further information from the applicant or agent. A build over agreement will be required if the work is within three metres of a public sewer or one metre of a lateral drain.</p> <p>This could be an approved build over agreement or, if the property owner meets all the criteria required in our online questionnaire, a self certified agreement.</p> <p>Your client can find out more and apply on our website .</p> <p>Please also advise your client, if applicable, that Thames Water do not permit driven piles within 15m of a public sewer. Our technical guidance can be found here .</p> <p>We would really appreciate your support on this matter in order to protect the local environment for all.</p>	Concern addressed and attached condition 16. Page 72
Greater London Archaeological	<p>Thank you for your consultation of 27/11/2024 regarding the above application for Planning Permission. On the basis of the information provided, we do not consider that it is necessary for this application to be</p>	Noted.

Stakeholder	Question/Comment	Response
Advisory Service	<p>notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria, details of which are on our webpage at the following link: https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice</p> <p>If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request. If we do not hear from you within five working days we will assume this application should not have been sent to us.</p> <p>This response relates to undesignated archaeological assets only. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.</p>	
Designing Out Crime Office (Met Police)	<p>Our ref: NE 7826</p> <p>Section 1 - Introduction: Thank you for allowing us to comment on the above planning proposal. 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). I can confirm we have not met with the project design team to review Safety, Security or Crime Prevention.</p> <p>We have concerns around some aspects of the design and layout of the development. 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>We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This</p>	<p>Supported and noted condition 11 & 12 attached</p>

Stakeholder	Question/Comment	Response
	<p>can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. There has been no consultation with our department or subsequent mention of how the development intends to prevent crime when complete. There is no mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to. Please provide my details to the applicant so we can discuss and address our concerns. Section 2 - Secured by Design Conditions and Informative: Should planning consent be granted for this application, we would request the following conditions and informative.</p> <p>Conditions: A. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details. B. The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority. Reason: 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: 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> <p>Appendix 1: Concerns and Comments</p> <p>In summary we have overall site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the architect and local authority planning portal.</p> <p>Site specific advice may change depending on further information provided or site limitations as the project develops:</p> <p>This list is not exhaustive and acts as concerns raised during consultation with the architects preapplication.</p> <p>Site specific advice may change depending on further information or site limitations as the project develops:</p> <p>To be utilised in further discussions with the appointed developer at a later stage.</p> <p>Boundary Treatment</p> <p>Ideally side and rear boundary onto the public realm should be 2.4m (potentially 1.8m with 600mm trellis or 2.1m with a 300mm trellis). Any vertical transom (support) should be inward facing Metal fabrication, should be robust, have an unfinished top rail (exposed tops), to deter loitering, sitting and climbing. We recommend 358 gauge weld mesh fence panels</p> <p>If fencing is constructed of wood material, ensure panels are vertical with no support beams allowing climbing opportunities. Panels to be mechanically secured in place to prevent lift removal</p> <p>All perimeter railings to have a maximum 50mm spacing centre to centre, be set flush to the front of any wall. If strengthened with mid rail must be designed to deter climbing and mid rail to be inward facing. Any perimeter boundary treatment (railings) should be between 1.8m - ideally designed to provide visual permeability</p> <p>Gates to be designed level to the front building line, any locking mechanism, hinges</p>	

Stakeholder	Question/Comment	Response
	<p>to be anti-climb and fitted with a dampened stop. Gating to be inclusive of a self closer and the same height as the perimeter treatment including any trellising</p> <p>Where possible building lines should be flush to allow natural surveillance, any recesses should not exceed 600mm</p> <ul style="list-style-type: none"> <input type="checkbox"/> If anti-climbing measures are introduced then signage should be used to comply with occupier's liability Act 1984 <input type="checkbox"/> Any boundary treatments should be UKAS certified as recommended by a DOCO <input type="checkbox"/> All low defensive wall/railings to be designed to deter sitting, loitering and climbing. <p>Access Control</p> <ul style="list-style-type: none"> <input type="checkbox"/> Key fob access control with a data logging system is recommended as this is more efficient to deactivate/replace lost/stolen keys. It can also assist with identifying any misuse <input type="checkbox"/> Data to be stored for one calendar month before being over written <input type="checkbox"/> Access control panels to have audio/visual capability. Primary camera on panel to capture all visitors <input type="checkbox"/> No Trade Button on control panel <input type="checkbox"/> Emergency Exit (push to release) primary egress routes that are required to have an emergency escape mechanism should be self-resetting, shrouded and in best practice be alarmed <input type="checkbox"/> Plant/Service room door set/s accessible by public realm are required to be one of the following UKAS certified products: <ul style="list-style-type: none"> o LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or o STS202 Issue 3:2011 BR 2+ or o LPS2081 SR2 B+ or Equivalent certification <input type="checkbox"/> Consideration required regarding the security/risk management to Internet Of Things (IOT) <p>Note: Service/plant door/s should be self-closing, self-locking single doors.</p> <p>ACB (Access Control Box) / Fire Access</p> <ul style="list-style-type: none"> <input type="checkbox"/> An external fire over ride switch (FOS) should be protected with the use of an accredited security product such as a Gerda Box. Consideration to other suppliers of this type of fire switch protection method should be given, check SbD web site. <p>In addition to the use of an ACB see below re Premises Information Box (PIB). https://www.gerdasecurity.co.uk/productsandservices/frs-locking-system/accesscontrol-box-(acb).aspx</p> <ul style="list-style-type: none"> <input type="checkbox"/> Premises information box (PIB) typically used to store site specific documentation such as communal access routes, fire risers etc. PIB is generally located behind the 	

Stakeholder	Question/Comment	Response
	<p>primary security layer and is intended for LFB use only (Refer to current Homes guidance)</p> <ul style="list-style-type: none"> <input type="checkbox"/> If the cause and effect of a fire over ride switch (FOS) activation poses a crime risk consideration to a Drop Key Protection Box should be made <input type="checkbox"/> The project fire consultant should be made aware of any Part B Security v's Safety conflicts https://www.gerdasecurity.co.uk/productsandservices/frs-lockingsystem/drop-key-protection-box-(dpb).aspx. <p>Doors</p> <ul style="list-style-type: none"> o Communal door set/s should be flush with the building line to prevent any recesses and should be certified to: <ul style="list-style-type: none"> o LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or o STS202 Issue 3:2011 BR 2+ or o LPS2081 SRB or Equivalent certification o We recommend that customer entrances have a secure lobby area to provide adequate security for staff and customers. The secondary lobby door set/s that are required to be dual certified to the following minimum standards: <ul style="list-style-type: none"> o LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or o STS202 Issue 3:2011 BR 2+ or o LPS2081 SRB or Equivalent certification Fabricator 3rd party UKAS certification <p>Note: Communal door/s should be self-closing, self-locking single doors</p> <p>Windows</p> <ul style="list-style-type: none"> <input type="checkbox"/> All easily accessible windows (anything under 2m from another surface treatment) should be certificated to either: <ul style="list-style-type: none"> o PAS24:2022 with BS EN356:2000 min.P4A glazing o STS204 Issue 6:2016, o STS202 Issue 7:2016 Burglary Rating 1 o LPS1175 Issue 7.2:2014 Security Rating 1 or o LPS1175 Issue 8:2018 A1 Security Rating 1 or o LPS 2081 Issue 1.1:2016 Security Rating A. <p>Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether walkway accessed through secure door or not)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Any window within 2m of an accessible surface should have key operated locks <input type="checkbox"/> Where windows form an escape route, Part B (Fire) compliance should be adhered to <input type="checkbox"/> All ground floor, vulnerable and accessible windows must have a lockable window 	

Stakeholder	Question/Comment	Response
	<p>restrictor to prevent unauthorised access</p> <ul style="list-style-type: none"> <input type="checkbox"/> Where curtain walling systems are proposed these should be certificated to either: <ul style="list-style-type: none"> o LPS1175 SR2 o BS EN1627 RC3. (With minimum of BS EN356:2000 P4A Glazing) o PAS24:2022 <p>Note: Curtain wall systems are non-structural cladding systems for the external walls of buildings. Typically curtain wall systems comprise a lightweight aluminium frame onto which glazed or opaque infill panels can be fixed. These infill panels are often described as 'glazing' whether or not they are made of glass.</p> <p>Vehicle gates</p> <ul style="list-style-type: none"> <input type="checkbox"/> Vehicle gates should be UKAS accredited to LPS 1175 B3 or LPS 2081 SRB or equivalent, with video and audio access control. <p>Refuse Storage</p> <ul style="list-style-type: none"> <input type="checkbox"/> Ideally should not allow access into the building from the refuse store <input type="checkbox"/> Street access doors to be single leaf and either <ul style="list-style-type: none"> o LPS1175 SR2 or o STS202 BR2/B3 <input type="checkbox"/> Doors to be single leaf, self-closing and self-locking with access control, ideally using magnetic locks to the previous documented standard. (2 x 500kg resistance (1200lbs/psi) positioned 1/3 from the top and 1/3 from bottom) <input type="checkbox"/> If louvre doors are used, these should be of robust construction (ideally steel) supported with a layer of steel mesh to the rear to prevent unauthorised access to the locking mechanism and prevent general misuse <input type="checkbox"/> A suitable level of lighting to be present within store, ideally low level at times of inactivity and full level illumination when in use. To compliment any CCTV. External lighting to be Dusk to Dawn covering door set <input type="checkbox"/> No external signage identifying the refuse store <input type="checkbox"/> CCTV should cover the refuse store and avoid positions that would restrict coverage. <p>Note: Single leaf doors are available up to approx. 1500mm to and will facilitate 1100cc bins in LPS and STS. This will eliminate the weakness of the passive leaf manually operated locking system which leaves double doors more vulnerable.</p> <p>Cycle storage</p> <ul style="list-style-type: none"> <input type="checkbox"/> Internal access doors to be ether: <ul style="list-style-type: none"> o LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or o STS202 Issue 3:2011 BR 2+ or 	

Stakeholder	Question/Comment	Response
	<p>o LPS2081 SRB or Equivalent certification Must be single leaf, self-closing and self-locking with access control ideally using magnetic locks</p> <ul style="list-style-type: none"> <input type="checkbox"/> Cycle storage lighting is required in all stores. In areas of no natural light or hours of darkness, a constant level of lighting is required for illumination. Connected lighting to provide low level lighting during inactivity and higher light levels when motion is detected <input type="checkbox"/> No external signage <input type="checkbox"/> CCTV must be installed in cycle stores. Should have unhindered views of the racking at all times and should be vandal resistant <input type="checkbox"/> There should be 3 locking points for cycles on the racks/stands provided. Cycle racking should be secured with anti-tamper fixings <input type="checkbox"/> Cycle store doors should allow light spill from with-in, either a small obscured viewing panel or robust louvre (as part of the door set) <input type="checkbox"/> Internal signage should ideally be placed inside the store to reinforce importance of securing cycles <input type="checkbox"/> If timber storage/sheds are to be used, then these must be of robust construction and designed to the SbD guidance (Sec 56). Requires at least 2 points of locking on the main door. If items of value are to be stored within the shed then a security anchor should be certificated to 'Sold Secure' Silver Standard LPS 1175 Issue 7.2:2014 Security Rating 1 or LPS 1175 Issue 8:2018 Security Rating A1. <p>Alarm System The proposed site should benefit from an alarm system to meet BS EN 50131 (as minimum) which can include wireless systems.</p> <p>CCTV The development should be supported with HD CCTV in all areas that the public have access to and any valuable equipment such as entrances, lobby areas, post box, refuse store, cycle stores parking areas and stair cores. The footage must be of evidential values and stored for a minimum of 31 days. All footage to be time and date stamped and recorded in a format that is accessible to the local authority and police. CCTV systems should conform to BS EN 62676: 2014 - video surveillance systems.</p> <p>Postal Strategy Mailboxes should be covered by CCTV and meet TS009 standards or MPS robust mailbox specification below:</p>	

Stakeholder	Question/Comment	Response
	<p> <input type="checkbox"/> A minimum of 1.5mm thick galvanized steel construction. Its depth and width must allow mail to fall below the fishing plate unrestricted <input type="checkbox"/> Fitted with a 3-point locking mechanism supported with a minimum five pin cam lock <input type="checkbox"/> BS EN 1303:2005 (Inc corrigendum Aug 2009) compliant five/six pin camlock must have anti-drill, anti-bump and anti-pick lock attributes <input type="checkbox"/> Gap restricting aperture (anti-fishing max 260mmx40mm) The anti-fishing plate must be fabricated as part of the post box construction and extend into and across the full length of the letterbox opening to defend against the interference of mail, anti-leverage surrounding trim, welded claw on retrieval door to negate the ability to gain a leverage point and compromise the security of the mailbox <input type="checkbox"/> Unit to have a minimum of 13Ltrs storage. </p> <p>Lighting</p> <p> <input type="checkbox"/> Public realm lighting whether adopted highways/footpaths/private estate roads or car parks should meet BS 5489:2020 standard <input type="checkbox"/> Declaration of conformity should be overseen by an independent and competent lighting engineer. They should be qualified to at least ILP Level 3 or 4 in line with the latest SBD guidance. https://theilp.org.uk/ <input type="checkbox"/> Internal lighting Communal elements of any scheme, ideally should be a controlled by a photo electric sensor. This to ensure suitable levels of lighting at all times. Where no natural light is available two phased lighting can be used (low level for nonactivity, higher level once movement is detected) <input type="checkbox"/> Lux is the measurement of light reaching a surface (1 lux is the light emitted from one candle that is 1m away from a surface 1sqm). Examples of suitable Lux levels are listed below: <ul style="list-style-type: none"> o Office interior (security) 05 Lux o Private car parks 10 Lux o Exterior Rural location 10 Lux o Exterior Urban location 20 Lux o Walkways 30 Lux o Loading bays 50 Lux Further guidance is available in the "Lighting against crime" manual <input type="checkbox"/> The even distribution of light across the area being illuminated. A good lighting system is one designed to distribute an appropriate amount of light evenly with uniformity and should include the following: <ul style="list-style-type: none"> o Values of between 0.25 and 0.40 </p>	

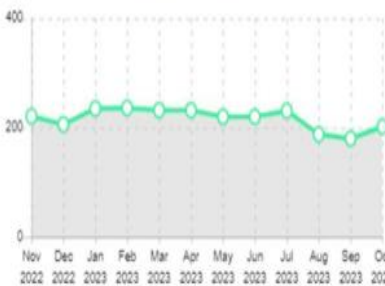
Stakeholder	Question/Comment	Response
	<p>o Using lamps with a rating of at least 60 (minimum) on the Colour Rendering Index.</p> <p>o Good lighting will use energy efficient lamps in suitable luminaries</p> <p><input type="checkbox"/> Dusk-Till-Dawn lighting where possible should consist of white light which is evenly distributed. In communal areas all entrances should have dusk till dawn lighting supported via a photo electric cell. Allowing lighting to controlled automatically</p> <p><input type="checkbox"/> Bollard lighting shall be avoided due to its history of vandalism and ease of covering. Up lighters and decorative lighting can be used but only in unison with columns providing the required standards of light for good clear facial recognition illumination</p> <p>Climbing Aids</p> <p><input type="checkbox"/> It is recommended that any climbing aids such as balconies, canopies, protruding brickwork/cladding etc., should not be positioned near any windows/doors and fixed flush with the building/boundary. This will mitigate against burglaries and domestic violence perpetrators.</p> <p><input type="checkbox"/> Canopies above entrances should be avoided to deter rough sleepers or the concealment of any perpetrators from misusing this area. If canopies are used then the depth must be below 600mm and they must be non-load bearing. If any canopy is robust enough to withstand a person standing on top, all nearby windows will be classed as vulnerable and therefore will be required to be PAS24 P2A.</p> <p><input type="checkbox"/> Any drain/rain pipes should ideally be internally installed. External drain/rain pipes should be of square design and sit flush against the building to prevent them being used as a climbing aid. They should be located away from any windows or balconies.</p> <p>Roof Access</p> <p><input type="checkbox"/> AOV's should not be restricted from working, however can be reinforced potentially with fixed grille or railing (LPS 1175 SR1) to prevent unauthorised access</p> <p><input type="checkbox"/> Easily accessible roof lights should be a one of the following standards:</p> <p>o PAS24:2016 or</p> <p>o STS 204 (issue 6: 2016) or</p> <p>o LPS1175 (issue 7: 2014) SR1 or</p> <p>o LPS1175 (issue 8: 2018) SR1 / A1 or</p> <p>o STS202 (issue 7: 2016) BR1 or</p> <p>o LPS2081 (issue 1.1: 2016) SR A</p> <p><input type="checkbox"/> If roof door access is required for "maintenance only" the door should be PAS24:2016 as a minimum. This door should be secured ideally with a key.</p>	

Stakeholder	Question/Comment	Response
	<p>However, access control can be used in conjunction with a recommended locking mechanism and must be restricted to maintenance staff only.</p> <p>CCTV / Alarm</p> <p>Any alarm installed should meet BS EN 50131 (as minimum)</p> <p>CCTV should complement other security measures, not replace them. As a minimum police recommend coverage of the following areas:</p> <ul style="list-style-type: none"> o Entrance & exit points including secondary coverage of call points o Foyer / Lobby areas o Post boxes and Postal rooms o Cycle stores o Refuse stores o Top of stair cores <p>Image quality should be able to provide facial recognition and colour HD quality during daylight and night time</p> <p>CCTV housing to be anti-vandal and potentially shrouded. Signage highlighting use of CCTV should displayed throughout the development Footage should be preserved for a minimum of 31 days</p> <p>Any CCTV system that captures footage of public areas must comply with the regulations outlined by the Information Commissioner's Office.</p> <p>To be stored securely on a remote cloud system, or on a locked and secured hard drive i.e. within a secure area behind a PAS24:2016 door or SR1 lockable steel cabinet Police access to footage must be within a minimum of 24 hours and a maximum of 48 hours for evidential purposes.</p> <p>Note - There are further concerns that need to be discussed with the applicant regarding the following and the implication to their design which may affect the outcome of SBD accreditation. Early consultation will address these concerns</p> <p>Access control strategy – how staff and the visitor moves throughout the building</p> <p>Door security – which layers are required to ensure the safety and security of users and how this effects the fire strategy</p> <p>Building use – Is the building to be solely occupied by a single or several companies etc.</p> <p>Appendix 2: Planning Policy</p> <p>London Plan 2021</p> <p>Policy D11: Safety, Security and Resilience to Emergency</p>	

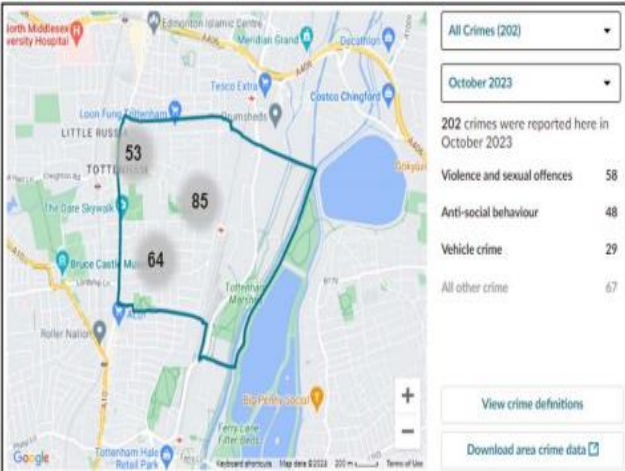
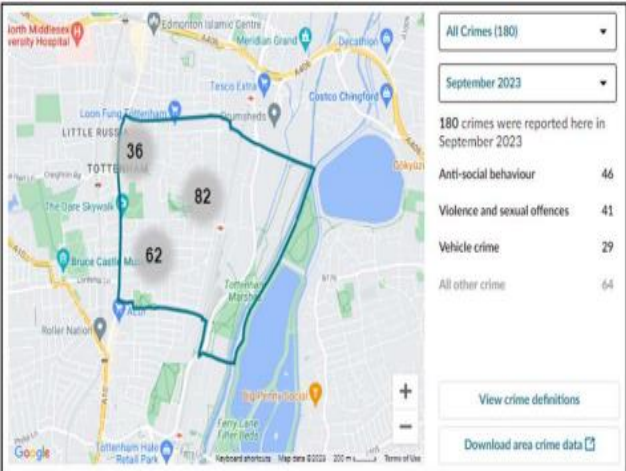
Stakeholder	Question/Comment	Response
	<p>This policy links design out crime, counter terrorism prevention measures and acknowledges fire safety issues.</p> <p>Section B of policy D11 Boroughs should work with their local Metropolitan Police Service 'Design Out Crime' officers and planning teams, whilst also working with other agencies such as the London Fire Commissioner, the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Policies and any site allocations, where locally justified, should be set out in Development Plans.</p> <p>Section C of policy D11 These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. The policy considers not just crime, but also a wide range of hazards, such as fire, flood, extreme weather and terrorism. New buildings should therefore be resilient to all of these threats.</p> <p>Paragraph 3.11.3 Measures to design out crime, including counter terrorism measures, should be integral to development proposals and considered early in the design process, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.... This will ensure development proposals provide adequate protection, do not compromise good design, do not shift vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportionate to the threat of the risk of an attack and the likely consequences of one.</p> <p>Paragraph 3.11.4 The Metropolitan Police (Designing Out Crime Officers and Counter Terrorism Security Advisors) should be consulted to ensure major developments contain appropriate design solutions, which mitigate the potential level of risk whilst ensuring the quality of places is maximised.</p> <p>Paragraph 3.12.10 Fire safety and security measures should be considered in conjunction with one another, in particular to avoid potential conflicts between security measures and means of escape or access of the fire and rescue service. Early consultation between the London Fire Brigade and the Metropolitan Police Service can successfully resolve any such issues.</p> <p>DMM4 (Policy DM2) Part A(d) "Have regard to the principles set out in 'Secured by Design'"</p>	

Stakeholder	Question/Comment	Response
	<p>DMM5: Para 2.14 - "Proposals will be assessed against the principles of secured by design'. The latest published guidance in this respect should be referred."</p> <p>An Independent Sustainability report by AECOM on Tottenham area action plan states: "Crime is high in Tottenham with many residents concerned about safety, gang activity and high crime rates. Issues are particularly associated with Northumberland Park and Tottenham Hale".</p> <p>12.3 of same report states:</p> <p>Crime rates are relatively high across the borough and crime is particularly prevalent in Northumberland Park. There is a need to design schemes in order to reduce levels of crime, fear of crime and anti-social behaviour. Since unemployment is strongly correlated with acquisitive crime, there may also be a link to wider economic development.</p> <p>There are no references to crime in the overarching policies, although it is recognised that housing and economic polices aim to support a very significant level of regeneration in the area. This could indirectly lead to reduced crime / fear of crime in the medium term through creating more high quality environments and more stable communities. AAP 06 includes requirements on urban design and character and seeks to maximise opportunities to create legible neighbourhoods, which may assist in creating safe, modern and high quality places.</p> <p>There are no references to crime in the neighbourhood area sections; however they do set out key objectives which include considerations for safe and accessible environments. Furthermore, as noted above, the scale of regeneration proposed should indirectly lead to reductions in crime and fear of crime. Crime is particularly high in Northumberland Park and Tottenham Hale, hence this issue might be explicitly addressed in these sections; however, it is recognised that the DM Policies DPD includes Borough wide requirements in this regard. Also, AAP 06 sets out the Council's commitment to preparing Design Code Supplementary Planning Documents (SPDs) for Tottenham's Growth Areas, where opportunities for secure by design principles can be investigated.</p> <p>In conclusion, the plan is likely to result in positive effects on the crime baseline if there is large scale regeneration (including jobs growth) and robust implementation of safer streets and other measures to design out crime in Tottenham, including particularly in Northumberland Park where crime levels are highest.</p> <p>The Supplementary Planning Documents 'Designing Safer Places' and 'Landscaping' provide further additional guidance supporting the recommendations.</p> <p>Section 17 of the Crime and Disorder Act 1988 states "It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in its area", as clarified by PINS953.</p> <p>The National Planning Policy Framework (NPPF)</p>	

Stakeholder	Question/Comment	Response
	<p>“Planning policies and decisions should aim to ensure that developments create: Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”</p> <p>Appendix 3: Crime Figures</p> <p>The crime figures provided below are publicly available on the Internet at http://www.met.police.uk/. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life issues.</p> <p>Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It currently has crime figures above average for the London Boroughs and suffers from high levels of crime and disorder to its residents and business communities.</p> <p>The following figures relate to recorded crime data from Police.uk for the below area:</p> <p>South Tottenham ward</p>	

Stakeholder	Question/Comment	Response
	<div><div><div><div><div><div>South Tottenham ward</div></div></div></div><div><div><div><div><div><div>Top reported crimes</div><div>Most commonly reported crimes during Oct 2023</div><div><div><div>Violence and sexual offences</div><div>58</div></div><div><div>Anti-social behaviour</div><div>48</div></div><div><div>Vehicle crime</div><div>29</div></div><div><div>Other theft</div><div>18</div></div></div><div><div>Get crime prevention advice</div></div></div></div><div><div><div><div>Crime levels overview</div><div>Crime for last year</div><div><div><div>Crime per Month</div><div></div></div></div><div><div>View as a list</div><div></div></div></div></div></div></div></div></div></div></div>	

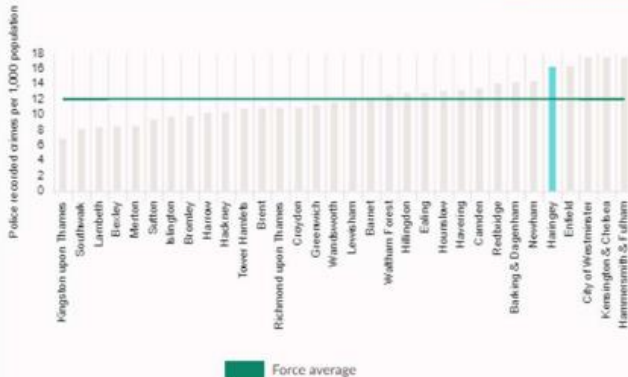
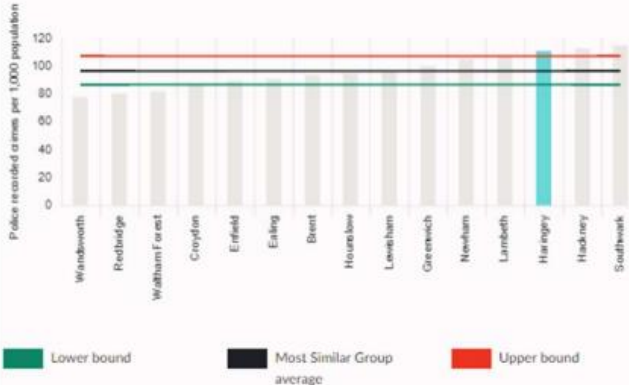
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Stakeholder	Question/Comment	Response
	<div>  </div> <div>  </div> <p>The most commonly reported crimes on this ward during October 2023 are: Violence, Anti-Social behaviour, Vehicle crime and Theft. The crime levels over the last few months have remained at a similar levels but appear to be rising. These crime types are also the most commonly reported crimes over the last 12 months.</p>	

Stakeholder	Question/Comment	Response																																																																																																																															
	<div><h3>Crime in Haringey compared with crime in other areas in the Metropolitan Police force area</h3><p>In the year ending June 2023, the crime rate in Haringey was higher than average for the Metropolitan Police force area.</p><p>Edit crime type</p><div><div>All Crime</div><div>Update</div></div><p>Police recorded crimes per 1,000 population</p><table><tr><th>Borough</th><th>Crime Rate (per 1,000 population)</th></tr><tr><td>Richmond upon Thames</td><td>~10</td></tr><tr><td>Sutton</td><td>~15</td></tr><tr><td>Beckley</td><td>~20</td></tr><tr><td>Harlow</td><td>~25</td></tr><tr><td>Merton</td><td>~30</td></tr><tr><td>Barnet</td><td>~35</td></tr><tr><td>Wandsworth</td><td>~40</td></tr><tr><td>Redbridge</td><td>~45</td></tr><tr><td>Hillingdon</td><td>~50</td></tr><tr><td>Waltham Forest</td><td>~55</td></tr><tr><td>Croydon</td><td>~60</td></tr><tr><td>Enfield</td><td>~65</td></tr><tr><td>Brent</td><td>~70</td></tr><tr><td>Hounslow</td><td>~75</td></tr><tr><td>Levensham</td><td>~80</td></tr><tr><td>Greenwich</td><td>~85</td></tr><tr><td>Barking & Dagenham</td><td>~90</td></tr><tr><td>Newham</td><td>~95</td></tr><tr><td>Lambeth</td><td>~100</td></tr><tr><td>Haringey</td><td>~105</td></tr><tr><td>Tower Hamlets</td><td>~110</td></tr><tr><td>Hackney</td><td>~115</td></tr><tr><td>Southwark</td><td>~120</td></tr><tr><td>Hammersmith & Fulham</td><td>~125</td></tr><tr><td>Barking</td><td>~130</td></tr><tr><td>Kensington & Chelsea</td><td>~135</td></tr><tr><td>Camden</td><td>~140</td></tr><tr><td>City of Westminster</td><td>~145</td></tr></table><p>Force average</p><p>About this chart</p><p>This chart compares the crime rate in your local area to the average crime rate across the force area. It shows the total number of crimes over a twelve month period per thousand residents, for the crime type selected.</p><p>Source: ONS</p></div>	Borough	Crime Rate (per 1,000 population)	Richmond upon Thames	~10	Sutton	~15	Beckley	~20	Harlow	~25	Merton	~30	Barnet	~35	Wandsworth	~40	Redbridge	~45	Hillingdon	~50	Waltham Forest	~55	Croydon	~60	Enfield	~65	Brent	~70	Hounslow	~75	Levensham	~80	Greenwich	~85	Barking & Dagenham	~90	Newham	~95	Lambeth	~100	Haringey	~105	Tower Hamlets	~110	Hackney	~115	Southwark	~120	Hammersmith & Fulham	~125	Barking	~130	Kensington & Chelsea	~135	Camden	~140	City of Westminster	~145	<div><h3>Crime in Haringey compared with crime in other areas in the Metropolitan Police force area</h3><p>In the year ending June 2023, the burglary rate in Haringey was higher than average for the Metropolitan Police force area.</p><p>Edit crime type</p><div><div>Burglary</div><div>Update</div></div><p>Police recorded crimes per 1,000 population</p><table><tr><th>Borough</th><th>Burglary Rate (per 1,000 population)</th></tr><tr><td>Beckley</td><td>~1.5</td></tr><tr><td>Haringey</td><td>~2.0</td></tr><tr><td>Redbridge</td><td>~2.5</td></tr><tr><td>Harlow</td><td>~3.0</td></tr><tr><td>Merton</td><td>~3.5</td></tr><tr><td>Barnet</td><td>~4.0</td></tr><tr><td>Wandsworth</td><td>~4.5</td></tr><tr><td>Redbridge</td><td>~5.0</td></tr><tr><td>Hillingdon</td><td>~5.5</td></tr><tr><td>Waltham Forest</td><td>~6.0</td></tr><tr><td>Sutton</td><td>~6.5</td></tr><tr><td>Kingsdon upon Thames</td><td>~7.0</td></tr><tr><td>Croydon</td><td>~7.5</td></tr><tr><td>Barking & Dagenham</td><td>~8.0</td></tr><tr><td>Newham</td><td>~8.5</td></tr><tr><td>Enfield</td><td>~9.0</td></tr><tr><td>Greenwich</td><td>~9.5</td></tr><tr><td>Brent</td><td>~10.0</td></tr><tr><td>Enfield</td><td>~10.5</td></tr><tr><td>Hounslow</td><td>~11.0</td></tr><tr><td>Wandsworth</td><td>~11.5</td></tr><tr><td>Barnet</td><td>~12.0</td></tr><tr><td>Haringey</td><td>~12.5</td></tr><tr><td>Lambeth</td><td>~13.0</td></tr><tr><td>Levensham</td><td>~13.5</td></tr><tr><td>Hammersmith & Fulham</td><td>~14.0</td></tr><tr><td>Barking</td><td>~14.5</td></tr><tr><td>Tower Hamlets</td><td>~15.0</td></tr><tr><td>Camden</td><td>~15.5</td></tr><tr><td>Southwark</td><td>~16.0</td></tr><tr><td>Hackney</td><td>~16.5</td></tr><tr><td>Kensington & Chelsea</td><td>~17.0</td></tr><tr><td>City of Westminster</td><td>~17.5</td></tr></table><p>Force average</p><p>About this chart</p><p>This chart compares the crime rate in your local area to the average crime rate across the force area. It shows the total number of crimes over a twelve month period per thousand residents, for the crime type selected.</p><p>Source: ONS</p></div>	Borough	Burglary Rate (per 1,000 population)	Beckley	~1.5	Haringey	~2.0	Redbridge	~2.5	Harlow	~3.0	Merton	~3.5	Barnet	~4.0	Wandsworth	~4.5	Redbridge	~5.0	Hillingdon	~5.5	Waltham Forest	~6.0	Sutton	~6.5	Kingsdon upon Thames	~7.0	Croydon	~7.5	Barking & Dagenham	~8.0	Newham	~8.5	Enfield	~9.0	Greenwich	~9.5	Brent	~10.0	Enfield	~10.5	Hounslow	~11.0	Wandsworth	~11.5	Barnet	~12.0	Haringey	~12.5	Lambeth	~13.0	Levensham	~13.5	Hammersmith & Fulham	~14.0	Barking	~14.5	Tower Hamlets	~15.0	Camden	~15.5	Southwark	~16.0	Hackney	~16.5	Kensington & Chelsea	~17.0	City of Westminster	~17.5	
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Stakeholder	Question/Comment	Response
	<div><div><div><div><div>Crime in Haringey compared with crime in other areas in the Metropolitan Police force area</div><div>In the year ending June 2023, the drug offence rate in Haringey was higher than average for the Metropolitan Police force area.</div><div><div>Edit crime type</div><div><div>Drugs</div><div>▼</div></div><div>Update</div></div><div><div><div>Police recorded crimes per 1,000 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Stakeholder	Question/Comment	Response
	<p>Crime in Haringey compared with crime in other areas in the Metropolitan Police force area</p> <p>In the year ending June 2023, the vehicle crime rate in Haringey was higher than average for the Metropolitan Police force area.</p> <p>Edit crime type Vehicle crime ▼ Update</p>  <p>Police recorded crimes per 1,000 population</p> <p>Force average</p> <p>About this chart</p> <p>This chart compares the crime rate in your local area to the average crime rate across the force area. It shows the total number of crimes over a twelve month period per thousand residents, for the crime type selected.</p> <p>Source: ONS</p>	<p>Crime in Haringey compared with crime in similar areas</p> <p>In the year ending June 2023, the crime rate in Haringey was higher than the average crime rate across similar areas.</p> <p>Edit crime type All Crime ▼ Update</p>  <p>Police recorded crimes per 1,000 population</p> <p>Lower bound Most Similar Group average Upper bound</p> <p>The red and green lines show how far the crime rate would normally vary from the average. Haringey lies above the red line, so its crime rate is higher than normal for the group.</p> <p>About this chart</p> <p>This chart compares the crime rate in your local area to the average crime rate across similar areas. It shows the total number of crimes over a twelve month period per thousand residents, for the crime type selected.</p> <p>Where your area lies in relation to the red and green lines is more important than its rank among similar areas. If your area lies between the red and green lines, its crime rate is normal for the group. If your area lies above the red line, its crime rate is higher than normal for the group, and similarly, if your area lies below the green line, its crime rate is lower than normal.</p> <p>The areas shown in this chart are those that have been assessed to be most similar to your own. However, the circumstances within these areas do still vary and these variations can have an impact on the crime rates observed.</p> <p>Source: ONS</p>

Stakeholder	Question/Comment	Response
	<p>Police.Uk provides open source crime data, please see the Home Office crime classifications below as depicted on the Police.uk web site keeping in mind that not all crime takes place in the public realm.</p> <p>All crime: Total for all categories.</p> <p>Anti-social behaviour: Includes personal, environmental and nuisance anti-social behaviour.</p> <p>Bicycle theft: Includes the taking without consent or theft of a pedal cycle.</p> <p>Burglary: Includes offences where a person enters a house or other building with the intention of stealing.</p> <p>Criminal damage and arson: Includes damage to buildings and vehicles and deliberate damage by fire.</p> <p>Drugs: Includes offences related to possession, supply and production.</p> <p>Other crime: Includes forgery, perjury and other miscellaneous crime.</p> <p>Other theft: Includes theft by an employee, blackmail and making off without payment.</p> <p>Possession of weapons: Includes possession of a weapon, such as a firearm or knife.</p> <p>Public order: Includes offences which cause fear, alarm or distress.</p> <p>Robbery: Includes offences where a person uses force or threat of force to steal.</p> <p>Shoplifting: Includes theft from shops or stalls.</p> <p>Theft from the person: Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, mobile phones) but without the use or threat of physical force.</p> <p>Vehicle crime: Includes theft from or of a vehicle or interference with a vehicle.</p> <p>Violence and sexual offences: Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.</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> <p>We strongly advise that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their door sets in relation to your needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.</p>	

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2024/2279

Ward: Noel Park

Address: 25-27 Clarendon Road N8 0DD

Proposals 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.

Applicant: Mr Richard Quelch, Q Square

Ownership: Private

Case Officer Contact: Valerie Okeiyi

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1. The redevelopment of a previously developed brownfield site with a high quality mixed use development responds positively to the emerging character of the area and is in line with Site Allocation SA23 ('Clarendon Rd South');
2. The proposal would provide 222 co-living studio units, the equivalent of 123 new dwellings based on the London Plan's 1.8:1 multiplier, contributing positively to meeting housing need;
3. The provision (and part retention) of employment workspace, equating to 231 square metres of affordable workspace, which is welcomed;
4. The proposal would provide street scene improvements including a high quality new building with an active frontage and new and enhanced public realm;
5. Economic benefits in the form of construction jobs, an estimated 90 operational jobs and financial contributions towards infrastructure provision;
6. A positive contribution towards urban greening and biodiversity net gain

7. The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive levels of noise, light or air pollution.
8. The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives;
9. The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as sustainable drainage
10. The proposed development will secure several obligations including a substantial Payment In Lieu (PIL) of affordable housing and other financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of a section 106 legal agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability that secures the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 07/03/2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary - Planning Application HGY/2024/2279 (the full text of recommended conditions/informative is contained in Appendix 1 of the report.

Conditions

1. Time limit
2. Approved Plans and Documents
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan and Waste Management
16. Cycle Parking
17. Basement Impact Assessment
18. Surface Water Drainage
19. Management and Maintenance
20. Piling
21. Thames Water Essential Infrastructure
22. Satellite Antenna
23. Restriction to Telecommunications apparatus
24. Architect Retention
25. Accessible Co-Living Accommodation
26. Noise Attenuation – Co-Living Accommodation
27. Restriction to Use Class
28. Energy Strategy
29. Overheating
30. BREEAM Certificate for “Excellent”
31. Living Roofs
32. Biodiversity Net Gain
33. Water consumption
34. Co-living Management Plan

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction

- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design

Section 106 Heads of Terms - Planning Application HGY/2024/2279

1. Affordable housing Provision

- Financial contribution of towards the provision of offsite affordable housing.
- Early stage viability review

2. Viability Review Mechanism

- Early stage review if works do not commence within two years.

3. Affordable Workspace

- Affordable Workspace lease
- Affordable Workspace Occupier
- Affordable Workspace plan
- Affordable Workspace Rent
- Affordable Workspace Service Charge

4. Highways Improvements under Section's 38 and 278

5. Sustainable Transport Initiatives

- £4000 towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits.
- Car Club - five years free membership for all residents of each co-living unit and a credit of £100 per year/per unit for the first 2 years.
- £15,000 (fifteen thousand pounds) towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development.
- Residential Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total.
- Commercial Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total.

6. Parking Management Contribution

- £20,000 (twenty Thousand Pounds) to undertake a review of the current parking management measures on Clarendon Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.

7. Carbon Mitigation

- Be Seen commitment to uploading energy data.
- Energy Plan.
- Sustainability Review.
- Estimated carbon offset contribution (and associated obligations) of £152,475 (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.
- A single point Future DEN connection (and associated obligations)

7. Employment Initiatives - participation and financial contribution towards Local Training and Employment Plan

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

8. Monitoring Contribution

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

- 2.5 In the event that members choose to make a decision contrary to officers' recommendations members will need to state their reasons. In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

- The proposed development, in the absence of a legal agreement failing to secure a financial contribution towards offsite affordable housing within the Borough. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
- The proposed development, in the absence of a legal agreement securing 1) Section 38 and 278 Highway Agreement 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 infrastructure. 2) A contribution towards amendment of the local Traffic Management Order. 3) Two years free membership for all residents and a credit of £100 per year/per unit for the first two years. 4) A contribution towards a Construction Logistics and Management Plan. 5) Implementation of a Residential and Commercial Travel Plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. 6) A contribution towards current parking management measures on Clarendon Road and the surrounding roads. As such, the proposal is contrary to London Plan policy T1, Development Management DPD Policies DM31, DM32 and DM48.
- The proposed development, in the absence of a legal agreement failing to secure onsite affordable workspace. As such, the proposals would be contrary to London Plan Policy E3, and DM DPD Policy DM 38.
- The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
- In the absence of a legal agreement securing the implementation of an energy strategy, including future connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA9.
- In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction

and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policy D14, Policy SP11 of the Local Plan and Policy DM1 of the DM DPD.

In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

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- 7. COMMUNITY INFRASTRUCTURE LEVY
- 8. RECOMMENDATION

APPENDICES:

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Appendix 3	Consultation Responses - Internal and External Consultees
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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed Development

- 3.1.1 Planning permission is sought for the demolition of 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. The proposal can be broken down as follows:

Main Building

- 3.1.2 The proposed building is a 9 storey building made up of two irregularly shaped conjoined blocks. The building consists of 222 co-living studio units and 773 square metres of internal communal space and 231 square metres of commercial affordable workspace. Amenity space is provided within the communal internal space and the proposed 231 square metre podium/roof level external amenity spaces.
- 3.1.3 At ground floor level is commercial affordable workspace, a gym/fitness studio, games room, entrance lobby, reception, post room, office, laundry room, WC, plant room, bicycle store, bin store and electricity substation.
- 3.1.4 At first floor level are 15 studios, shared kitchen/dining/work space, a garden room, lounge, private dining room, two external terraces and a cinema room.
- 3.1.5 At second to seventh floor level are 30 studios together with 27 studios and a shared lounge located on the eighth floor level.

Access, Parking and Highways

- 3.1.6 The main accesses into the building are located on the south-east facing elevation. With independent accesses provided for the commercial affordable workspace and the co-living demise. Secondary access points are provided on the south, north and west elevations to facilitate independent access to service areas, the bicycle store and for means of escape. Following further discussions with transport officers a 12m long layby is proposed to provide 1 designated disabled bay and an electric charging bay. A 171 space secure and covered bicycle store is proposed at ground floor level.

Soft and Hard Landscaping and Public Realm

- 3.1.7 New public realm is proposed to the front of the building, to the south-east corner of the site and extending north adjacent to Clarendon Road. This includes ground cover drought tolerant flowering shrubs, perennials and cherry trees, direct routes to building entrances in bound gravel, seating spaces, lighting to assist wayfinding and discourage anti-social behaviour and integrated power sockets to facilitate exhibition.
- 3.1.8 The podium level terraces / amenity spaces will also be landscaped, incorporating a growing quadrant, potted planting, outdoor dining space, entertainment / activity space and lighting. Where feasible, the roofs of the building will be 'green roofs', consisting of scrub and wildflower planting.

3.2 Site and Surroundings

- 3.2.1 The site is located on Clarendon Road and is currently occupied by a part two, part single storey L shaped building in employment use. The Alevi Cultural Centre is located to the south, the Election Centre is to the north and the wooded railway embankment to the west. Turnpike Lane is to the south. Directly opposite the site to the east is the site known as Jessica Button (30-36 Clarendon Road off Hornsey Park Road). Immediately south is the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre) and the Council's Day Centre (the Clarendon Recovery College).
- 3.2.2 To the south-east of the site is the 6-7 storey residential block known as Westpoint Apartments. The Clarendon Square development /Alexandra Gate (St William) is to the north which was granted a hybrid (outline and full) planning permission (reference HGY/2017/3117) for a mixed use development up to 20 storeys in height. Further to the south is the Railway Approach development that ranges from 11 to 13 stories in height. Planning permission was recently granted for the Jessica Button site to the east, for a 2 to 11 storey mixed use building comprising 51 residential units and 560 sqm of commercial floorspace (reference HGY/2022/3846).
- 3.2.3 The public transport accessibility level (PTAL) is 4 which means the site has good access to public transport services. Two bus services are available within a 4-minute walk of the site, Turnpike Lane underground station is a 10 minute walk away and Hornsey National Rail station an 8 minute walk away.
- 3.2.4 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green Growth Area as identified in the Council's Local Plan 2017. The site is also located adjacent to a designated Ecological corridor. The site forms part of Site Allocation 23 of the Council's Site Allocations DPD: known as

Clarendon Road South which seeks to realign Clarendon Road and create employment-led mixed-use development to compliment the Clarendon Road Square development site to the north.

- 3.2.5 The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a Development Plan Document itself and is instead being subsumed into the emerging New Local Plan.
- 3.2.6 The site does not contain any statutory or locally listed buildings, nor is it located within a Conservation Area.

3.3 Relevant Planning and Enforcement history

- 3.3.1 There is no recent and relevant planning history in respect of the site.
- 3.3.2 Relevant and recent planning permissions in close proximity of the site include:

HGY/2017/3117 - The Clarendon Square development /Alexandra Gate (St Williams)

This hybrid planning application (part Outline, part Detailed) sought consent for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A5; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

The application was granted on 19/04/2018.

HGY/2022/3846 - 30-36 Clarendon Road off Hornsey Park Road known as the Jessica Button Site

This application sought demolition of the existing buildings and the construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.

The application was granted 14/06/2024.

4. CONSULTATION RESPONSES

Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review Panel (QRP) on two occasions. Following the latest QRP meeting in July 2024, set out in Appendix 4, the Panel was 'confident that the remaining issues can be resolved in collaboration with officers' and that the proposal would not need to return to the panel again with the summary from the report below:

Summary

The Haringey Quality Review Panel commends the significant improvements made since the last review, and is now largely supportive of the co-living and workspace development at 25-27 Clarendon Road. The panel urges the project team to address its remaining concerns, and to ensure that the intended level of quality is fully embedded in the design.

The panel asks that the massing of the two blocks is broken up more. This could be achieved by reducing the eastern block sufficiently and decreasing overall the number of units, or by increasing the height of the western block and decreasing the height of the eastern block, to create a clearer distinction between the blocks without adding more co-living studios. The enlarged public realm is welcome, and the panel encourages the project team to develop the landscape character of the pocket park, drawing on the site's industrial history. The external and internal amenity spaces relate well to one another. Further work on sunlight, shading and soil depths should inform the planting mix.

The panel thinks that the workspace and co-living uses can successfully co-exist, but that the internal layout should be refined. The circulation spaces should be more generous, especially around the ground floor entrance area and first floor shared amenity spaces. The panel suggests that an internal route to the bicycle store would feel safer and be more inclusive. The project team should investigate whether the upper floor layout can be reconfigured to create a simple 'L'-shaped corridor, to improve natural light. As the scheme evolves, neurodivergent needs could be considered through the provision of calmer, more intimate communal spaces, particularly as the typical studios are not wheelchair accessible. All communal facilities and entrances must be fully accessible.

Adjustments to the elevations may be required to meet the scheme's ambitious sustainability targets. A detailed overheating study should be carried out for each studio type and location. The architectural detail is not yet sufficiently developed. Studies should be completed to refine the expression of internal functions in the external façades, and the articulation of the bays.

The detailed QRP comments and the latest officer response is provided within the 'Design section' of this report.

4.2 Development Management Forum

- 4.2.1 The proposals were presented to a Development Management Forum in September 2024. The notes from the Forum are set out in **Appendix 5**.

4.3 Planning Committee Pre-Application Briefing

- 4.3.1 The proposals were presented to the Planning Sub Committee at a Pre-application Briefing in July 2024. The minutes are attached in **Appendix 6**.

4.4 Application Consultation

- 4.4.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development.

Transportation

No objection raised, subject to conditions, S.106 and S.278 obligations.

Waste Management

No objection raised after further discussions with the waste management team subject to a condition which has been agreed by the applicant.

Building Control

No comment received.

Trees

No objection raised, subject to conditions.

Nature Conservation

No comment received.

Public Health

No comment received.

Surface and flood water

No objections, subject to conditions.

Carbon Management

No objections, subject to conditions and S106 obligations.

Lead Pollution

No objection, subject to conditions and informative.

Housing Policy and Strategy

The March 2024 adopted housing strategy does not identify a need for co-living housing. It is for the Local Planning Authority to determine how much weight should be attributed to it in the development management process.

EXTERNAL

Health and Safety Executive (HSE)

No objection "HSE is content with the fire safety design"

Thames Water

No objection subject to conditions.

Metropolitan Police Designing out crime

No objections, subject to conditions and informative.

National Health Service London Healthy Development Unit

To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £155,802 within the S106 agreement to be paid on commencement and indexed linked to building costs.

London Underground/ DLR Infrastructure Protection

No comment to make.

Inclusive economy

No objection

Transport for London

No objection

5. LOCAL REPRESENTATIONS

5.1.0 The following were consulted:

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

5.1.1 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: 2
Objecting: 1
Supporting: 1
Others: 0

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

Comments in objection:

- Non compliance with the master plan
- Lack of public engagement
- Impact on light and the efficiency of installing solar panels on neighbouring buildings
- The proposal is contrary to Haringey's net zero ambitions
- The scale of the development and its impact on right to light
- Traffic disruption
- Security concerns
- Concerns about co-living policy

Comments in support:

- Economic benefits
- Need for co-living in the borough

5.1.3 The following issues raised are not material planning considerations:

- Right to light

(Officer Comment: This is not a material planning consideration)

6. MATERIAL PLANNING CONSIDERATIONS

6.1 Statutory Framework

6.1.0 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

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

1. Principle of the development
2. Affordable Housing
3. Design and appearance
4. Residential Quality
5. Impact on Neighbouring Amenities
6. Parking and Highways

7. Sustainability, Energy and Climate Change
8. Urban Greening, Trees and Ecology
9. Flood Risk and Drainage
10. Air Quality and Land Contamination
11. Basement Development
12. Archaeology
13. Fire Safety
14. Social and Community Infrastructure
15. Conclusion

6.2 Principle of the development

National Policy

- 6.2.1 The current National Planning Policy Framework was last updated in December 2024 (hereafter referred to as the NPPF). The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing. The framework also sets out that planning should create conditions in which business can invest and that significant weight should be given to the need to support economic growth whilst encouraging applications to make best use of land and create beautiful places.
- 6.2.2 The NPPF highlights the importance of boosting housing supply across the country; whilst Paragraphs 60 and 63 note the importance of providing housing for specific groups. Paragraph 4.16.1 of London Plan Policy H16 states that large-scale shared living developments may provide a housing option for single person households who cannot or choose not to live in self-contained homes or HMOs. This policy also seeks to ensure that new purpose-built shared living developments are of acceptable quality, well-managed and integrated into their surroundings

Development Plan

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

London Plan

- 6.2.4 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance (LPG).
- 6.2.5 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.
- 6.2.6 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.7 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.2.8 Policy H4 of the London Plan requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.
- 6.2.9 Policy H16 of the London Plan sets out 10 criteria that large scale purpose built shared living development must meet. This includes achieving good quality design, contributing towards mixed and inclusive neighbourhoods, being well connected to services, employment and public transport, sufficient communal facilities and services, adequate functional living space, are suitably managed and let and that suitable contributions are made towards conventional C3 affordable housing.
- 6.2.10 Policy D6 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.2.11 London Plan Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in Local Plans.

6.2.12 London Plan Policy E3 states that consideration should be given to the need for affordable workspace.

6.2.13 London Plan Guidance (LPG) on large scale purpose built shared living (LSPBSL) was published by the GLA on 29 February 2024. The LPG sets out further detail on siting and developing such housing, including balancing it with other housing types. It provides space and facilities benchmarks and good practice advice to help ensure these developments are designed and managed to be of good quality, are safe, inclusive and integrated into their neighbourhood. The guidance is aimed at those designing LSPBSL schemes and decision-makers assessing them as part of the planning application process.

The Local Plan

6.2.14 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 01 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.

6.2.15 Haringey's Local Plan Strategic Policies 2017 sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.

6.2.16 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).

6.2.17 Policy SP1 also states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.

6.2.18 Policy SP2 of the Local Plan states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for

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

6.2.19 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.

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

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

6.2.22 Policy DM38 of the DM DPD sets out that the Council will support proposals for mixed use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. The site is not located within a Local Employment Area – Regeneration Area, however, all proposals for mixed use development must satisfy the requirements of Policy DM38.

6.2.23 Policy DM40 of the DM DPD supports proposals for mixed-use, employment-led development on other employment sites where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.

Site Allocation

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

6.2.25 The site forms part of Site allocation SA23 'Clarendon Road South' of the SA DPD which designates the site for the redevelopment of a mix use employment led scheme that compliments the Clarendon Road Square development site (figure 1). This site is located to the western side of the Site Allocation.



Figure 1 - SA23: Clarendon Rd South

6.2.26 Site allocation SA23 of the SA DPD has the following Site Requirements and Development Guidelines:

Site requirements

- Development proposals will be required to be accompanied by a site wide masterplan.

- No buildings need to be retained.
- Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Road across Turnpike Lane.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- Residential development may be suitable on site in order to increase the viability of new workspace.
- Alternative re-provision of the West Indian Cultural Centre will need to be agreed.
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with Policy DM38.
- The site adjoins north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development.

Development Guidelines

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

- Heights should be restricted where they adjoin the properties on Hornsey Park Road.
- Taller development will be acceptable on the west side of Clarendon Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application. This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place and where appropriate, a risk management and remediation strategy.
- Business uses should respect adjacent residential.

Masterplanning and Site Allocation

- 6.2.27 SA23 (Clarendon Road South) of the Site Allocations DPD 2017 requires development proposals to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation. Policy DM55 of the DM DPD states that where developments form only a part of allocated sites a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.
- 6.2.28 The applicant has provided an indicative masterplan that shows how the site meets the requirements of policy SA23 but does not compromise the co-ordination of development across the other sites within the allocation which includes 27-33 and 9-70 Clarendon Road, 30-36 Clarendon Road known as 'Jessica Button' the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre), the Council's Day Centre (the Clarendon Recovery College), London Alevi Cultural Centres, Civica Election Service, Virgin Media and Katerina House. The indicative masterplan demonstrates that the remaining part of the allocation could accommodate further commercial and residential units (figure 2 & 3).
- 6.2.29 Specifically, current immediate neighbours to either side are the Alevi Cultural Centre to the south and Civica Electoral Services to the north. Both are in active use for their respective community and business uses and have had recent investment in their building facilities. In accordance with the site allocation requirement for the applicant to engage in masterplanning consultations with neighbours, the applicants report that they both have every intention to continue their current use of their sites, with no current intention to redevelop their sites. Nevertheless, in accordance with policy requirements, the applicants have successfully demonstrated masterplan requirement compatibility by demonstrating their proposals to be compatible with either neighbour continuing in its current form and use, as well as a couple of possible redevelopment options similar to their proposals for their own site.
- 6.2.30 Further sites on the opposite side of Clarendon Road form the rest of the site allocation. These include the Virgin Media site, occupying most of the part of the site allocation east of Clarendon Road and north of the link road, which has similarly indicated no current plans for redevelopment. South of the link road, there are three separate land holdings; the West Indian Cultural Centre (WICC) is furthest to the south, with Clarendon Recovery College (CRC) and then 30-36 Clarendon Road directly opposite this application site. There have been a number of proposals taken well into the pre-application process for all three sites, but various concerns have led to them not being progressed so far, except for 30-36, for which a residential

and workspace development, rising to 12 storeys, and which was granted planning permission in June 2023 (HGY/2022/3846). It should be noted that in masterplanning discussions for this site alone and from when it was being considered as part of a development with its two southern neighbours, a strategy was agreed to rise up to a mini-landmark at the corner of Clarendon Square and the link road and a major landmark at the crossroads of the link road, Hornsey Park Road, Wightman Road and Turnpike Lane.

- 6.2.31 Adjoining the northern boundary of this Site Allocation, also the adjoining part of the Heartlands Growth Area, is the major development site known for the last fifteen years as Clarendon Square, but recently renamed as Alexandra Gate. This was granted planning permission, as a hybrid consent, in April 2018 (HGY/2017/3117) for around 2,800 homes as well as a large amount of workspace and other town centre and ancillary uses, in a stepped, college development of several blocks and plots. This innovative development has built out about half and is progressing apace, with pre-application discussions for what should be the final phase just commenced. Its completed southern quarters, closest to this application site, are characterised by stepped residential blocks of 4-12 storeys in interlocking L-shaped plans creating interlocking public pocket parks and built frontage along Clarendon Road (which changes name to Mary Neuner Road). A new public park between its southern and central quarters, completed before any of their blocks, means it makes a wider contribution to other neighbouring developments including this application, and its development pattern of pocket parks facing built frontages is particularly recognised as a successful feature that has been encouraged for subsequent developments including this application.

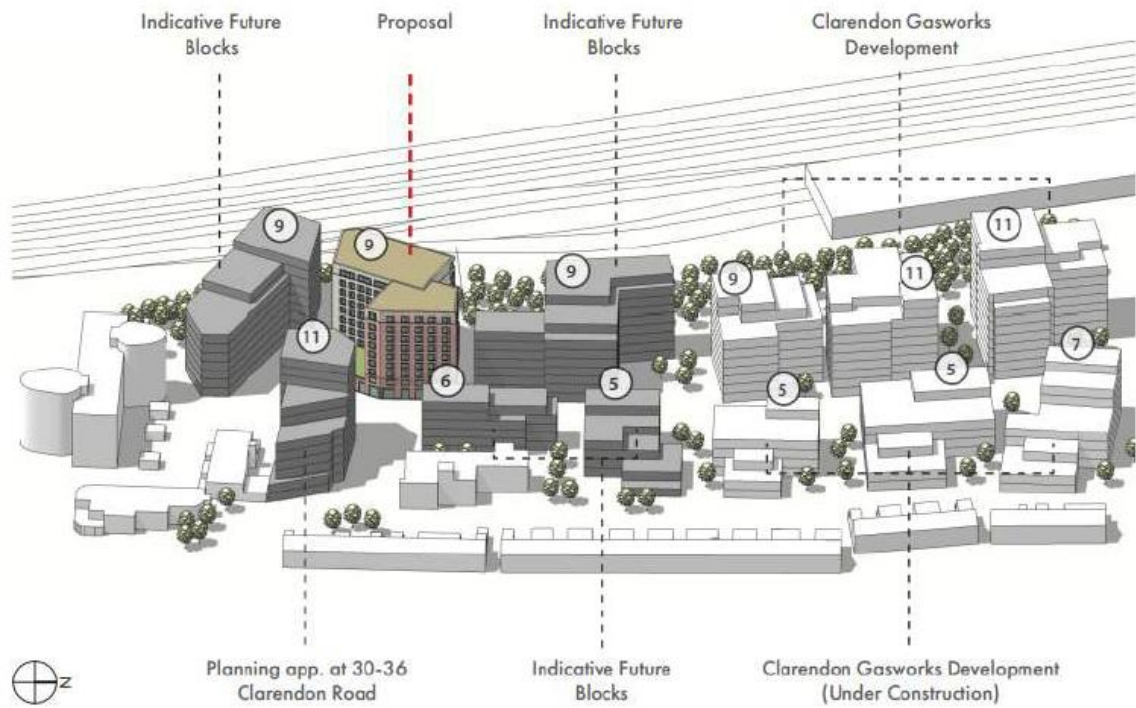


Figure 2: Illustrative masterplan showing how the proposal could fit within the wider site allocation delivering commercial and residential units.



Figure 3: Illustrative masterplan showing how the proposal could fit within the wider site allocation delivering commercial and residential units.

6.2.32 The site is located on the west side of Clarendon Road which is considered suitable for larger scale development. The proposal includes commercial floorspace alongside residential floorspace and ensures that the north-south ecological corridor adjacent to the rail line is retained. The site backs onto the rail line and is bound to the north and south by commercial/ community use buildings. The indicative masterplan is in keeping with the aspiration to provide a straight alignment from Wightman Road to the north and Turnpike Lane to the South.

6.2.33 As such, it is considered that the proposal has a workable and logical indicative masterplan which demonstrates how the sites can be developed incorporating the new link between Wood Green and Clarendon Square. This accords with the requirements of Policy DM55 of the DM DPD and SA23 of the Site Allocations DPD 2017 and is therefore acceptable.

Draft Wood Green Area Action Plan (AAP)

6.2.34 A draft Wood Green Area Action Plan (AAP) has previously been developed by the Council but is no longer being worked on. There has previously been an Issues and Options Consultation (February 2016), Preferred Option Consultation (February

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

6.2.35 The site was designated as WGSA27 'Clarendon Road South' of the draft Wood Green Area Action Plan (AAP) (figure 4). This reiterated much of Site Allocation SA21 of the Site Allocations DPD 2017, albeit with a marginally smaller residential unit aspiration (201) larger employment floorspace (8,435 sqm), no other floorspace aspiration, a desire for the employment floorspace to be studio or SME space with a no net loss of employment floorspace and the provision of a new bus route.

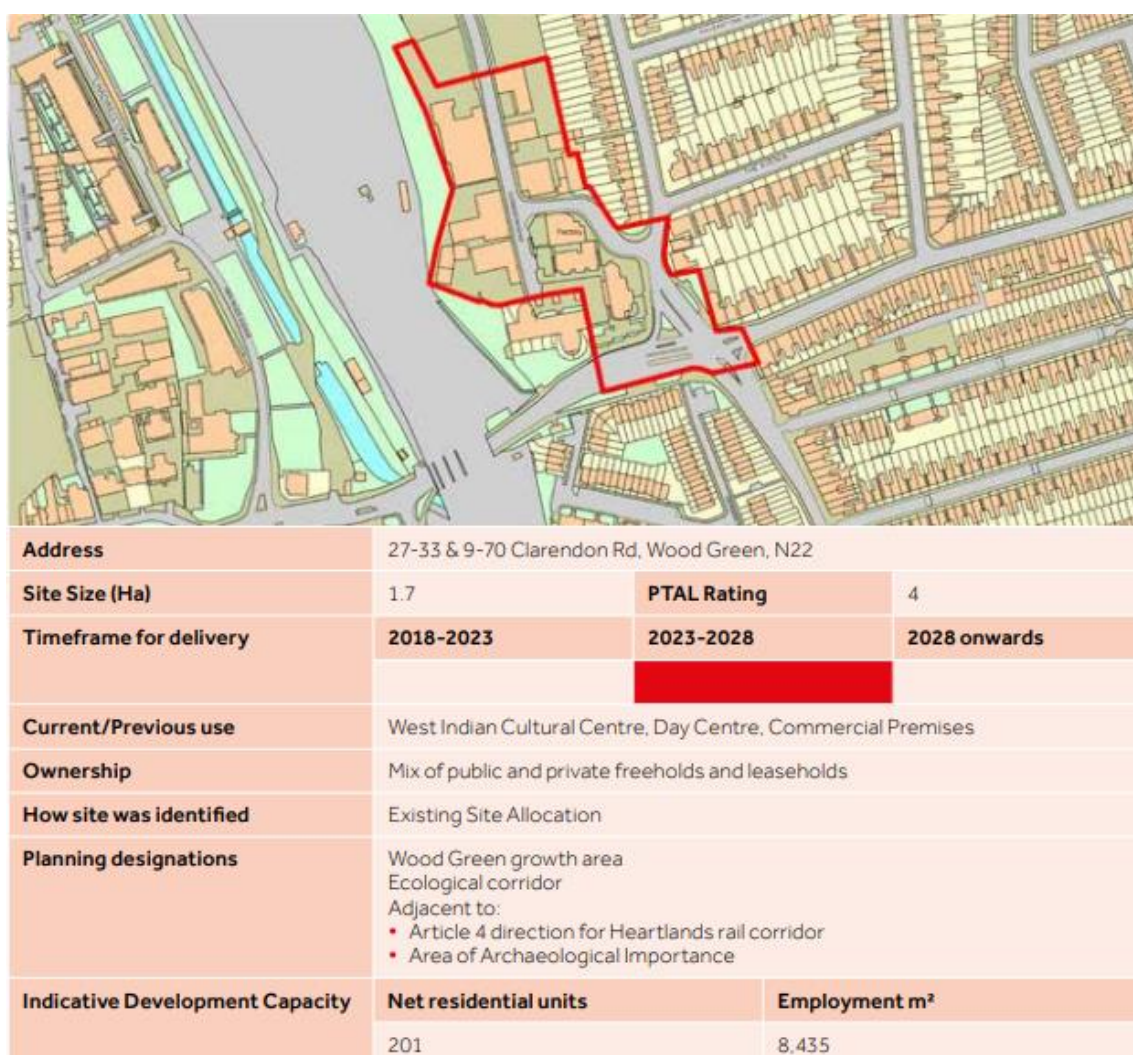


Figure 4: Wood Grenn Area Action Plan Extract for WG SA 27 'Clarendon Rd South'.

5 Year Housing Land Supply

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

Land Use Principles

- 6.2.38 The proposed development would replace the existing industrial building with a mixed use development comprising of new residential development in the form of co-living units and commercial affordable work space.

Proposed mixed use - Employment and Residential Uses

Employment:

- 6.2.39 Site allocation SA23 identifies the site for mixed-use development comprising employment and residential uses. The site allocation identifies an indicative capacity of 5,390 sqm of employment floorspace and 206 net residential units within the red line area of the allocation of which this application forms a part.
- 6.2.40 This site is also subject to the requirements of Policy DM40-Non-Designated Employment Land and Floorspace of the DM DPD.
- 6.2.41 On non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.A(a-f) which are set out below;

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;*
- b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:*
 - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;*
 - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and*
 - iii. Environmental quality of the site.*
- c. Make provision for an element of affordable workspace where viable;*
- d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;*
- e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and*
- f. Be designed to enable connection to ultra-fast broadband*

6.2.42 The proposed development would provide 231 square metres of employment floorspace, this would result of a net loss of 866sqm. The Site Allocations DPD identifies a minimum development capacity of 5,390 square metres of employment floor space across the allocation as a whole. The site directly opposite at 30-36 Clarendon Road known as 'Jessica Button' recently received planning permission for 560sqm of employment floorspace (HGY/2022/3846). The proposal in conjunction with the Jessica Button development (HGY/2022/3846) would equate to 791 square metres of employment floor space across the site allocation. Whilst this would not deliver the full capacity identified in SA21 it would deliver a substantial increase in the overall employment floorspace within the site allocation. There are further sites within this same site allocation which are yet to come forward for development and will be able to contribute towards the delivery of the overall policy requirement of employment space as set out in SA23. It is also important to note that the African Caribbean Cultural Centre to the south of the site would need to re-provide the community centre to meet the indicative development capacity as part of this site allocation requirement.

6.2.43 The proposed employment floorspace is in the form of flexible commercial floorspace (Use Class E) at ground floor level. The applicant has confirmed that affordable workspace provision is proposed and it will be provided at a discount of

25% less than the market rate. The quantum of proposed Class E floor space has been informed by the market demand report which states that due to the current economic situation the amount of commercial floorspace proposed is what the applicant can viably deliver. Furthermore the quantum of employment floorspace is due in part to the ground floor having to also accommodate the requirements of the building including access, refuse/cycle stores, co-living amenity space, the required plant rooms and other ancillary co-living facilities.

6.2.44 The type of proposed Class E floor space has been informed by the market demand report which demonstrates that the co-working sector within a 2 mile radius of the scheme found only 10 such workspaces that offer shared or managed working, co-working or affordable workspace. This type of offer best suited the wider proposals for the scheme and would provide a product that would meet anticipated market demand and lease within a reasonable period of time. The evidence suggested that local demand is currently centred around micro businesses, freelancers and the self employed entities. The affordable workspace is designed with generous floor to ceiling heights and flexibly designed to a high quality fit out standard that will enable co-working but will also support a hierarchy of leasing opportunities if this is necessary in the future.

6.2.45 The proposal on this particular part of the site, subject to this application, would result in a net loss of 866sqm of employment floorspace on this particular site (not the overall site allocation). However, this loss must be assessed against the fact that the proposal would generate a greater number of job opportunities (90 jobs in the operational phase), and furthermore, the proposal would also provide 231 square metres of high quality affordable workspace. Therefore, the net loss of existing employment floor space on this part of the site is considered acceptable given the clear employment and affordable workspace benefits this would provide – this aspect of the proposal is therefore considered acceptable and would generally accord with site allocation DPD Policy SA23 and DPD Policy DM38.

Co-living:

6.2.46 The proposal includes 222 co living units that would contribute positively to meeting housing needs in the borough and the aims of Site Allocation SA23. Co-living can be described as follows:

- Co-Living is a form of modern managed living rental accommodation aimed primarily at single renters, a group who are generally poorly served by the rental market.

- Co-living Accommodation typically comprises private studios between 18-27 sqm, together with the use of large communal areas typically including facilities such as a co-working space, lounge areas, a gym, a screening room, communal kitchens and dining areas.
- Co-living residents (excluding students) are typically professional people working across the spectrum of occupations
- The largest age group in co-living is between 25-34 with an average age of around 30, however residents can be as young as 18 and much more mature at 60+.
- Co-living for renters comprises an all –inclusive price which covers energy, water, wifi and use of communal spaces

6.2.47 Paragraph 61 of the NPPF highlights the importance of boosting housing supply across the country, including housing for specific groups. Paragraph 4.16.1 of London Plan Policy H16 states that large-scale shared living developments may provide a housing option for single person households who cannot or choose not to live in self-contained homes or HMOs. This policy also seeks to ensure that new purpose-built shared living developments are of acceptable quality, well-managed and integrated into their surroundings. London Plan Policy H16 also sets out the following criteria for large scale purpose built shared living development, as follows:

“1) it is of good quality and design;

2) it contributes towards mixed and inclusive neighbourhoods;

3) it is located in an area well-connected to local services and employment by walking, cycling and public transport, and its design does not contribute to car dependency;

4) it is under single management;

5) its units are all for rent with minimum tenancy lengths of no less than three months;

6) communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least:

a) convenient access to a communal kitchen

b) outside communal amenity space (roof terrace and/or garden)

c) internal communal amenity space (dining rooms, lounges)

d) laundry and drying facilities

e) a concierge

f) bedding and linen changing and/or room cleaning services

7) the private units provide adequate functional living space and layout, and are not self-contained homes or capable of being used as self-contained homes

8) a management plan is provided with the application

9) it delivers a cash in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an: a) upfront cash in lieu payment to the local authority, or b) in perpetuity annual payment to the local authority

10) In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route set out in Policy H5 Threshold approach to applications, however, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review.”

6.2.48 As set out in section 6.4 of this report, the proposed building is considered to be of good design quality. The proposal includes a mix of unit sizes and 10% of units are designed to be accessible. The proposal contributes positively to housing mix in the borough and creating mixed and balanced communities.

6.2.49 The site is located in an area with a PTAL rating of 4 and is 50 metres away from an area with a PTAL rating of 6a. The proposal is considered to be well located in respect to access to local services and employment by walking, cycling and public transport. The proposal would not contribute to car dependency.

6.2.50 The outline management plan submitted with the application confirms that the co-living units will be under single management and the units to rent will have minimum tenancy lengths of no less than 3 months. The proposal includes an appropriately sized communal kitchen, outdoor amenity spaces, indoor amenity spaces, a laundry room, a concierge and the provision cleaning services to communal areas. The units are considered to provide adequate functional living space. As set out in section 6.3 of this report, applicant proposes a financial contribution towards affordable housing, since the proposal is for less than 35% provision, an early stage review mechanism (within two years should the development not commence within this timeframe) will be secured by a legal agreement. As such the proposal is considered to accord with London Plan Policy H16.

- 6.2.51 London Plan Policy H1 sets as 10 year housing target of 15,920 dwellings for Haringey. Paragraph 4.1.9 in the postamble of the policy states that non-self contained communal accommodation should court towards meeting housing targets on the basis of a 1.8:1 ratio. The proposed 222 co-living units equate to a 123 dwelling contribution to the borough's housing land supply.
- 6.2.52 Whilst the Council's Housing Strategy 2024 (which is not an adopted development plan or guidance document but is material planning consideration) states that there is no identified need for co-living accommodation in the borough, the Council's emerging Strategic Housing Market Assessment (commissioned jointly between the Housing service and the Planning service to support the emerging new Local Plan) does identify opportunities for co-living. It states that as a policy led response to the increasing lack of housing for younger people, co-living schemes offer greater opportunities for groups such as recent graduates looking to establish themselves in Haringey as an alternative to living in HMOs. It also states that the scale of the student numbers in Haringey would suggest that there is a market for post-student self-contained units and that this is likely in turn to reduce the need for larger market properties to be converted to HMOs.
- 6.2.53 The applicant has also submitted a needs assessment that demonstrates a need for the proposed accommodation given local demographics and housing availability. Whilst the needs assessment has not been independently assessed, Officers are satisfied that the proposed development would contribute positively to housing choice and the creation of mixed and balanced communities and contribute positively to the borough's overall housing need.
- 6.2.54 To this effect, it is noted that co-living is generally recognised as relieving the pressure on demand for both conventional housing as well as HMO accommodation, with the latter being particularly pertinent. Based on an average of 4.5 sharers for example, the proposed scheme could free up the equivalent of 49 houses to revert back to family housing. Co-living also provides opportunities for persons who may not be able to afford the first rung on the housing ladder but whom still require an element of independent living. As above therefore, the proposal will help to balance the housing market by providing opportunities where they wouldn't otherwise exist.

Conclusion

- 6.2.55 The proposed development for the site would be in accordance with and contribute to the land use planning requirements of the site allocation as well as achieving the

required wider aims and objectives. The provision of these land uses on the site is also supported by regional and local planning policy, as described above. For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

6.3 Affordable Housing

National Policy

- 6.3.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site unless off-site provision or an appropriate financial contribution can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.

Regional Policy - London Plan

- 6.3.2 Policy H16 of the London Plan and the Mayor's LPG for Large Scale Purpose Built Shared Living (LSPBSL) states that co-living accommodation is not an affordable housing product as it does not provide stable, long-term accommodation suitable for most households in need of genuinely affordable housing, including families. Therefore, LSPBSL must provide an 'in lieu' financial contribution to the borough towards the provision of conventional affordable housing.
- 6.3.3 Criteria 9 of London Plan Policy H16 seeks payment in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an:
- a) upfront payment in lieu to the local authority, or
 - b) in perpetuity annual payment to the local authority
- 6.3.4 Criteria 10 of London Plan Policy H16 states;

In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with London Plan Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All applications for large-scale purpose-built shared living schemes will be subject to the Viability Tested Route as set out in London Plan Policy H5 Threshold approach. However, developments

which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review

- 6.3.5 The Mayor of London Affordable Housing and Viability SPG (2017) states “The starting point for determining in-lieu contributions should be the maximum reasonable amount of affordable housing that could be provided on-site as assessed through the Viability Tested Route. The value of the in-lieu contribution should be based on the difference in Gross Development Value arising when the affordable units are changed to market units within the appraisal. This is to ensure that where the on-site component of market housing is increased as a result of the affordable contribution being provided as a cash in-lieu payment, this does not result in a higher assumed profit level for the market homes within the assessment which would have the effect of reducing the affordable housing contribution”.

Local Planning Policy

- 6.3.6 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the Local Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site, the availability of public subsidy, development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD states the off-site provision may be acceptable in the following exceptional circumstances where a development can: secure a higher level of affordable housing on another site, secure a more inclusive and mixed community or better address priority housing needs.
- 6.3.7 The Council’s Planning Obligations Supplementary Planning Document (SPD) provides further guidance on where a cash in lieu payment may be suitable. This includes:
- Where no Registered Provider is identified, or the Council is not willing to take the units on;
 - The size of the site is too small; or
 - Practicalities of design and management.

Viability Assessment and Review

- 6.3.8 The applicant has submitted a Financial Viability Assessment, authored by Quod. The assessment concludes that the proposed development is not able to provide a financial contribution to off-site affordable housing provision. Notwithstanding the conclusion of the viability report, the Independent Viability Review commissioned by the Council found that the scheme could deliver a minimum £800,000 Payment in Lieu (PIL) contribution towards conventional C3 affordable housing.
- 6.3.9 The applicant has agreed to an early-stage review mechanism. Paragraph 3.56 of the Mayor of London Affordable Housing and Viability SPG (2017) states that "To incentivise delivery both Fast Track and Viability Tested schemes should be subject to an early review which is triggered where an agreed level of progress on implementing the permission has not been reached after two years of the permission being granted or as agreed with the LPA, and the Mayor where relevant, on a site-by-site basis. This will follow substantial implementation, i.e. following the completion of all ground preparation works, the foundations for the core of the development, and construction of the ground floor. If the agreed level of progress has been made, the review will not be triggered. The Applicant has requested that a Late-Stage Review is not included as part of any grant of planning permission, which would otherwise allow the Council to 'claw back' any additional monies should a development commence in more favourable financial circumstances. Paragraph 3.61 of the Mayor of London Affordable Housing and Viability SPG (2017) states that " Viability Tested schemes should be subject to late reviews which will be applied once 75 per cent of homes are sold, or at a point agreed by the LPA. The benefit of this approach is that the review can be based on values achieved and costs incurred. The review takes place prior to sale of the whole development to ensure that the review and any additional contribution arising from this are enforceable. The outcome of this review will typically be a financial contribution towards off-site affordable housing provision. In return for omitting the Late-Stage Review, the Applicant has increased the amount of PiL to £1.25 million. The applicant has taken a commercial decision to provide more affordable housing monies than is viable on the basis that a late-stage review will not be required to provide certainty. This is accepted by officers as it is unlikely that a late-stage review would secure any greater provision of affordable housing monies. This contribution would be pooled to contribute towards the provision of affordable homes within Haringey.
- 6.3.10 An early-stage review mechanism will be secured by legal agreement in order to capture any uplift in values on completion of the units.

- 6.3.11 London Plan Policy H10 requires schemes to generally consist of a range of unit sizes. Policy H16 requires large scale purpose built shared living proposals to contribute towards mixed and inclusive neighbourhoods.
- 6.3.12 Local Plan Policies SP2 and DM11 require residential and mixed use developments to include a range of housing having regard to site specific circumstances, the need for affordable housing and the need to achieve inclusive and mixed communities.
- 6.3.13 The proposal seeks to provide range of co living studio room sizes between 18 and 27 sqm, including 10% of the 222 studios being accessible. The proposed co living rooms have been designed to meet the quality guidance contained within the Mayor of London Large-scale purpose built shared living LPG. The proposed co living use contributes positively to the existing and emerging housing mix in the locality, which is predominantly conventional use class C3 residential, broadening housing choice in the local area. The proposed room mix is considered appropriate for a co-living scheme and in accordance with London Plan Policies H10 and H16 and Local Plan Policies SP2 and DM11.

6.4 Design, Appearance and Heritage Impacts

National Policy

- 6.4.1 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.
- 6.4.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.
- 6.4.3 The Town & Country Planning Act requires the council to pay 'special attention' to the desirability of preserving or enhancing the character or appearance of a Conservation Area. This requirement is echoed in national planning policy guidance. The NPPF requires the decision maker to consider whether the proposal sustains and enhances the significance of the heritage asset, making a balanced judgement having regard to the scale of harm or loss and significance of the heritage asset. Decision makers are required to give 'great weight' to any harm to the significance of a heritage asset.

Regional Policy - London Plan

- 6.4.4 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).
- 6.4.5 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.
- 6.4.6 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.

Local Policy

- 6.4.7 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. Policy SP12 states that the council will conserve the historic significance of Haringey's heritage assets and their wider environment.
- 6.4.8 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.
- 6.4.9 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. The policy continues to set out that the area around Wood Green Haringey Heartlands is suitable for tall buildings. The policy describes tall buildings as 10 storeys plus and

taller buildings as those that are above the prevailing height of the surrounding area and are lower than ten stories. Policy DM9 of the DM DPD states that proposals will be supported where they do not detract from the character and appearance of the conservation area and where the new proposal is compatible with the special characteristics and significance of the area.

- 6.4.10 The existing building currently occupying on the site is a part single, single storey 1970s industrial building finished in brick and metal profile cladding with white PVC windows. The building has no particular architectural merit and the demolition of the building is considered acceptable.
- 6.4.11 The surrounding area is characterised by functional low rise C20 light industrial units. The wider area is characterised by Victorian Terraced dwellings and modern mixed use development to the north. Typical materials include buff and mid red brickwork. To the west of the site is the rail line and the Hornsey Water Works & Filter Beds Conservation Area, albeit that the townscape is largely modern, aside from some retained historic buildings.

6.4.12 The proposal comprises of a building with an east and west wing of 9 storeys in height adjacent to a single story cut out with roof terrace above. The proposed scale and architecture is in keeping with the emerging character along Clarendon Road, largely led by the Gasworks development to the north. The building is to be finished in red and buff brick with glazed brickwork to the ground and first floor and profile metal cladding to the top floor. The façade detailing includes brick banding and window surrounds, perforated metal cladding to windows (figure 5)



Figure 5: Visualisation of the proposed development when viewed from the south.

6.4.13 The scale of the building is in keeping with the emerging character of the area. The building has been designed and laid out to ensure an active frontage is retained at street level, fronting Clarendon Road. The contrasting materials palette for the east and west building creates visual interest and successfully articulates the building. The frontage aesthetically and functionally relates well to the open space to the front of the building that is well landscaped and provides an incidental amenity space in the locality which aligns with the emerging character of the area. The first-floor terrace and landscaping will also provide visual interest and a sense of activity to the frontage.

6.4.14 The landscape visual impact assessment concludes that proposed building would be a high quality addition to the townscape that would contrast with the existing low rise former light industrial buildings immediately to the north and south but would fit very well into the emerging townscape including the up to 11 storeys building recently consented at no.30 – 36 Clarendon Road. The presence of the proposed development in outward views over a largely modern landscape, and seen alongside other modern developments, would not affect the significance of the Hornsey Water Works & Filter Beds Conservation Area, or the ability to appreciate it.

6.4.15 The Council's Design Officer has reviewed the proposal and considers it to be appropriately scaled and designed with the landscaping and active frontage being particularly welcome additions to the streetscape.

Assessment

Quality Review Panel (QRP) Comments:

6.4.16 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on two occasions in 2024. The full Quality Review Panel (QRP) reports of the review can be found at Appendix 4. The Quality Review Panel's summary of comments is provided below:

Panel Comment	Officer Response
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Height and massing	
<p>The panel reiterates its view that the desire for the building to remain under 30 metres tall – at which point it would become referral to the Greater London Authority – is placing an artificial constraint on the scheme.</p> <p>While the panel appreciates the changes made to articulate the two blocks, it is still difficult to differentiate them. A greater contrast in height would help to break up the massing by creating two distinct volumes.</p> <p>The panel asks that the height of the western block overlooking the railway line is increased by a few storeys. If this is possible, then the eastern block should be decreased in height to ensure that more co-living studios are not added to the development, as the pressure on the shared amenity spaces is already high.</p> <p>Alternatively, the same result could be achieved by decreasing the eastern block sufficiently, reducing the number of co-living studios overall.</p>	<p>In response to the QRP comments, the applicant has further refined the elevations and undertaken studies of the base, mid and upper portions of the building;</p> <p>Both blocks are of the same overall height of nine storeys but avoid the concern of an appearance of merging into each other by using contrasting elevational treatment.</p> <p>The overall composition of the proposed building has been refined to ensure the proposed building is articulated appropriately, in line with QRP comments.</p>
<p><i>Landscape</i></p> <p>The panel welcomes the work to envision a wider future masterplan that this development could fit into. The idea of extending the pocket park</p>	QRP comments noted.

across Clarendon Road is beneficial for the site opposite. The panel encourages the local authority to make this a requirement of any future scheme coming forward on that site.

As the ground floor public realm space has been enlarged, it can now be considered a pocket park, and successfully continues the pattern of pocket parks established by the recently built Clarendon Road masterplan.

While the pocket park is large enough to work, it is nevertheless constrained. The space along the eastern frontage of the building is too narrow to be usable. The project team is encouraged to find opportunities to increase the size of the pocket park further, perhaps by removing another metre or so from the gym. As the elevational details develop, care should be taken that the façade line does not intrude into the pocket park space.

The panel encourages the project team to continue to develop a more meaningful character for the pocket park landscape design. This could draw on the site's industrial history, perhaps through a more natural planting palette.

The lighting ideas for the pocket park are promising, but the public art screens may take up too much space. The panel suggests instead integrating public art into the lighting

As a response to QRP comments the applicant has developed the landscape plan to include a clear distinction between public, private, or semi-private areas on landscape plan, alongside a realistic management strategy for maintaining the proposed spaces.

The proposed landscape strategy aims to help sympathetically bed the new building into its setting, create positive landscape spaces for the benefit of the new and neighbouring population, and contribute to urban greening and local ecology.

<p>design, and elevating it to frame the space while allowing for circulation and gathering. This strategy could be replicated on the podium garden level, linking the two spaces in street views</p> <p>A signage strategy should be developed, ensuring clarity on the different entrances, and that the hierarchy is coherent.</p> <p>The project team should obtain advice on the distances of planting from façades. There could be issues for fire safety with planting so close to the façade on the podium level, and a sterile zone may be required in front of the substation at ground floor level.</p> <p>The panel enjoys the way the external and internal amenity spaces relate to one another. This will help to generate spill-out activity and ensure that the external spaces are well-used. The podium garden layout is well considered.</p> <p>Soil depths, and structural implications, should be checked to ensure that trees are deliverable at podium level. The panel also recommends further work on sunlight and shading to inform the choice of plant species throughout the landscape design, ensuring that they will thrive in their location.</p> <p>The greenery of the scheme could also be improved by adding balustrade edge planting to the upper-</p>	<p>In terms of the public realm, the approach is to provide a positive contribution to Clarendon Road.</p> <p>The development would be designed to meet building regulation requirements in relation to fire safety. Final landscaping details will be secured by planning condition.</p> <p>A south facing amenity terrace provides residents with opportunities to connect with nature and natural processes and find moments of reflection within a verdant setting. A small informal terrace space, with seating, decorative lighting and potted plants, further enhances the building's social amenity provision.</p>
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<p>level outdoor spaces. It may be possible to provide more diversity of species and to soften the edges of the parapets through planting that only requires a low depth substrate.</p>	
<p>Architecture</p> <p>The architectural detail is not sufficiently developed. Further detail is required to ensure that high quality results will be delivered, as some of the ideas described are not yet evident in the drawings. For example, careful should be given to the articulation of bays, and the brickwork where the two blocks meet.</p> <p>The scheme could also be improved by further work on how the internal functions are expressed in the external façades. Studies should inform a different architectural treatment for the base and top of the building where there are shared amenity spaces. The windows should be expressed differently where natural light is brought to internal corridors, and the entrances should be celebrated through their architectural treatment.</p>	<p>The architectural character and strategy for elevational treatment of the proposals are contemporary, but with elements of being a contemporary reinterpretation of mansion blocks and warehouses as has commonly and successfully been adopted in many growth areas such as this. Notwithstanding its simplicity, the elevations are carefully composed, with its regular grids of windows embellished and elaborated with deep reveals and projecting surrounds to avoid the appearance of small, repetitive windows, and these features along with the surrounding brickwork are varied in layers of patterns to model the elevations to create variation and pleasing composition.</p>

6.4.17 As set out above, the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate extent.

Assessment

Form, Bulk, Height, and Massing

- 6.4.18 The form of the proposal is split into two contrasting blocks; the block closest to the street, and the block set back behind the pocket park / raised amenity garden. The rear block aligns with the rear of the site, the embankment to the railway depot, and beyond that the tracks, so that it forms an angle to the street, and the side of the front block makes a right angle with this, opening up the depth and width of the raised amenity space deeper into the site. The front block has a faceted corner to avoid an acute angle and further highlights the entrance and its general prominence.
- 6.4.19 Both blocks are of the same overall height of nine storeys, but avoid the concern of an appearance of merging into each other by using contrasting elevational treatment. The proposed height is therefore above the formal definition of a tall building at six storeys / 18m but is of modest height overall compared to approved schemes at 30-36 and Clarendon Square. However, Clarendon Square's block heights gradually step down from their tallest buildings completed so far, at 17 storeys, north of their public park, and higher still at 26 storeys in the most recently permitted reserved matters at the northern end of the site, to four to seven storeys at their southern end closest to the development, so this proposed height can be seen as a moderate intermediate between the southern end of Clarendon Square and greater height at the southern end of Clarendon Road South.
- 6.4.20 Medium and long views of this development have been considered, with views from Alexandra Palace Terrace, Hornsey Water Works, and several local viewpoints modelled. These find that the impact of the proposals will not be significant, with it being barely noticeable except close too and in general, considerably exceeded in height by taller neighbours, particularly 30-36 Clarendon.
- 6.4.21 The proposals are not particularly "modelled", especially when compared to the approved taller neighbours at 30-36 and Clarendon Square, which both have their mass broken down with several intermediate roof terraces providing a more pleasing, stepped form. This has been the subject of considerable discussion, but the simple, repetitive proposed form here reflects the simple, repetitive reality of co-housing, with every floor housing accommodation of similar small size, compared to the varied sizes of residential units proposed in those other developments. That this proposal is for a simpler, less modelled form can also be seen as reflecting its middle-of-the-block character, and that if, as is eventually expected, its other immediate neighbours come forward, it will to a considerable extent slip into the background when the neighbourhood as a whole, its heights and overall bulk and form are visible.

6.4.22 Not every building should strive to be a landmark, especially in a mid-street-frontage, mid-block location in the middle of a Growth Area. This site is one such, middling site, and as such, in design terms its fairly simple form, simplistic bulk and relatively modest height is considered appropriate in design terms.

Elevational Treatment, Fenestration, Balconies, Accommodation, Materials & Detailing

6.4.23 The architectural character and strategy for elevational treatment of the proposals are contemporary, but with elements of being a contemporary reinterpretation of mansion blocks and warehouses as has commonly and successfully been adopted in many growth areas such as this. Notwithstanding its simplicity, the elevations are carefully composed, with its regular grids of windows embellished and elaborated with deep reveals and projecting surrounds to avoid the appearance of small, repetitive windows, and these features along with the surrounding brickwork are varied in layers of patterns to model the elevations to create variation and pleasing composition.

6.4.24 To the front block, the ground and first floors are treated as a two-storey base, with a darker brick and with surrounds of glazed red brick taken around ground and first floor openings, with light weight, bronze toned metal spandrel panels between them. The pattern of pairing windows with those above is repeated over the next six floors, forming a three-double-floor “middle”, and with the top floor a contrasting light-weight, profiled metal “top”. In contrast, the rear block “starts” a floor higher, over the single storey podium garden, so that its two storey base and paired middle floors are off-set in height from those on the front block, who’s elevational treatment nevertheless continues where it is side on to the raised podium, so that the front block’s base reduces to one storey for the majority of that side elevation.

6.4.25 The off-set floors of the rear block culminate in the top floor parapet, nevertheless in brick, unlike the front block’s light-weight profiled metal, finishing a little higher than the front block, giving greater subtle contrast between the two blocks, especially when seen from close range views. The elevational treatment continues in simplified forms along the flank elevations, where windows are mostly, apart from windows to corridors and some secondary windows, replaced with recessed brick panels. This will avoid reliance on getting daylight and air from narrow gaps of only a metre or two to neighbouring buildings at lower floors, and allow future development of neighbouring sites.

- 6.4.26 Fenestration manages really well to avoid small windows that are so often found on developments such as these. This includes the particularly generous near floor-to-ceiling glazing to communal amenity facilities, and tall broad windows to studio-bedrooms. It will be important to ensure this design feature is retained in implementation of the proposals. However, there has also been considerable thought undertaken by the applicants' architects of how to ensure solar shading and ventilation is achieved, which is encouraging.
- 6.4.27 As is to be expected in co-housing and similar alternative forms of residential provision, individual balconies are not provided. Instead, a generous amount of internal and external communal amenity provision is to be provided, including low first floor podium gardens, a ground floor residents' gym, a range of communal sitting, dining and kitchens off the front garden, a screening room off the rear garden and a top floor amenity room with views to the west over Alexandra Palace and Park.
- 6.4.28 The residential provision itself, the studio bedrooms, are simple and modestly sized, as is to be expected in accommodation of this new and rapidly emerging form, but is of a size, specification and quality far better than the early built schemes of this form, and fully in compliance with emerging GLA guidance. Corridors are inevitably long and somewhat repetitive but are enlivened with glazing at the ends of most corridors, in many cases in a widened space with a window seat, although it is understandable the short corridors at the ends of the eastern wing cannot achieve this. Furthermore, where circulation runs alongside communal accommodation, it will, as much as can be achieved, include windows onto the corridor from the communal amenity facilities, avoiding as much as can be expected, the danger of anonymous, repetitive, soul-less corridors without natural light, animation and interest.
- 6.4.29 The proposed material palette has been extensively described above as it is integrated deeply into the elevational composition, but as can be seen is brick based, with several contrasting tones of brick, as well as stone and metal elements. All will be subject to material samples and large scale detailed drawings of key junctions and edges being provided by condition, as is routinely to be expected in major developments.

Streetscape Character & Pattern of Development

- 6.4.30 The proposal builds up to the street frontage over the northern half of the site, where it faces the opening of the link road, with a pocket park and recessed building line over their southern half, where it will face the closest part of the built form of the

approved scheme for the opposite site at 30-36 Clarendon Road, emulating the pattern of development and strategy of how to address the street of Clarendon Square, considered a very successful model. The Clarendon Square development has also renewed the street surfacing, pedestrian paving and street landscaping, to “take” the landscape features “across” the street, and the application in this instance proposes to do the same. Similarly, in the approved proposals for 30-36, significant streetscape landscaping along the link road are proposed.

6.4.31 This is to be hugely welcomed and represents a way to significantly improve the value to be gained from this application’s small pocket park, as well as integrating the development into its surroundings, especially into Clarendon Square. Nevertheless, the translation of the park across the street will need to be secured by condition. The pocket park contribution is in two parts; a small street-level, public park; and a large, raised to 1st floor private communal amenity space, opening off the main communal internal amenity spaces of the development, yet with strong visual connections to the lower park. The balustrade will be low and visually permeable, to promote the visual connection, whilst the public park provision is realistic.

6.4.32 The proposal’s ground floor frontages to the street provide a very good, high level of vibrant active frontage. The sub-station requires a street frontage, has been designed with the shortest possible frontage which is considered to be contextually appropriate. The ground floor frontage to the back of the pocket park is to be wholly taken up by windows and doors onto the proposed public co-working space, so will provide a vibrant active frontage during the day, and in spill-out activity likely form co-working space to further animate the proposed public pocket park. The ground floor will also have higher floor to ceiling heights. Fenestration to the ground floor active frontage is proposed to be large windows in deep reveals with low cills that act as window seats, further animating the street frontage.

Design Summary

6.4.33 The proposals are for a major development, and of a height that takes them over the surrounding low to medium high existing context, but in height and form are far from out of context of the rapidly emerging context that includes taller and more ostentatious, landmark-character buildings close by, to the north, immediately to the east and it is expected, eventually to the south of this development site. Therefore, it can be seen as a normal, middle-of-the-block proposal, in the wider scheme of things.

- 6.4.34 Nevertheless, the proposals should look interesting from the street, enlivening the street frontage with excellent active frontage, and most impressive of all, a pocket park encompassing landscaping public realm improvements to and across the street itself. This provides a continuation of the very successful development pattern pioneered in the nearby Clarendon Square development, but with subtle modifications more appropriate to this more working focussed Clarendon South neighbourhood, itself reinforced with the co-working space proposed for this development. The landscaping has been simplified and made more robust since the last QRP, and promises to be beneficial, albeit details of this too will be subject to condition.
- 6.4.35 The proposed co-living accommodation has been intensively interrogated by officers and the QRP, and has been demonstrated to be humane, meet real needs and to have been designed with thought, to provide pleasant accommodation and attractive whilst functional communal servicing and amenities. Overall, the architectural treatment is refined and elegant, promising an attractive and yet robust detailing and palette of materials supporting a realistic expression of the internal accommodation and a pleasing external appearance.

6.5 Residential Quality

- 6.5.1 London Plan Policy H16 states that large scale purpose built shared living development must provide communal facilities and services that are sufficient to meet the requirements of the intended number of residents and provide adequate functional living space and layout. The Mayor's London Plan Guidance (LPG) on Large-scale purpose built shared living (2024) provides guidance on how these policy requirements can be met, including what is considered to be sufficient facilities and services and adequate function living space and layout.
- 6.5.2 Local Plan Policies SP2 and DM12 seek to ensure that new developments provide a high quality living environment for future occupiers.
- 6.5.3 The proposed development has been designed to meet/ exceed the design quality requirements set out in the Mayor's LPG on Large-scale purpose built shared living (2024). Notably, the proposal includes a range of studio sizes from studios between 18 and 21sqm, premium studios at 23-26 sqm and accessible studios at 27sqm. Each studio would have an ensuite shower/WC, kitchenette and have a window that provides adequate light and outlook. 773 square metres of internal amenity space is provided, equating 3.48 sqm per studio and exceeding the guidance minimum figure of 766 sqm. 231 sqm of external communal space is provided at podium and roof levels. This exceeds the benchmark figure of 222 sqm. A large communal

kitchen is proposed at first floor level along with internal and external dining spaces. A gym, cinema room and affordable workspace is proposed at ground floor level.

- 6.5.4 In terms of adopted policy standards governing room sizes, the proposed room sizes of the co-living accommodation exceed those standards and therefore provide adequate quality living accommodation for future occupiers in line with London Plan Policy H16, Local Plan Policies and SP2 and DM12 and London Plan Guidance on Large-scale purpose built shared living (2024).

Accessible Housing

- 6.5.5 London Plan Policy H16 requires large scale purpose built shared living development to contribute towards mixed and inclusive neighbourhoods. London Plan Policy D7 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.5.6 The proposal includes 23 accessible studios that have been designed to accommodate wheelchair users. The communal spaces have been designed to be inclusive. The proposal provides step free access to communal and private areas. Accessible parking bays are proposed to the front of the site. The proposal complies with London Plan Policy H16, D7 and Local Plan Policies SP2 and DM2.

Outlook and Privacy

- 6.5.7 All studio units are served by at least a single opening with corner units being dual aspect. Given the difference in scale and separation between the proposed building and neighbouring buildings, the proposed units would have a good quality outlook and level of privacy. The indicative masterplan suggests that even with the development of the neighbouring sites, the occupiers would maintain an acceptable level of privacy and outlook.

Daylight/sunlight/overshadowing

- 6.5.8 The daylight and sunlight assessment that accompanies the application shows that all 222 rooms will be served with a window that passes the BRE's spatial daylight autonomy and sunlight exposure tests. The proposed studios will receive good

levels of daylight and sunlight. The indicative masterplan suggests that even with the development of the neighbouring sites, the occupants of the building would retain adequate levels of natural light.

Other Amenity Considerations

- 6.5.9 The applicant's noise assessment sets out that the primary noise sources impacting the site are the railway, commercial plant and vehicular noise. The report establishes an acoustic baseline and appropriate limits for internal noise and plant noise targets. The report suggest that noise mitigation will be required to achieve acceptable limits, notably enhanced glazing and mechanical ventilation. Given no specific details have been assessed, it is recommended that conditions are imposed securing appropriate acoustic insulation, plant and plant mitigation. This will ensure that the future occupiers will have a suitable noise environment and that the proposed plant would not harm neighbour amenity.

Security

- 6.5.10 The building has been designed to be secure. Notably passive measures have been employed to reduce ease of access, opportunity to hide around the site and opportunity to see into secure areas. Further measures such as door specifications, access control details and CCTV can be secured by condition. The Secure By Design Officer raised no objection to the development.
- 6.5.11 Lighting is proposed to the pocket park and outdoor terrace areas, details of which will be secured by planning condition to ensure there is no material adverse impacts on future occupiers of the development.

6.6 Impact on Neighbouring Amenity

- 6.6.1 London Plan Policies D3 and D6 outline that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts
- 6.6.2 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy

and detriment to amenity of neighbouring residents. Policy DM7 sets out that the development proposals for infill development must safeguard privacy, amenity and ensure no loss of security.

Daylight and sunlight Impact

- 6.6.3 The submitted daylight sunlight assessment only considers light entering the proposed studio units. Notwithstanding this, when considering the east-west movement of the sun through the sky, the most affected neighbouring buildings would be the buildings immediately to the north and east. Given the separation distances between the proposed building and then neighbouring buildings it is considered that the proposal would not have an unacceptable impact on neighbour amenity with respect to daylight and sunlight impacts.
- 6.6.4 A neighbour objection was received on the grounds that the proposed building would reduce the efficiency of a potential solar panel installation on a neighbouring building. Whilst the proposal may result in harm in this regard, the public benefits of the proposed development are considered to outweigh the harm.

Privacy/Overlooking and outlook

- 6.6.5 The neighbouring commercial buildings south, north and east have windows that face towards the application site. The proposal introduces additional upper floor windows and a first floor level terrace which would increase the degree of overlooking of the neighbouring sites and their windows. However, given the distance of the windows to those of the proposed building, the proposal is not considered to materially harm neighbour amenity with respect to privacy and overlooking. The proposed building would change the outlook from these neighbouring windows from one of a low rise commercial building to a larger more domestic block, however, this change is not considered to be harmful to amenity.

Other Amenity Considerations

- 6.6.6 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.7 The submitted Air Quality Assessment (AQA) concludes that the development would not give rise to unacceptable air quality impacts.
- 6.6.8 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers. Similarly, it is envisaged that the use of the

terrace would not give rise to unacceptable neighbour amenity impacts with respect to noise and disturbance.

6.6.9 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed a detailed construction management plan which would seek to appropriately manage amenity impacts during construction

6.6.10 Overall, it is considered that the proposed development would have an acceptable impact on neighbour amenity.

6.7 Parking and Highways

6.7.1 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

6.7.2 Local Plan 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 DPD Policy DM31 'Sustainable Transport'.

Trip generation

6.7.3 The Transport Assessment submitted in support of the application predicts over a 12-hour period that 578 two-way person trips will be created by the site. Given that the area/environment is currently lacking in road safety and accessibility for pedestrians LBH Transport Planning require the developer to enter a s278 agreement to enable improvements to the public realm and to improve road safety for pedestrians at this location.

Access

6.7.4 The site is accessed via Clarendon Road, an 8 metre wide two way road with footpaths that is accessed via Turnpike Lane and Mary Neuner Road. The site is located in an area with a Public Transport Accessibility rating of 4, but is within 50

metres of an area with a PTAL rating of 6a. The site is within 350 metres of Hornsey Station and 650 metres of Turnpike Lane Station, providing access to overground and underground rail services to a range of destinations across London and beyond. The nearest bus stop is 100 metres to the south, on Turnpike Lane, offering 70 services per hour to destinations across London. The site is located within Wood Green Outer Controlled Parking Zone which restricts on street parking between the hours of 8am and 6.30pm Monday- Saturday. The site is well located in respect of access to local services and facilities with a supermarket, GP surgery, post office and pharmacy located within 800 metres of the site. The nearest car club space is 350 metres to the west.

- 6.7.5 LBH Transport Planning have examined the application submission and cross referenced the access arrangements with collision data from Transport for London's (TfL) Road Danger dashboard and raise no objection to the application on these grounds.

Parking

- 6.7.6 Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, 222 x single bedrooms with a PTAL rating of 4. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has a good PTAL. Given the PTAL of the site and its proximity to public transport links the development will be designated as car free/car capped to be in accordance with Haringey's Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking.
- 6.7.7 The published London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.
- 6.7.8 Following further discussion with the applicant/developer has agreed to install an off-street layby similarly to the ones found further north of the site on Mary Neuner

Road. This will comprise a disabled parking bay with electric charging point and an off street layby and be secured by virtue of a s278 agreement. The transportation team are satisfied that the quantum and type of parking proposed is acceptable given the nature of the development and the accessible nature of the site.

- 6.7.9 The site would include workspace/commercial floorspace with an area of 231 sqm, though the number of potential employees is not known. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that *'all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided'*. Consequently, given the relatively small size of the commercial unit and its possible uses, anyone with a blue badge will be able to use the general disabled bay that would be provided on Clarendon Road as part of this scheme.
- 6.7.10 The transport statement submitted with the application includes a parking stress survey that states that local parking stress is at 88-90% which is above the threshold of 85%. It is therefore recommended that a contribution is sought towards parking management measures to ensure that those areas outside of the Wood Green Inner control parking zone do not suffer from any displacement in parking demand generated by the proposal.

Cycle Parking

- 6.7.11 The proposal includes a 171 space secure bicycle store for the co-living units. This comprises 118 two tier stands, 26 Sheffield spaces, 8 larger adaptive spaces, 18 Brompton bike lockers and 1 Sheffield short stay space. The proposed provision falls marginally short of the London Plan guidance for large scale purpose built shared living. However, the site is capable of accommodating an alternative means of parking space and the Council's Transport Planning Team raise no objection to the scheme subject to the imposition of a condition requiring further details of cycle parking.

Service and Delivery

- 6.7.12 A draft service and delivery plan has been received as part of the application. All deliveries are proposed to take place on the highway, there are no current loading bays located near to the site. Overall, some information has been provided within submitted documents regarding trip information sourced from TRICS survey data. It has been demonstrated that existing daily two-trips are around 10 HGV a day. The proposal could generate around 12 trips associated with the co-living space; these deliveries would more than likely be undertaken via a transit van. The site could see

a high number of deliveries undertaken by bike or moped to fulfil either takeaway or online deliveries. The commercial use is only expected to generate 1 trip per day. Vehicles servicing the site are expected to utilise existing on-street parking bays located near to the site. Refuse collections are proposed to take place the same way that they are currently. A 10.2m refuse vehicle will pull alongside the kerb on Clarendon Road and the council operatives will collect the bins from the stores which can be accessed from the footway. It is currently envisaged that the council will make collection from the site rather than a private refuse company. Most of the bins will be 1,100 litre euro bins.

- 6.7.13 The above issues can be addressed via the submission of a service and delivery plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network.

Travel Plan

- 6.7.14 The transport statement estimates that the proposed development will generate 90 AM peak movements, 58 PM peak movements and a total of 633 daily movements. The majority of which are anticipated to be made by train, bus and by foot, with 23 movements per day anticipated by private vehicle. This is estimated to reduce the AM and PM peak vehicular movements from the site by 1 and 2 movements respectively.
- 6.7.15 The transport assessment assumes that the development will generate 53 two way rail and 21 two way trips by bus in the AM peaks and 33 two way rail and 13 two way bus movements in the PM peak, which equates to at most 2 additional passengers per serves at peak times which would not materially impact the operation of the public transport network.
- 6.7.16 Overall, LBH Transport Planning finds the currently drafted travel plan to be lacking in effective measures and coverage of the proposal's entire uses. Therefore, a Travel Plan Monitoring Fee per year for the first 5 years will be sought separately for the commercial and co-living residents. Additionally separate travel plans will need to be submitted for each use. These matters can be secured and covered as of a S.106 obligation.

Construction Logistics and Management

- 6.7.17 An outline construction logistics plan has been submitted with the application that sets the minimum standards and procedures for managing and minimising noise and other disturbances during construction. The plan states that the principal

contractor will manage the site and achieve formal certification under the Considerate Constructors Scheme. The Pollution Team raised no objection to the development subject to conditions, including the submission of a detailed demolition/construction/ logistics management plan and air quality and dust management plan.

6.7.18 Similarly, LBH Transport Planning have requested that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, and have confirmed that 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 site's construction activities.

6.8.1 Sustainability, Energy and Climate Change

6.8.2 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. London Plan Policy SI2 sets out that major development should be net zero-carbon within the energy hierarchy and a minimum on site reduction of at least 35% of which 10% should be achieved through energy efficient measures for residential uses and 15% for commercial uses. The GLA Energy Assessment Guidance (2022) sets out that energy assessments should demonstrate how the net zero carbon target for new residential development will be met, with at least a 35% on-site carbon reduction beyond Part L 2021. The policy also sets out that where there is a shortfall in achieving the zero carbon target, the shortfall should be provided either through a cash in lieu contribution to the carbon offset fund or provided offsite.

6.8.3 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy. 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 Building Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

6.8.4 Local Plan Policy SP4 promotes and requires all new developments to take

measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

- 6.8.5 Local Plan Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.
- 6.8.6 Policy DM1 states that the council will support design led proposals that incorporate sustainable design and construction principles. DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.
- 6.8.7 The development guidelines within Site Allocation SA23 'Clarendon Rd South' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area.

Carbon Reduction

- 6.8.8 The proposed development seeks to achieve a BREEAM Excellent Rating. The proposed development adopts a fabric first approach to energy reduction including high levels of insulation and air tightness, utilising natural ventilation and passive solar gain to minimise active heating and cooling requirements and the use of energy efficient fixtures and fittings. The development includes a communal air source heat pump and a 40kWp photovoltaic system. The proposed measures are envisaged to achieve a 56.1% reduction in carbon emissions against building regulation requirements which represents an annual saving of approximately 66.3 tonnes of CO2 from the baseline of 119.80 tCO2/year. This is achieved through lean savings through improved energy efficiency standards in key elements of the build. In terms of clean measures,

the proposal will safeguard a potential future connection to the Wood Green Energy Centre (table 1 and 2). Be green measures include a 40kWp solar array on the roof. Be seen measures include a demand side response to reduce energy demand by the use of controllable equipment, energy storage, limiting demand and the installation of smart metres which enable monitoring.

	Total regulated emissions (Tonnes CO₂ / year)	CO savings (Tonnes CO₂ / year)	Percentage savings(%)
Part L 2021 baseline	112.3	-	-
Be lean	95.8	16.5	14.7
Be clean	95.8	0.00	0.00
Be green	50.1	45.7	40.7
Cumulative	-	62.2	55.4

Table 1: Residential emissions factors for the proposed development.

	Total regulated emissions (Tonnes CO₂ / year)	CO savings (Tonnes CO₂ / year)	Percentage savings(%)
Part L 2021 baseline	6.85	-	-
Be lean	5.68	1.17	17.0
Be clean	5.68	0.00	0.00
Be green	2.23	3.45	50.4
Cumulative	-	4.62	67.4

Table 2: Non-residential emissions factors for the proposed development.

- 6.8.9 Despite the adoption of the ‘Lean’, ‘Clean’ and ‘Green’ measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic and non-domestic uses. Overall, the amount of carbon to be offset (once connected to the proposed DEN) would be 52.3 tonnes per year. Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to £149,062 (or £163,968.20 including a 10% management fee). It is recommended that s106 planning obligations secure this sum (including 10% monitoring fee).

Overheating

- 6.8.10 The applicant’s overheating assessment sets out that the development is designed to minimise the need for energy intensive air conditioning systems through the incorporation of large insulated openable panels, solar controlled glazing, external shading fins and heavyweight thermally massive structure. Since the noise assessment requires openings to be restricted at night and the commercial space will have higher internal gains than the typical use modelled mechanical ventilation is required to the units that have night time opening restrictions and within the

communal areas in the commercial space. The assessment sets out that the installation of blinds could further reduce solar gain.

Water Consumption

- 6.8.11 The energy and sustainability statement confirms that the residential component of the building has been designed to achieve the higher water efficiency standard of 105 litres or less per head per day.
- 6.8.12 The Council's Carbon Officer is satisfied that the proposal accords with the development plan policies relating to sustainability subject to conditions relating to a revised energy strategy, the installation of the solar array, been seen monitoring, overheating, BREEAM and living roofs and planning obligations relating to be seen monitoring, sustainability review, DEN connection and Carbon offset contributions.

6.9 Urban Greening, Trees and Ecology

- 6.9.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential. London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.
- 6.9.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site. Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. 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 expects proposals to maximise opportunities to enhance biodiversity on-site.

Urban Greening Factor

- 6.9.3 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a

target score of 0.4 for developments which are predominately residential. An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The Landscape Design Report submitted with the application confirms that the proposed development would achieve an urban greening factor score of 0.4 through proposed soft landscaping, a green roof and permeable paving. This meets the London Plan requirement for predominantly residential development. The detailed landscaping scheme and its maintenance arrangements will be secured by planning condition.

Trees

- 6.9.4 The application is supported by an Arboricultural Impact Assessment. The assessment identifies single category C1 Sycamore and a category C2 tree group within the railway land abutting the western site boundary. The report concludes that subject to suitable protection, facilitative pruning to the trees and construction mitigation measures, the proposal would not harm the nearby trees. The Tree Officer raised no objection to the proposal subject to compliance with the submitted details. Trees form part of the landscaping scheme which will improve the contribution soft landscaping makes to the character of the area.

Ecology

- 6.9.5 The preliminary ecological appraisal sets out findings of a phase 1 habitat survey which concludes that the site is dominated by hardstandings and buildings which are of little ecological value. The assessment also sets out that the site is not in close proximity to any statutory or international sites of ecological importance. The bat assessment confirms that the building has not been used by bats but the wider site is used by foraging bats, which are most likely foraging insects on nearby woodland. The ecological reports set out measures to protect ecology during construction and make recommendations to reduce the ecological impacts of the development and maximise benefits. This includes but is not limited to carrying out works outside of bird nesting season unless overseen by an experienced ecologist, installation of swift/ bird boxes, avoid lighting trees and woodland, installation of bat boxes and monitoring and covering of trenches. These can be secured by planning condition.

Biodiversity net gain

- 6.9.6 The biodiversity net gain report that accompanies the submission sets out that the site is of negligible biodiversity value equating to zero habitat units. The proposed landscaping would include 564sqm of intensive green roof, 42 sqm of shrub, 96 sqm

of urban trees and 396 sqm of permeable paving, delivering a net gain of 0.36 habitat units which exceeds the mandatory 10% net gain target.

- 6.9.7 The proposed development would improve urban greening and biodiversity whilst not harming existing trees. Suitable mitigation and enhancement can be secured by planning condition. The development is acceptable in respect to tree, ecology and biodiversity impacts.

6.10 Flood Risk and Drainage

- 6.10.1 London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated and that residual risk is addressed. London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).

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

- 6.10.3 The site is located in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. The site is not in an area of known risk of reservoir flooding, pluvial or surface water flooding. The site comprises buildings and impermeable hard surfacing.

- 6.10.4 Given the geology of the area, infiltration drainage has been identified as not being a suitable drainage solution for the site. To achieve greenfield run off rates (1 litre per second) with an appropriate allowance for climate change in a 1 in 100 year rainfall event, below ground attenuation tanks are required with a storage volume of between 79 and 103 cubic metres which will be discharged to the main sewer network. The discharge to the sewer networks will be subject to consent from Thames Water.

- 6.10.5 The Council as Lead Local Flood Authority has no objection to the proposed drainage arrangements subject to conditions to secure a detailed surface water drainage scheme and associated management and maintenance plan. Thames water raises no network infrastructure capacity objections in relation to foul water or surface water. The aforementioned conditions could reasonably be imposed.

6.11 Air Quality and Land Contamination

- 6.11.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Construction Dust SPG.
- 6.11.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).
- 6.11.3 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

Air Quality

- 6.11.4 The application is supported by an Air Quality Assessment that assesses the impact of the development on NO_x, PM₁₀ and PM_{2.5}. The assessment includes multiple locations between levels 1 and 3 on all facades of the building. The assessment concludes that there is a low risk of the occupants of the development being exposed to No_x, PM₁₀ and PM_{2.5} levels above target limits. Given that the proposal is for car free development and heating is proposed via air source heat pumps, the proposed development would be considered air quality neutral. The report identifies medium risk of dust to neighbouring sensitive receptors during construction. The report states the impacts can be satisfactorily mitigated to reduce the risk to low, through the use of best practice methods that can be secured in a detailed construction management plan.

Land Contamination

- 6.11.5 The applicant's Desk Study/ Preliminary Risk Assessment acknowledges that the previous use of the site results in a potential for land and water contamination. It concludes by identifying Low to Moderate potential risks to a range of receptors, including construction workers and potential residents and recommends that an Asbestos survey and intrusive ground investigation is carried out to appraise the extent of made ground and the gas regime.

- 6.11.6 The Pollution Team have confirmed that the proposed development would have acceptable Air Quality and Contaminated Land impacts subject to conditions to secure site investigation and remediation of contaminated land, non-road mobile machinery and a demolition/ construction environmental management plan.

6.12 Basement Development

- 6.12.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.12.2 Policy DM18 relates to new Basement development and sets out that the construction of new basements, including in existing dwellings will only be permitted where it can be demonstrated that the impacts of the proposed works will be acceptable in respect to structural stability, flood risk, character of the area and the natural and historic environment.
- 6.12.3 The proposed basement is modest in respect to its extent and excavation depth and is proposed as a plant space. Whilst no basement impact assessment has been submitted with the application, there are controls outside of the planning system to ensure the construction is adequate and does not harm neighbouring buildings, notably building regulations and party wall legislation. The flood risk assessment submitted with the application confirms that the proposal would not adversely impact flood risk. The construction impacts of the development on amenity will be managed through the detailed construction management plan that will be secured by condition. The proposed basement excavation is considered to be acceptable.

6.13 Archaeology

- 6.13.1 London Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policy DM9.
- 6.13.2 The site is not in an area known to be of archaeological potential nor is it in or near to a designated area of potential archaeological potential. The desktop archaeological assessment that accompanies the submission considers the site to be of low potential low potential for archeologically sensitive remains and it is likely that any remains would have been significantly disturbed by past development of the site. As such, no further archaeological investigation is considered to be necessary. The proposal complies with London Plan Policy HC1 and Local Plan Policy DM9.

6.14 Fire Safety

- 6.14.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A)), Evacuation lifts (Policy D5(B5)) and Fire Statements (Policy D12(B)).
- 6.14.2 The application is supported by a Fire Statement and a Gateway 1 Fire Statement which sets out how the design and construction of the buildings will seek to satisfy the functional requirements of Part B of volume 1 to the Building Regulations 2010 (as amended, 2024) and relevant British Standards. It is recommended that a planning condition is imposed, requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).
- 6.14.3 The Health and Safety Executive (HSE) has not objected to the development and has stated it is “content” with the fire safety design. The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.
- 6.14.4 In light of the above, the application is considered to be acceptable with regard to its impact on fire safety, in accordance with national planning policy and the development plan.

6.15 Social and Community Infrastructure

- 6.15.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.
- 6.15.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning

health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.

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

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

6.15.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2024 sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

6.15.6 Using the NHS London Healthy Urban Development Unit (HUDU) Planning Contributions Model, the NHS has sought a contribution of £155,802 to be paid on commencement and indexed linked to building costs has been requested.

6.15.7 Consistent with the position on other applications and as set out in the Council's latest published Annual Infrastructure Funding Statement (April 2024) the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities rather than through s106 planning obligations and the Haringey CIL charge is £2,509,980.8 of which a proportion of could be directed towards health and wellbeing facilities, amongst others, in line with the Council's infrastructure needs

6.16 Conclusion

6.16.1 The proposed scheme would result in a residential-led mixed-use development that contributes positively to the delivery of the SA23 allocation. The application has been submitted in a manner that would allow independent delivery of the remaining parts of the site allocation. Officers are satisfied that the proposal makes efficient use of the site.

6.16.2 The development is considered to constitute high quality design and provide a good quality living and work environment for the future occupants of the site whilst having acceptable amenity impacts. The documents that support the submission confirm that the development would be a sustainable form of development that would deliver ecological benefits including biodiversity net gain and provide a water and energy efficient building. The proposed deficit in carbon emissions savings is to be made up through a financial contribution to the carbon offset fund which will be secured by legal agreement and the BREEAM excellent target will be secured by planning condition.

6.16.3 The development would be car free, provide an acceptable quantum of bicycle parking and accessible parking spaces whilst being capable of being serviced without harming highway safety or the functioning of the public transport network. Environmental impacts, including flood risk, drainage, noise, air quality, waste and recycling, land contamination, basement impact and archaeology are considered to be acceptable, subject to the imposition of suitably worded planning conditions.

6.16.4 The proposal delivers a range of public benefits including:

1. The redevelopment of a previously developed brownfield site with a high quality mixed use development that responds positively to the emerging character of the area and in line with Allocation SA23 'Clarendon Rd South')
2. The provision of 222 co-living studio units, the equivalent of 123 new dwellings based on the London Plans 1.8:1 multiplier, contributing positively to meeting housing need
3. The provision of 231 square metres of affordable workspace
4. Street scene improvements including a high quality new building with an active frontage and new public realm
5. Economic benefits in the form of construction jobs, an estimated 90 operational jobs and financial contributions towards infrastructure provision
6. A positive contribution towards urban greening and biodiversity net gain
7. The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
8. The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
9. The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as sustainable drainage

10. The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

6.16.5 Overall officers consider that the proposed development is in accordance with the adopted development plan.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1.0 Based on the information given on the plans, the Mayoral CIL charge will be £(523,222.40sqm x £71.09) and the Haringey CIL charge will be £1,986,758.4 (7,360sqm x £269.94). These rates are based on the Annual CIL Rate Summary for 2025 in accordance with the published Annual CIL Rate Summary for 2025. 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 RICS CIL Index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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

APPENDIX 1 – Planning Conditions and Informatives

1. Time limit (COMPLIANCE)

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

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

2 Approved Plans (COMPLIANCE)

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

Drawings

Drawing no.	Plan Name
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2000	Site Location Plan A3
2001	Site Location Plan
2002	Demolition Plan
2003	Existing Site Plan
2004	Proposed Block Plan
2005	Proposed Site Plan
210B	Basement Floor Plan
2100	Ground Floor Plan
2101	Level 1 Floor Plan
2105	Typical Floor Plan (Level 2-7)
2108	Level 8 Floor Plan
2109	Roof Plan
2150	Sections
2200	Existing Elevations
2201	Proposed Elevations
2250	Bay Study Entrance
2251	Bay Study Middle
2252	Bay Study Top
2300	Site Sections
MTC27P01	Landscape Plan

Documents:

Air Quality Assessment prepared by Gem Air Quality Ltd;
 Archaeology Report by RPS Consulting Services Ltd;
 Bat Survey prepared by Whittingham Ecology;
 Biodiversity Net Gain Report prepared by Whittingham Ecology;
 Co living Demand Study prepared by Jo Winchester FRICS;
 Commercial Strategy prepared by And London;
 Outline Construction Logistics Plan prepared by RGP;
 Desk Study/Preliminary Risk Assessment Report prepared by JOMAS ASSOCIATES LTD;
 Design and Access Statement prepared by PRP;
 Daylight and Sunlight Report prepared by Schofield;
 Delivery and Servicing Management Plan prepared by RGP;
 Ecology Report prepared by Whittingham Ecology;
 Energy and Sustainability Statement prepared by Integration Consulting Limited;
 Fire Statement prepared by Mu Studio (UK) Ltd;
 Financial Viability Assessment prepared by Quod;
 Flood Risk Assessment prepared by Ardent Consulting Engineers;

Gateway 1 Fire Statement prepared by Mu Studio (UK) Ltd;
Health Impact Assessment by prepared by Brookdale Consulting;
Landscape Strategy prepared by Match Landscape Architects;
Planning Stage Noise Assessment prepared by J-Group;
Planning Statement prepared by Q Square;
Overheating Report prepared by Integration Consulting Limited;
Statement of Community Involvement prepared by Four;
Townscape Assessment prepared by Cogent Heritage;
Transport Assessment prepared by RGP;
Travel Plan prepared by RGP;
Aboriginal Survey, Impact Assessment and Method Statement prepared by
Marcus Foster Aboriginal Design and Consultancy;
Utilities Assessment prepared by Ardent Consulting Engineers;
Planning Stage Vibration Assessment prepared by RBA Acoustics and
Waste Management Plan prepared by RGP.

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

3. External Materials (PRE CONSTRUCTION)

No development shall take place other than investigative, demolition and site clearance works until full details of external materials are submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).

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

4. Boundary treatments (PRE-OCCUPATION)

Prior to first occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

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

5. Landscaping (PRE-OCCUPATION)

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:

- Proposed finished levels or contours;
- Means of enclosure;
- Hard surfacing materials;
- Minor artefacts, structures and street furniture (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- Planting plans;
- Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- Implementation and long-term management programmes (including a five- year irrigation plan for all new trees).
- Existing trees to be retained;
- Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; 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.

6. External Lighting (PRE-OCCUPATION)

Prior to first occupation of the Development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in

consultation with the Met Police. The agreed lightingscheme shall be installed as approved and retained as such thereafter

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

7. Levels (PRE-COMMENCEMENT)

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

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

8. Secure by Design Accreditation (PRE-COMMENCEMENT)

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 in accordance with Policy D11 of London Plan 2021 and Policy DM2 of the Development Management Development Plan Document 2017.

9. Secure by Design Certification (PRE-OCCUPATION)

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 in accordance with Policy D11 of London Plan 2021 and Policy DM2 of the Development Management Development Plan Document 2017.

10. Contaminated land (PRE-COMMENCEMENT)

Before development commences other than for investigative work:

- a. Using the information already submitted in Preliminary Risk Assessment Report with P5956J3012/SEJ prepared by Jomas Associates Ltd., a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable;
B. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and 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 in accordance with Policy DM23 of the Development Management Development Plan Document 2017.

11. Unexpected Contamination (COMPLIANCE)

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.

12 NRMM (PRE-COMMENCEMENT)

- a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof

of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

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

Demolition works shall not commence within the development until:

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

The following applies to both Parts a and b above:

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

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

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

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

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

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality in accordance with Policies DM1, DM31 and DM23 of the Development Management

Development Plan Document 2017.

14. Arboricultural Impact Assessment (COMPLIANCE)

The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA), Preliminary Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prepared by Marcus Foster Arboricultural Design and Consultancy dated July 2024

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

15. Delivery, Servicing Plan (PRE-OCCUPATION)

Prior to 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, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with [TfL guidance](#).

The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020 in accordance with London Plan Policy T7 and Local Plan Policy DM37.

16. Cycle Parking (PRE CONSTRUCTION)

Prior to the commencement of above ground works plans showing accessible; sheltered, and secure cycle parking for 167 long-stay cycle parking spaces for residents and commercial 3 long-stay and 1 short-stay spaces for the commercial

unit for approval shall be submitted to and approved in writing by the Local Planning authority. The quantity must be in line with the London Plan 2021 Policy T5 and the design must be in line with the London Cycle Design Standard. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure adequate bicycle parking is proposed and to encourage the use of sustainable modes for transportation in line with London Plan Policy T5 and the London Cycle Design Standards (LCDS).

17. Basement Impact Assessment (PRE-COMMENCEMENT)

No development shall take place, including any works of demolition, until a basement impact assessment and construction method statement authored by a suitably qualified engineer is submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and retained in accordance with the approved details.

Reason: In the interests of residential amenity and safety in accordance with Policy D10 of the London Plan 2021 and Policy DM18 of the Development Management Development Plan Document 2017.

18. Surface Water Drainage (PRE CONSTRUCTION)

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

- a) Calculations including the Network Diagram cross referencing drainage elements confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.
- 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) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.

Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter in accordance with London Plan Policy SI13 and Local Plan Policies SI13 and SP5.

19. **SUDs Management and Maintenance Plan (PRE-OCCUPATION)**

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 in accordance with London Plan Policy SI13 and Local Plan Policies SI13 and SP5.

20 **Piling Method Statement - (PRE-COMMENCEMENT)**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe 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 and piling layout plan.

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 in line with Policy SI 5 of the London Plan 2021 and Policy DM29 of the Development Management Development Plan Document 2017

21. **Thames Water Essential Infrastructure - (PRE-OCCUPATION)**

There shall be no occupation beyond the 16 dwelling until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

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

new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues.

22. Satellite Dish Installation - (COMPLIANCE)

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

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

23. Telecommunication Apparatus - (COMPLIANCE)

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

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

24. Architect Retention- (COMPLIANCE)

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

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

25. Accessible Studio Provision - (COMPLIANCE)

A minimum of 10% of the co-living studio's hereby approved shall be built to Part M4(3) of current building regulations and retained thereafter unless otherwise approved in writing by the Local Planning Authority.

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

26. Co-living – Noise Attenuation- (PRE-OCCUPATION)

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

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

- Daytime Noise 7am – 11pm – co-living rooms - 35dB(A) (LAeq,16hour).
- Daytime Noise 7am – 11pm – co-living amenity areas (LKD) - 40dB(A) (LAeq,16hour).
- Night Time Noise 11pm - 7am – co-living amenity area 30dB(A) (LAeq,8hour).

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 15 times in co-living rooms between 23:00hrs – 07:00hrs.

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

Reason: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation in accordance with Policies DM1 of the Development Management Development Plan Document 2017

27. Commercial Use Restriction (COMPLIANCE)

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 affordable workspace hereby approved shall be occupied by flexible Use Class E(g (I)) only and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises in the interest of the amenities of the area and to ensure that the affordable workspace is provided and retained in line with Local Plan Policy DM38.

28. Energy Statement (PRE-COMMENCEMENT)

(a) Prior to the commencement of development, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy & Sustainability Statement Rev 02 prepared by Integration (dated 13 November 2024), delivering a minimum site-wide carbon emission reduction of 55% from a Building Regulations 2021 Part L compliant building, with

high fabric efficiencies, centralised air source heat pumps, a minimum of 40kWp solar photovoltaic (PV) array and a single point Future DEN connection. The revised strategy shall include the following:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- A minimum site-wide carbon reduction of 15% under Be Lean;
- Detailed BRUKL calculations for the individual end use (commercial, and types of amenity spaces) of non-residential element of the development;
- Details to reduce the 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); 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 pump 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. 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.

29 Overheating- (PRE-OCCUPATION)

Prior to occupation of the development, details of external blinds, ventilation panels, to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, flow rates, specification of the blinds, shading coefficient, etc.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis Rev 02 prepared by Integration (dated 13 November 2024):

- Natural ventilation, with three opening types
 - o Type 1 – Ventilation panel – 0.96 m²
 - o Type 2 – Openable Window – 1.63 m² 100% openable areas, side hung to 90°
 - o Type 3 – Fixed Window – Fixed closed
- Glazing g-value of 0.40
- Heavy weight thermally massive structure
- External horizontal and vertical shadings fins
- Large insulated openable panels
- MVHR with summer bypass (104l/s) for noise restricted units.
- Active cooling ONLY commercial

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 and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

30 BREEAM Certificate for “Excellent”

Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Excellent” outcome (or equivalent). This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

- a) 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.

- b) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Excellent” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.
- c) Within 6 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming “Excellent” 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.

31 Living roofs

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

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

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

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

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

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

32. Biodiversity Net Gain

(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain of at least 0.36 habitat units, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

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

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

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

33. Water Consumption - (COMPLIANCE)

The co-living accommodation shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person

per day using the fittings approach.

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

34. Co-living Management Plan (PRE-OCCUPATION)

Prior to the first occupation of the development details of a co-living management plan for the proposed accommodation shall be submitted to and approved in writing by the Local Planning Authority. The co-living accommodation shall thereafter be managed in accordance with the approved scheme unless agreed in writing by the council.

Reason: To safeguard the amenities of the area and manage the impact of the development in accordance with Policies DM15 of the Development Management Development Plan Document 2017.

Informatives

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

INFORMATIVE : Based on the information given on the plans, the Mayoral CIL charge will be £523,222.40 (7,360sqm x £71.09) and the Haringey CIL charge will be £1,986,758.4 (7,360sqm x £269.94). These rates are based on the Annual CIL Rate Summary for 2025 in accordance with the published Annual CIL Rate Summary for 2025. 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 RICS CIL Index. An informative will be attached advising the applicant of this charge.

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

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

INFORMATIVE: Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining

owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

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

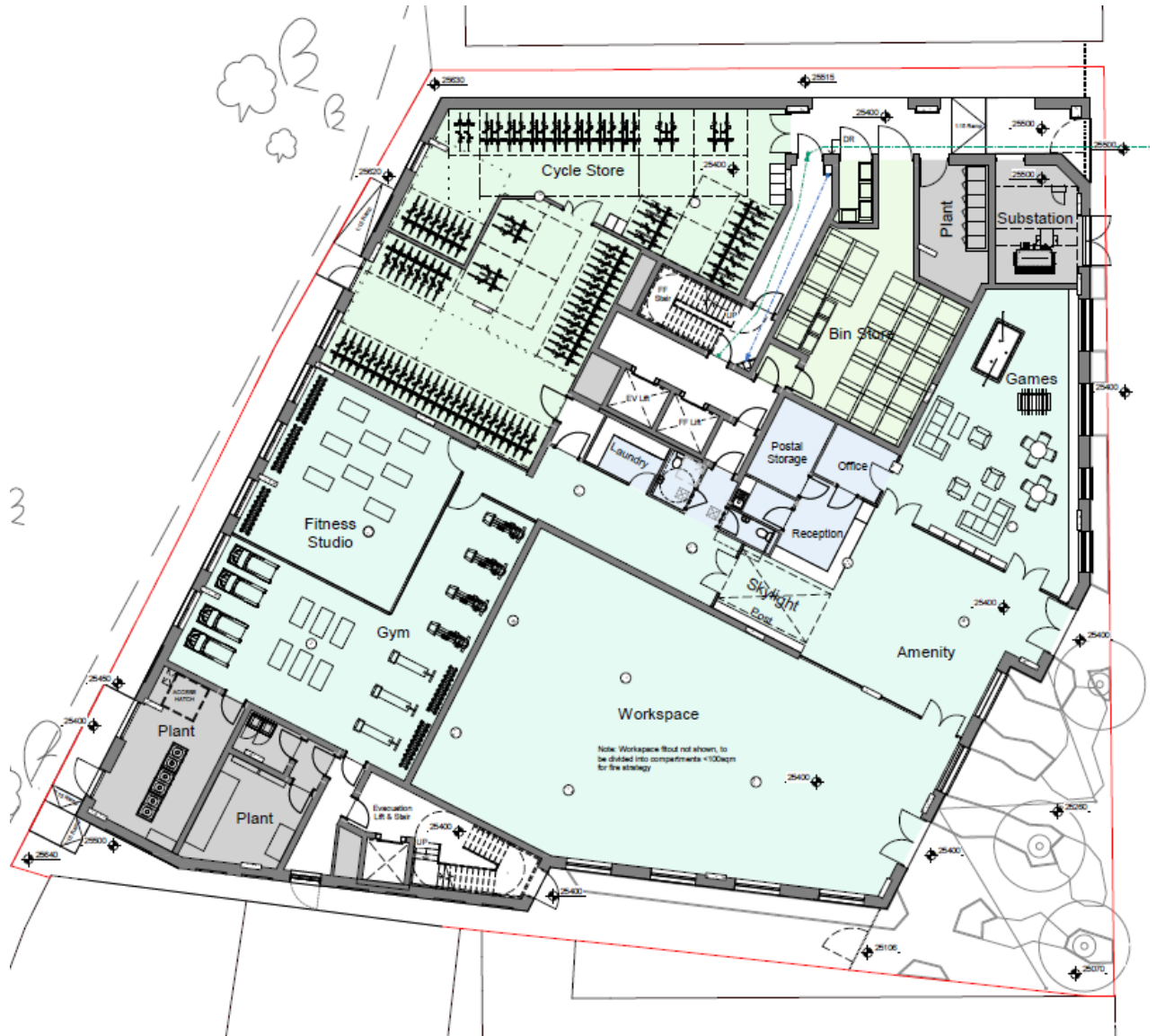
INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development

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

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

Appendix 2 – Plans and images

Proposed ground floor



Level 1 floor plan



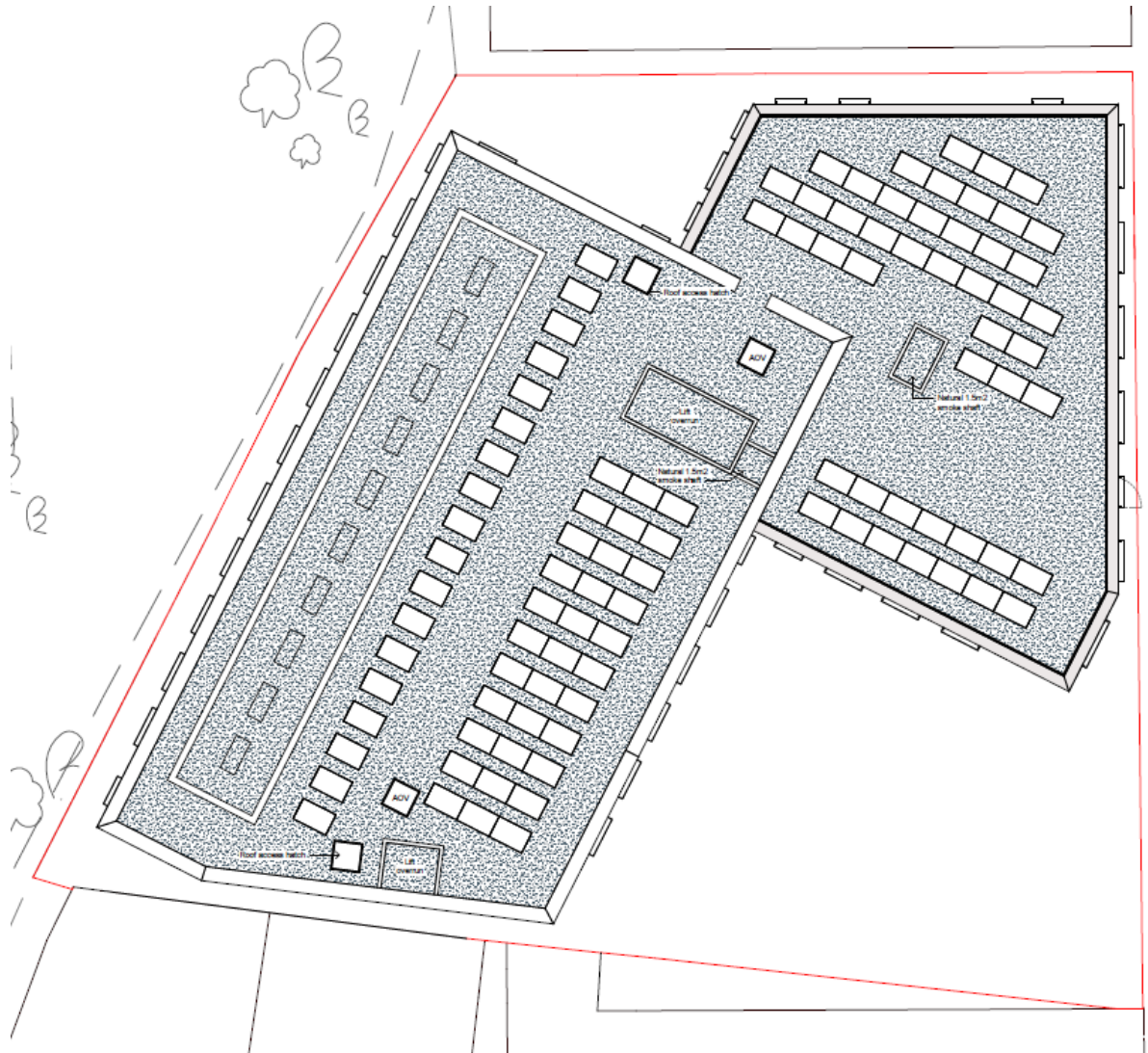
Typical floor plan (levels 2-7)



Level 8 floor plan



Proposed roof plan



CGI of the proposed development when viewed from the south east



CGI of the proposed development when viewed from the south east



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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: 25-27 Clarendon Road**

Wednesday 3 July 2024

AH Level 8 Collaboration Space, Alexandra House, 10 Station Road,
London N22 7TY

Panel

Esther Everett (chair)
Gavin Finnan
Neil Matthew
Craig Robertson
Ann Sawyer

Attendees

Daniel Boama	London Borough of Haringey (observing)
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	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
Tania Skelli	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.

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

25-27 Clarendon Road, Wood Green, London N8 0DD

2. Presenting team

Chris Blamey	RGP (online)
Alan Harries	Integration UK (online)
Robert High	PRP
Craig Sheach	PRP
Jim Kelly	Match (online)
Richard Quelch	Q Square
Andrew Sissons	AND (online)
Mike Calder	J Group
Sarah Christie	J Group

3. Planning authority briefing

The site is located at the southern end of Clarendon Road and north of Turnpike Lane. It currently contains a single L-shaped industrial building, which is two storeys to the front of the site and single storey to the rear. It is neither listed nor within a conservation area. Clarendon Road runs along the eastern perimeter of the site, providing vehicular and pedestrian access. The adjoining sites are the Alevi Cultural Centre to the south and the Election Centre to the north. The railway is to the west.

The site is within the southernmost part of the Clarendon Road South Site Allocation (SA23). This seeks to 'realign Clarendon Road and create employment-led mixed-use development to compliment the Clarendon Road Square development site and the emerging Wood Green Area Action Plan Site Allocation'. The site is suitable for a tall building in line with Development Management Policy DM6. The site is also designated as an ecological corridor and an area of archaeological importance.

The applicants propose redevelopment of the site, including demolition of the existing building, to provide a mixed-use co-living and workspace scheme.

Officers broadly support the principle of the proposed uses. The Greater London Authority's guidance on 'Large-scale Purpose-built Shared Living' will be a fundamental policy document for assessing the proposed land uses.

Officers have requested the panel's views on how well the proposals fit into the wider context, and on the quality of the design in relation to the panel's previous comments.



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

The Haringey Quality Review Panel commends the significant improvements made since the last review, and is now largely supportive of the co-living and workspace development at 25-27 Clarendon Road. The panel urges the project team to address its remaining concerns, and to ensure that the intended level of quality is fully embedded in the design.

The panel asks that the massing of the two blocks is broken up more. This could be achieved by reducing the eastern block sufficiently and decreasing overall the number of units, or by increasing the height of the western block and decreasing the height of the eastern block, to create a clearer distinction between the blocks without adding more co-living studios. The enlarged public realm is welcome, and the panel encourages the project team to develop the landscape character of the pocket park, drawing on the site's industrial history. The external and internal amenity spaces relate well to one another. Further work on sunlight, shading and soil depths should inform the planting mix.

The panel thinks that the workspace and co-living uses can successfully co-exist, but that the internal layout should be refined. The circulation spaces should be more generous, especially around the ground floor entrance area and first floor shared amenity spaces. The panel suggests that an internal route to the bicycle store would feel safer and be more inclusive. The project team should investigate whether the upper floor layout can be reconfigured to create a simple 'L'-shaped corridor, to improve natural light. As the scheme evolves, neurodivergent needs could be considered through the provision of calmer, more intimate communal spaces, particularly as the typical studios are not wheelchair accessible. All communal facilities and entrances must be fully accessible.

Adjustments to the elevations may be required to meet the scheme's ambitious sustainability targets. A detailed overheating study should be carried out for each studio type and location. The architectural detail is not yet sufficiently developed. Studies should be completed to refine the expression of internal functions in the external façades, and the articulation of the bays.

Height and massing

- The panel reiterates its view that the desire for the building to remain under 30 metres tall – at which point it would become referral to the Greater London Authority – is placing an artificial constraint on the scheme.
- While the panel appreciates the changes made to articulate the two blocks, it is still difficult to differentiate them. A greater contrast in height would help to break up the massing by creating two distinct volumes.
- The panel asks that the height of the western block overlooking the railway line is increased by a few storeys. If this is possible, then the eastern block



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should be decreased in height to create a distinction between them, and to ensure that more co-living studios are not added to the development, as the pressure on the shared amenity spaces is already high.

- Alternatively, the same result could be achieved by decreasing the eastern block sufficiently, reducing the number of co-living studios overall.

Landscape

- The panel welcomes the work to envision a wider future masterplan that this development could fit into. The idea of extending the pocket park across Clarendon Road is beneficial for the site opposite. The panel encourages the local authority to make this a requirement of any future scheme coming forward on that site.
- As the ground floor public realm space has been enlarged, it can now be considered a pocket park, and successfully continues the pattern of pocket parks established by the recently built Clarendon Road masterplan.
- While the pocket park is large enough to work, it is nevertheless constrained. The space along the eastern frontage of the building is too narrow to be usable. The project team is encouraged to find opportunities to increase the size of the pocket park further, perhaps by removing another metre or so from the gym. As the elevational details develop, care should be taken that the façade line does not intrude into the pocket park space.
- The panel encourages the project team to continue to develop a more meaningful character for the pocket park landscape design. This could draw on the site's industrial history, perhaps through a more natural planting palette.
- The lighting ideas for the pocket park are promising, but the public art screens may take up too much space. The panel suggests instead integrating public art into the lighting design, and elevating it to frame the space while allowing for circulation and gathering. This strategy could be replicated on the podium garden level, linking the two spaces in street views.
- A signage strategy should be developed, ensuring clarity on the different entrances, and that the hierarchy is coherent.
- The project team should obtain advice on the distances of planting from façades. There could be issues for fire safety with planting so close to the façade on the podium level, and a sterile zone may be required in front of the substation at ground floor level.
- The panel enjoys the way the external and internal amenity spaces relate to one another. This will help to generate spill-out activity and ensure that the external spaces are well-used. The podium garden layout is well considered.



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- Soil depths, and structural implications, should be checked to ensure that trees are deliverable at podium level. The panel also recommends further work on sunlight and shading to inform the choice of plant species throughout the landscape design, ensuring that they will thrive in their location.
- The greenery of the scheme could also be improved by adding balustrade edge planting to the upper-level outdoor spaces. It may be possible to provide more diversity of species and to soften the edges of the parapets through planting that only requires a low depth substrate.

Ground floor layout and servicing

- Small changes to the internal layout would allow views through to the outside as residents enter the building. This would be consistent with the creation of views on the first floor.
- There is concern about women's safety and user experience in relation to the bicycle store. At night, the alleyway to the north of the building may not feel safe, even if it is gated, and it may be difficult and unpleasant to pass the bin store with a bicycle if rubbish or bins are blocking the route.
- The panel suggests introducing a robust internal access route instead, as is common with many student accommodation buildings.
- The panel understands that the bin store layout has evolved and that it will be managed, but there are also concerns that the space is too tight. Further work is required to check that there will be sufficient space for people to access the bins and to rotate them as needed.

Internal layout

- The panel commends the post-occupancy evaluation work by the project team on a previous co-living scheme. 25-27 Clarendon Road can learn from the useful occupant feedback, as well as the team's experience, for example on the distribution of amenity spaces throughout the scheme.
- The communal spaces are improved since the previous review. It is good to see that events and programming have been considered, but that the spaces do not hinge on these being delivered, as they are flexible enough to work well when no events are happening.
- The visualisations of the evening terrace are very promising. The project team should ensure that it can be used separately when the cinema room is occupied. The panel also assumes that the panels in the cinema room can be removed to provide natural light when the room is not used for screenings.
- The addition of natural light to the ends of the straight corridors on the upper floors is a significant improvement. However, the corridors towards the eastern side of the building do not benefit from this and take a convoluted route



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around the stair and lift core. The project team should investigate whether the upper floor layout can be reconfigured to create a simple 'L'-shaped corridor, perhaps by moving the stair, to improve views and natural light.

- On the first floor, it would also help to add more generosity to the circulation spaces, especially between the cinema and communal kitchen spaces where it could get congested at the start and end of screenings. The panel recommends designing a larger, squarer lobby area.
- The project team should continue to refine the studio layout. For example, the hob and the sink could be switched in the kitchenette so that residents do not look directly at their sink when sitting on the sofa.

Accessible and inclusive design

- The visual connections from the corridors into the communal internal spaces, and splitting the kitchens into smaller sub-divided areas, are positive features.
- While the corridor space in front of the cores and accessible studios has been slightly increased, the corridor widths are still too narrow to facilitate incidental encounters. The panel asks again that opportunities are taken to encourage social interaction through the design.
- The typical studio layout has a gap of only half a metre between the wall and the end of the bed. The panel understands that this layout has been informed by post-occupancy feedback, but notes that wheelchair users will not be able to visit friends in these studios.
- In the panel's view, this increases the need for more variety in the size and type of shared meeting spaces, allowing friends to meet outside their studios on a more intimate scale. It would also help if the beds were not fixed, so residents have the option to rotate them 90 degrees, making their studio wheelchair accessible.
- It is essential that all communal facilities are accessible. This should include varied working heights in kitchens, and outdoor furniture that is not fixed so wheelchair users can sit at the tables.
- The panel also recommends changing the main entrance door, as revolving doors are not accessible, so that everyone can use the same entrance.
- The project team is encouraged to address neurodivergent needs as the design develops to the next stage of detail. As well as the need for variety in the scale of spaces, the use of colour, contrast and materials should be considered in the provision of some calmer spaces. The Greater London Authority's co-living guidance has a small section on this.
- The panel again advises checking that enough Blue Badge parking spaces are provided, both for now and for possible future needs.



CONFIDENTIAL*Sustainable design*

- The scheme's sustainability targets are welcome, but the panel is concerned that they will be difficult to meet if mechanical cooling is required. This could create reputational risk and have an impact on the success of lettings.
- The panel is not yet convinced by the overheating strategy. It is challenging to meet the current building regulations with a co-living typology, particularly at night when the building's thermal mass is released. The panel acknowledges the work to mitigate this, but asks for a detailed study of overheating relative to solar gain and ventilation panel sizes.
- The panel thinks that this may require adjustments to the elevations, such as deeper window reveals and vertical or horizontal shading fins, depending on orientation, to mitigate evening solar gain.
- This should be checked for all co-living studio types and locations, but especially for the west-facing studios which are most susceptible to overheating.
- There is also a southeast-facing accessible studio on each of the typical upper floor plans which only has one small window and no space for a side ventilation panel. This studio type should be scrutinised to ensure it will deliver good quality of living.
- The project team's ambitions on circular design and longevity of equipment are positive. The panel encourages the local authority to find a planning mechanism to ensure that the ambitions are delivered.

Architecture

- The architectural detail is not sufficiently developed. Further detail is required to ensure that high quality results will be delivered, as some of the ideas described are not yet evident in the drawings. For example, careful should be given to the articulation of bays, and the brickwork where the two blocks meet.
- The scheme could also be improved by further work on how the internal functions are expressed in the external façades. Studies should inform a different architectural treatment for the base and top of the building where there are shared amenity spaces. The windows should be expressed differently where natural light is brought to internal corridors, and the entrances should be celebrated through their architectural treatment.

Next steps

The Haringey Quality Review Panel is confident that the remaining issues can be resolved in collaboration with officers. 25-27 Clarendon Road does not need to return to the panel 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.



CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: 25-27 Clarendon Road**

Wednesday 17 April 2024

AH Level 8 Collaboration Space, Alexandra House, 10 Station Road,
London N22 7TY**Panel**Esther Everett (chair)
Martha Alker
Gavin Finnan
Craig Robertson
Ann Sawyer**Attendees**

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey (online)
Valerie Okeiyi	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
Tania Skelli	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.

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

25-27 Clarendon Road, Wood Green, London N8 0DD

2. Presenting team

Chris Blamey	RGP
Alan Harries	Integration UK
Rob High	PRP
Jim Kelly	Match
Richard Quelch	Q Square
Andrew Sissons	AND
Mike Calder	J Group
Sarah Christie	J Group

3. Planning authority briefing

The site is located within the southernmost part of London Borough of Haringey's Clarendon Road South Site Allocation. This seeks to 'realign Clarendon Road and create employment-led mixed-use development to complement the Clarendon Road Square development site and the emerging Wood Green Area Action Plan Site Allocation'. The site is considered suitable for a tall building in policy terms.

The site currently contains a one to two storey L-shaped industrial warehouse. The building occupying the site is neither listed nor within a conservation area. Clarendon Road runs along the east perimeter of the site, providing vehicular and pedestrian access. The adjoining sites are the Alevi Cultural Centre to the south and the Election Centre to the north. To the west of the site is an Ecological Corridor, Article 4 Direction for Heartlands Rail Corridor and an Area of Archaeological Importance.

The developers of the previous mixed-use residential proposals for the site (reviewed by the panel in January 2023) faced deliverability issues due to rising rates. A new project team is now proposing a mixed-use co-living and workspace scheme, comprising 215 studios, plus associated amenity space, and 262m² workspace.

Officers are considering the principle of a co-living use, which would be the first of its kind in the borough. The scheme will be assessed against current planning policy, including the Mayor of London's latest guidance on co-living.

Officers have requested the panel's views on how well the proposals fit into the wider Clarendon Road masterplan, and on the quality of the design in relation to the latest co-living guidance.



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

The Haringey Quality Review Panel thinks that a co-living development could work on this site in principle, as long as it remains employment-led. However, there are significant challenges around the amount and quality of public realm and shared amenity spaces which need to be resolved before it can fully support the proposals.

The panel recognises the challenging constraints the project team is working with but asks that more is done to ensure that the scheme is driven by quality rather than number of studios. The block to the west of the site could be increased by a few storeys to allow for more generous internal floor-to-ceiling heights, and to reduce the pressure on the ground floor. This could also help to break up the massing, but must be tested in context. The public realm proposal breaks with the pattern of pocket parks established by the wider Clarendon Road masterplan, and appears likely to be dominated by servicing. The panel advises the project team not to rely on the future neighbouring development, but to provide adequate public realm as part of this scheme, perhaps by relocating some of the workspace to the first floor. This could also relieve some of the pressure for space on the ground floor and help to better integrate the living and working spaces. The panel asks for a greater quantity and variety of shared amenity spaces to be provided throughout the building. These spaces should enable different kinds of social interactions and activities, including opportunities for incidental encounters, and should be of a high quality. The project team should refer to the Greater London Authority's latest co-living guidance while developing the detail.

The quality of the internal corridors should be improved by widening them and bringing in natural light at both ends. The architecture could be enlivened by articulating the internal functions externally, and by introducing changes in material or colour in reference to the Clarendon Road development to the north. The elevations should also draw on the area's industrial heritage to create a stronger identity and street presence. The panel suggests committing to a clear sustainability target and improving the circular design strategy.

Co-living use

- The panel thinks that a co-living use could work on this site. As this relatively new type of housing would be the first of its kind in the London Borough of Haringey, the project team should clearly demonstrate to the local authority how the scheme will contribute toward its aspirations, for example by adding variety to the local housing offer.
- The proposals should also take into account the London Borough of Haringey's aspiration for employment-led mixed-use development on this site allocation. As well as providing employment space, the scheme should read as a place of employment. This could be achieved through the design and allocation of street-facing lower floor uses.



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- Co-living relies on the quality of communal space to compensate for the small size of private studios. It is not yet clear from the information provided whether the design quality and amount of space is sufficient. The panel understands that the design is at an early stage, but asks that a high bar is set for the quality of communal space as this scheme will create a precedent for future co-living schemes in the borough.
- It would be helpful to identify co-living precedents of a comparable scale, learning from their successes or missed opportunities.

Height and massing

- In the panel's view, the desire for the building to remain under 30 metres tall has created an artificial datum level that compromises the quality of internal spaces. The precedents presented all have more generous internal floor-to-ceiling heights than this proposal. The panel is concerned that the internal spaces will not feel spacious or pleasant, especially when the exposed services are added. It asks for assurances that this scheme can match the quality of the benchmark schemes discussed.
- The height of the western block overlooking the railway line could be increased by a few storeys. This would allow for more generous floor-to-ceiling heights and would reduce some of the pressure on the ground floor, while maintaining or increasing the quantity of shared spaces.
- Increasing the height of this block could also help to break up the massing by creating two distinct volumes. All potential solutions should be tested in sections showing the wider site context, including the relationship to the adjacent railway embankment, which is currently missing from the drawings.

Public realm

- The Clarendon Road development to the north of the site has created successful, functional streets structured by a series of pocket parks. The scheme should build on this approach, drawing from the wider context to inform the scale, proportions, and function of the public realm proposals.
- As the ground floor public realm space is too small to be considered a pocket park, it breaks with the succession of pocket parks along Clarendon Road established by the wider masterplan. The panel is therefore not convinced that it will perform a function other than as a visual amenity.
- The public realm appears likely to be dominated by servicing because the entrances for the cycle store, bin store and substation are all located off this relatively small space. If not rigorously managed, there is a risk that it will become cluttered and that the planting will be destroyed by daily activity. The panel also questions whether the trees are deliverable, as maintenance vehicles for the substation may need to park directly outside.



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- The panel recommends resolving these management and maintenance issues before developing the public realm design any further.
- The proposal assumes that, when the site to the south is developed, it will position a public realm space on the northern side of the plot, joining up with this scheme to create a pocket park in the future. However, the neighbouring developers may prefer to put their amenity space on the southern side, where it will receive better sunlight. As there is a lack of certainty around the future context, the panel advises the project team not to rely on future development to make up sufficient provision, but to increase it on this site.
- One solution would be to relocate some of the workspace to the first floor, making space on the ground floor for a greener and more generous public realm that is not compromised by servicing.
- The sun path diagrams do not take the emerging context into account. The panel recommends testing how well the external amenity spaces perform if there is overshadowing from the potential future development to the south, and adjusting the design in response.
- The project team should also check that there is adequate space and planting in front of windows where a buffer is required for privacy.

Ground floor layout

- The panel understands that co-living requires more servicing and shared spaces than conventional residential schemes. However, the high number of co-living studios is putting significant pressure on the ground floor plan to accommodate this. The panel recognises the challenges of balancing site constraints with the provision of homes, but more must be done to ensure that the development is led by quality rather than numbers.
- To free up the ground floor plan, the panel recommends relocating back of house spaces to the first floor and moving plant equipment to the roof where possible. The gym, proposed for the amenity space on the western side of the ground floor, could also be relocated, allowing better use of a space that has good natural light and overlooks the green railway embankment.
- In the current ground floor layout, the workspace is cut off by a plant room and an escape corridor. It also feels disconnected from the shared amenity spaces on the first floor. The panel suggests finding ways to better integrate the living and working spaces, such as through double height spaces. This link between the floors could be visual-only, if fire separation is required.

Amenity spaces

- The panel understands that the indoor amenity spaces are illustrative at this stage, but the quantity seems low for 215 studios, nor is it yet clear how they will be used. It encourages the project team to check that there will be



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sufficient amenity space to support high quality co-living, and to draw these spaces in detail to define the provision early on and ensure that it will fit.

- The upper floor layouts currently encourage residents to go straight to their private studios, rather than creating opportunities for incidental encounters. The first-floor amenity spaces appear to only provide spaces for large groups. This could create kitchens with an industrial feeling.
- The panel asks for different types and scales of amenity spaces. Smaller kitchens and break-out spaces could be distributed throughout the development. The project team should also refer to the Greater London Authority's co-living guidance which clearly sets out the variety expected and includes consideration of neurodivergent needs.
- There should be a visual connection from the corridors or cores to the indoor first-floor amenity spaces. This will help to alleviate social anxieties and build a sense of community, as residents will be able to spot a friend or neighbour before they enter the space.
- Further work is needed to assure the panel that the external first-floor terrace will be usable and green. As it is exposed and faces southeast, it will be challenging to realise a rain garden here. The panel suggests incorporating irrigation into the planters and providing shade for residents in the summer.
- The height of the terrace balustrade affects both its usability and its verdancy. A higher balustrade may need to be set further back from the edge, reducing the usable space and space for planting, and the urban greening factor that the scheme can achieve. The panel encourages the project team to work on these details, as they will also have a knock-on effect on proportions in the elevation designs.

Accessibility

- The internal corridors are long and narrow. This width will be challenging for wheelchair users to navigate which, combined with low head heights and lack of natural light, does not make for high quality and legible circulation spaces. The corridors should be widened and carried through to add natural light at both ends.
- It is possible for the premium and accessible studios to be interchangeable as they both have larger spatial requirements. However, it is important that this is properly managed so that ten per cent of the accessible studios remain available to those who need them.
- The panel advises checking that enough Blue Badge parking spaces are provided. It may also be necessary to add wheelchair refuge spaces to each stair core for compliant layouts.



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Architecture

- The architecture currently feels apologetic, rather than bold and intentional. The panel encourages the project team to draw on the industrial heritage of the area to create a stronger identity and street presence.
- It may help to introduce a change in material or colour when there is a change in volume. As well as creating interest, this would better integrate the scheme into the wider Clarendon Road masterplan, where this rule has been established across many plots.
- The panel suggest enlivening the elevations by articulating the internal functions externally where possible. The first floor, which accommodates a substantial area of communal amenity space, should be recognisably different to the elevations of the floors above; and any double height spaces should be legible in the elevational treatment.

Sustainable design

- The panel encourages further work on circularity, particularly focusing on improving the structural materials and on ensuring that the building is demountable for reuse.
- If full Passivhaus certification is not achievable, the panel suggests finding a more specific performance metric that is, rather than applying Passivhaus principles. This will avoid spending time and money on aspects of the design that cannot be checked or followed through.

Next Steps

The Haringey Quality Review Panel would welcome the opportunity to review the scheme again once the proposals have progressed.



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:
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 - g Distinctive local architectural styles, detailing and materials.



DM Forum minutes – 25-27 Clarendon Road - 05/09/2024

- Where are the cooking spaces on the top floor
- What is the ratio of the residence to shared communal kitchen space
- Ratio of cooking space
- We need more accommodation
- What happens if a single person moves someone in
- Will the building have a sprinkler system
- We need these type of schemes in the borough
- What is the rent charged on other co-living schemes
- Happy the scheme is car free

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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



Report for:	Planning Sub Committee Date: 13 January 2025	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Rob Krzyszowski		
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 Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2024 (NPPF). Haringey achieves 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.

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 but nearing completion. Stage 2 referral made in December 2024 and Mayor has allowed LPA to make a decision.	Phil Elliott	John McRory
Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15 HGY/2023/0728	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory

	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.			
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
Capital City College Group, Tottenham Centre) N15 HGY/2024/0464	New Construction and Engineering Centre, extending to 3,300 sq. m	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Roland Sheldon	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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
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. To be reported to members of Planning Sub Committee 13 th January 2025	Sarah Madondo	Tania Skelli
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. To be reported to members of Planning Sub Committee 13 th January 2025	Valerie Okeiyi	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.	Still waiting for HSE to be satisfied with the proposal. Currently objecting. Anticipated that the Applicants will resolve this with the HSE	Gareth Prosser	John McRory

		and possibly to be reported to Members at the February 2025 Planning Committee.		
Selby Centre, Selby Road, N17	Demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings to comprise of residential accommodation (Use Class C3); and ancillary commercial accommodation (Use Class E (a), (b), & (g)). With car and cycle parking; new vehicle, pedestrian, and cycle routes; new public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure.	Application submitted and under assessment. March 2025 committee targeted.	Phil Elliott	John McRory
Former Car Wash, Land on the East Side of Broad Lane, N15 HGY/2023/0464	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment	Sarah Madondo	Tania Skelli
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory

Drapers Almshouses, Edmansons Close, Bruce Grove, N17 HGY/2022/4319 & HGY/2022/4320	Planning and listed building consent for the redevelopment of the site consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional buildings on the site to provide of a mix of 1, 2 and 3 bedroom units.	Applications submitted and under assessment.	Gareth Prosser	John McRory
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	Applications submitted and under assessment. Further consultation events have been held by the applicant outside of LBH consultation. These have now all been concluded and further meetings between applicant and LBH expected in Januaryu	Samuel Uff	John McRory
Berol Yard, Ashley Road, N17 HGY/2023/0241	Section 73 application for minor material amendments	Application submitted and under assessment. Linked to HGY/2023/0261.	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
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 HGY/2024/1825	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: 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.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
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	Application submitted and under assessment.	Valerie Okeiyi	John McRory

	room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level.			
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 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
Former Mary Feilding Guild Care Home 103-107 North Hill HGY/2024/3240	Demolition of existing buildings and redevelopment to provide a new care home and rehabilitation clinic (Class C2 - Residential Institution) fronting View Road and including up to 50 beds, hydro pool, salon, foyer/central hub, gym/physio room, lounge and dining rooms and consulting rooms, together with a new residential building (Class C3 - Dwelling Houses) fronting North Hill providing 9 flats (5 x1 bed, 3 x 2 bed and 1 x 3 bed), car and cycle parking, refuse/recycling storage, mechanical and electrical plant, hard and soft landscaping, perimeter treatment and associated works.	Application to be validated	Valerie Okeiyi	John McRory
IN PRE-APPLICATION DISCUSSIONS				
St Ann's New Neighbourhood, N15	Phase 3 Reserved Matters application for all matters other than 'access' to be determined	In pre-application discussion. PPA being agreed. QRP expected early 2025	Samuel Uff	John McRory
THFC Stadium, N17	Plot 5 Reserved Matters for 'appearance' for the residential towers	Pre-application meeting held and discussions ongoing. QRP was held in September. Submission expected January	Samuel Uff	John McRory

Broad Water Farm, London, N17	Refurbishment works	Pre-application and PPA meetings taking place	Adam Silverwood	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
1-6 Crescent Mews, N22	Increase number of units previously approved on site from 30 No. units (secured by planning permission Ref. HGY/2019/1183) to 37 No. Units (i.e. Net Increase of 7 No. Units).	Pre-application taken place and written advice to be issued.	Eunice Huang	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	4 th preapp meeting held 23 September 2024. Scheduled for QRP in February.	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
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 stalled.	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	TBC	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. Recent contact in September 2024. Further preapp suggested ahead of potential QRP.	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	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory

	and Sui Generis) and 43 residential (C3) units on the upper floors.			
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 discussions taking place	Valerie Okeiyi	John McRory
Major Application Appeals None at present				

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Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Consent under Tree Preservation Orders	HGY/2024/2725	Approve with Conditions	18/12/2024	339 Alexandra Park Road, Wood Green, London, N22 7BP	Works to tree protected by a TPO, T1 - Sycamore - crown lift branches growing towards garden of 339 Alexandra Park Road to a height of 7-8m from ground level. Reason for work - to prevent the tree from encroaching over the garden. Note, this tree is located in waste land behind the gardens.	Daniel Monk
Alexandra Park	Householder planning permission	HGY/2024/1887	Approve with Conditions	18/12/2024	40 Clyde Road, Wood Green, London, N22 7AE	Erection of a ground floor rear extension, insertion of L-shaped dormer conversion at the rear with cement particle cladding, and repositioning of window on the first floor. Installation of a patio and trellis by the fence.	Sabelle Adjagboni
Alexandra Park	Householder planning permission	HGY/2024/2257	Approve with Conditions	16/12/2024	55 Winton Avenue, Wood Green, London, N11 2AR	Single storey rear extension.	Eunice Huang
Alexandra Park	Householder planning permission	HGY/2024/2933	Approve with Conditions	19/12/2024	5 Victoria Road, Wood Green, London, N22 7XA	Retention of single storey outbuilding within the rear garden.	Catriona MacRae
Bounds Green	Approval of details reserved by a condition	HGY/2024/2670	Approve	23/12/2024	Land opposite 16 Park Road, Edith Road, London, N11 2QE	Approval of details pursuant to condition 18 (Highway Works) attached to 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	Removal/variation of conditions	HGY/2023/1832	Approve with Conditions	18/12/2024	Garages, Partridge Way, Wood Green, London	Minor material amendment under S. 73 to to vary condition 17 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; namely to provide flexibility for the Council to charge London Affordable Rent.	Ben Coffie
Bounds Green	Full planning permission	HGY/2024/2315	Approve with Conditions	16/12/2024	1C Textile House, Cline Road, Wood Green, London, N11 2LX	Temporary change of use from Class B8 to photography studio with ancillary office space and equipment storage (Class E(g)(iii)) for a 7 year period.	Eunice Huang
Crouch End	Full planning permission	HGY/2024/3014	Refuse	19/12/2024	38 Avenue Road, Hornsey, London, N6 5DW	Erection of a single storey outbuilding with a flat roof in the rear garden.	Daniel Boama
Crouch End	Householder planning permission	HGY/2024/3025	Approve with Conditions	16/12/2024	Flat C, 46 Cecile Park, Hornsey, London, N8 9AS	Erection of a single storey ground floor rear infill extension with one rooflight.	Alicia Croskery
Crouch End	Householder planning permission	HGY/2024/2750	Approve with Conditions	18/12/2024	48 Palace Road, Hornsey, London, N8 8QP	Deconversion of ground floor flat and first floor flat to create one large family dwelling Rear side wrap around extension and loft conversion.	Adam Silverwood

Fortis Green	Consent under Tree Preservation Orders	HGY/2024/3098	Approve with Conditions	19/12/2024	2 Ringwood Avenue, Hornsey, London, N2 9NS	The works we are applying for are: Ground works and associated fibrous root pruning to install a root barrier 17m in length and 3.5m in depth. The reasons for the application are as follows: a. Trees have been positively implicated in subsidence damage. b. The proposal seeks to install a root barrier which will remove small fibrous roots to facilitate installation and retain the trees. c. Note: Submitted reports may detail tree removal but this is not proposed.	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2908	Approve with Conditions	18/12/2024	48 Fortismere Avenue, Hornsey, London, N10 3BL	Works to tree protected by a TPO: T1: Plane (7m): Re-pollard to previous points as part of regular maintenance	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2886	Approve with Conditions	18/12/2024	Inglewood, 65 Lanchester Road, Hornsey, London, N6 4SX	Works to tree protected by a TPO. Hornbeam - Reduce to 2-3m below previous reduction points due to advanced basal decay as documented in the attached report	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2863	Approve with Conditions	18/12/2024	1 Ringwood Avenue, Hornsey, London, N2 9NT	Works to tree protected by a TPO. T1 Mature Oak. Exhibits some signs of historic wounding (Bacterial flux), 1 large dead limb over garden path to be removed along with other minor deadwood. proposed lateral reduction removing up to 3m from branch ends.	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2728	Approve with Conditions	18/12/2024	19 Midhurst Avenue, Hornsey, London, N10 3EP	Works to tree protected by a TPO. T1- Horse Chestnut tree in garden of number 19- (22m)- crown reduction back to most recent pruning points, approximately 2m reduction. Removal of epicormic sprouts from main trunk. Reason for work- the proposed work is part of ongoing tree management to maintain the size of the tree in its given location. The same specification has been carried out in the past.	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2709	Approve with Conditions	18/12/2024	10 Woodland Terrace, Twyford Avenue, Hornsey, London, N2 9NF	Works to trees protected by a TPO. T1, T2 Oak, crown reduce to most recent points, approx. 1m. Cyclical maintenance.	Daniel Monk

Fortis Green	Removal/variation of conditions	HGY/2024/2782	Approve with Conditions	20/12/2024	19 Southern Road, Hornsey, London, N2 9LH	Variation of Conditions 2 and 3 (approved plans and materials) of planning permission ref. HGY/2024/0212 for 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.; namely, to make the following amendments: enlargement of footprint of proposed rear extension and change to the window layout; zinc cladding to rear wall of rear guest bedroom; zinc cladding and change to the window layout of rear dormer extension; Replacement windows to first floor rear elevation.	Emily Whittredge
Fortis Green	Householder planning permission	HGY/2024/2925	Approve with Conditions	19/12/2024	34 Fortismere Avenue, Hornsey, London, N10 3BL	Construction of a staggered, single storey ground floor rear extension, that protrudes further to the south side to align with the neighbouring property. Replacement of all existing rear elevation windows with new timber replacement windows, including the repositioning of one first floor window. Construction of a rear dormer window.	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2024/2852	Approve with Conditions	24/12/2024	63 Curzon Road, Hornsey, London, N10 2RB	Replacement of existing rear extension with a larger single storey rear extension, facade alteration, demolition of existing rear bay window and creation of flushed larger windows.	Mark Chan
Harringay	Householder planning permission	HGY/2024/2924	Approve with Conditions	19/12/2024	109 Beresford Road, Hornsey, London, N8 0AG	Single storey side extension following demolition of existing side extension and demolition of the existing bay window to the rear to accommodate a larger opening.	Emily Whittredge
Harringay	Full planning permission	HGY/2024/2962	Approve with Conditions	19/12/2024	13 Wightman Road, Hornsey, London, N4 1RQ	Conversion of a single dwelling house into 2 flats. Addition of terrace sunken into existing outrigger.	Oskar Gregersen
Harringay	Consent to display an advertisement	HGY/2024/2643	Approve with Conditions	20/12/2024	284-286 Wightman Road, Hornsey, London, N8 0LT	Installation of non-illuminated advertising signage to shop front, finished in black aluminium.	Oskar Gregersen
Harringay	Full planning permission	HGY/2024/2549	Approve with Conditions	20/12/2024	284-286 Wightman Road, Hornsey, London, N8 0LT	Erection of a ground floor front enclosure with retractable glazing, and retractable canopy.	Oskar Gregersen
Harringay	Full planning permission	HGY/2024/2953	Approve with Conditions	19/12/2024	91 Lothair Road North, Hornsey, London, N4 1ER	Replacement of existing timber and UPVC windows and doors with new UPVC windows and doors	Sabelle Adjagboni
Harringay	Lawful development: Proposed use	HGY/2024/2998	Permitted Development	19/12/2024	143 Wightman Road, Hornsey, London, N8 0BB	Certificate of lawfulness: proposed formation of rear loft extension and 3x rooflights.	Sion Asfaw
Harringay	Full planning permission	HGY/2024/2956	Approve with Conditions	17/12/2024	52 Sydney Road, Hornsey, London, N8 0EX	Replacement of all existing timber windows with new UPVC windows.	Sion Asfaw
Harringay	Full planning permission	HGY/2024/2928	Approve with Conditions	17/12/2024	Flat A, 110 Mattison Road, Hornsey, London, N4 1BE	Proposed erection of a single storey ground floor side to rear wraparound extension.	Sion Asfaw

Harringay	Householder planning permission	HGY/2024/3081	Approve with Conditions	23/12/2024	134 Falkland Road, Hornsey, London, N8 0NP	Erection of a single-storey side infill extension and installation of 3no of roof lights at the sloping roof	Alicia Croskery
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/3125	Permitted Development	16/12/2024	237 Hermitage Road, Tottenham, London, N4 1NP	Installation of two front roof lights and two rear roof lights (certificate of lawfulness: proposed use)	Catriona MacRae
Highgate	Consent under Tree Preservation Orders	HGY/2024/3442	No Objections	17/12/2024	Courtenay House, Courtenay Avenue, Hornsey, London, N6 4LR	Five Day Notice. T3 Eucalyptus has a split dangerous limb, which we will need to remove and reduce the existing limb by 4 M to lessen weight bearing load, and alleviate future failure risk and make it safe. We will need to carry out the work as quickly as possible.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3106	Approve with Conditions	19/12/2024	30 Priory Gardens, Hornsey, London, N6 5QS	Works to tree protected by a TPO. T1 on the plan is a Common Lime I am advised by a tree surgeon that it would be appropriate to reduce to previous pollard points. For the lime tree I am advised to remove the epicormic growth. (Please note that the works to T2 Cherry will be considered separately under application reference HGY/2024/3110, as the tree is not protected by a TPO but is located in a Conservation Area)	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/2974	Approve with Conditions	19/12/2024	Courtenay House, Courtenay Avenue, Hornsey, London, N6 4LR	Works to trees protected by an Area TPO Rear garden G1 2 mature Oaks, remove deadwood T2 1 Dead Castana , fell to ground level T3 Eucalyptus, reduce vertical and lateral growth by 3 M approx	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/2959	Approve with Conditions	18/12/2024	Highgate School Sports Field, Bishopswood Road, Hornsey, London	Works to tree protected by a TPO T28: Lime (22m): Heavy lean into sports field, reduce height by 3m. Microprobe readings consistent with ring shake or internal crack on tension side. (Works to T16: Sycamore will be considered separately under application reference HGY/2024/2983 as the tree is not protected by a TPO but is located within a Conservation Area)	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/2832	Approve with Conditions	18/12/2024	2 Bishopswood Road, Hornsey, London, N6 4PR	Works to tree protected by a TPO. T2 Rear. London Plane : Large tree growing over multiple gardens (heavily pruned neighbours side in the past) Target prune elongated overlong branches into natural crown-line, remove major deadwood and crown lift to 4 meters, remove leaf litter and compost from tree base to prevent fungus growth. (All other works will be considered under Six Week Notice ref. HGY/2024/2844, as the other trees are not protected by TPOs but are within a Conservation Area)	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2024/2944	Approve	20/12/2024	26 Sheldon Avenue, Hornsey, London, N6 4JT	Approval of details reserved by a condition 3 (Material samples) attached approved planning application Ref: HGY/2023/0630.	Kwaku Bossman-Gyamera
Highgate	Lawful development: Existing use	HGY/2024/2777	Approve	19/12/2024	393 Archway Road, Hornsey, London, N6 4ER	Lawful development: Existing use for the use of 393 Archway Road as 2no. self-contained flats	Oskar Gregersen
Highgate	Full planning permission	HGY/2024/2689	Approve with Conditions	17/12/2024	Flat 3, 6 Stanhope Road, Hornsey, London, N6 5DD	Replace all single glazed timber framed windows of flat 3, 6 Stanhope Road, with the same style, size and shape double glazed UPVC windows.	Josh Parker

Highgate	Householder planning permission	HGY/2024/2815	Approve with Conditions	18/12/2024	28 Stormont Road, Hornsey, London, N6 4NP	Single storey rear extension and basement under part of the existing footprint and rear garden, enlarging the existing rear first floor window to the stair landing, installation of an A/C unit with acoustic screen in the rear garden, adjustments to skylight on northern elevation and new entrance gates to existing carriage driveway.	Eunice Huang
Highgate	Householder planning permission	HGY/2024/2849	Approve with Conditions	20/12/2024	12 Stormont Road, Hornsey, London, N6 4NL	Erection of a single-storey rear extension together with associated external alterations (amended plans).	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/2992	Approve with Conditions	23/12/2024	75 Gaskell Road, Hornsey, London, N6 4DU	Loft conversion with rear dormer and installation of 2x rooflights.	Sion Asfaw
Highgate	Full planning permission	HGY/2024/3017	Refuse	19/12/2024	Second Floor Flat, 28 Milton Avenue, Hornsey, London, N6 5QE	Replacement and extension of existing wooden roof terrace railing with new black powder coated metal railing and relocation of high level SVP.	Alicia Croskery
Highgate	Approval of details reserved by a condition	HGY/2024/2565	Approve	23/12/2024	The Victoria, 28 North Hill, Hornsey, London, N6 4QA	Approval of details for Condition 4 (Method of construction statement) of planning permission ref. HGY/2021/2950 granted on 29/11/2021 for Demolition of an existing two storey side extension to the pub and the construction of a two storey dwelling to facilitate the creation of a two bedroom residential unit. Internal reconfiguration of the existing pub and the ancillary residential accommodation at first floor with a part single, part two storey rear extension with roof addition over to facilitate a loft conversion and the creation of 2 x self-contained flats.	Alicia Croskery
Hornsey	Full planning permission	HGY/2024/3023	Approve with Conditions	19/12/2024	Flat A, 72 North View Road, Hornsey, London, N8 7LL	Construction of garden room in the rear garden for use as a home office	Emily Whittredge
Hornsey	Householder planning permission	HGY/2024/2982	Approve with Conditions	23/12/2024	7 Glebe Road, Hornsey, London, N8 7DA	Erection of a ground floor rear extension to replace the existing	Sabelle Adjagboni
Hornsey	Full planning permission	HGY/2024/2881	Approve with Conditions	16/12/2024	16 Park Avenue South, Hornsey, London, N8 8LT	Amalgamation of three flats into a single family dwelling.	Ben Coffie
Hornsey	Listed building consent (Alt/Ext)	HGY/2024/3117	Approve with Conditions	16/12/2024	Flat 2, The Manor, 71 High Street, Hornsey, London, N8 7QB	Replacement of the existing first floor patio door and decking.	Roland Sheldon
Hornsey	Full planning permission	HGY/2024/3047	Approve with Conditions	16/12/2024	Flat 2, The Manor, 71 High Street, Hornsey, London, N8 7QB	Replacement of the existing first floor patio door and decking.	Roland Sheldon
Hornsey	Householder planning permission	HGY/2024/3059	Approve with Conditions	19/12/2024	59 Linzee Road, Hornsey, London, N8 7RG	Minor enlargement of rear dormer, changes to fenestration, recladding roof dormers in zinc. Addition of solar panels to the flat roof area of the dormer.	Alicia Croskery
Muswell Hill	Approval of details reserved by a condition	HGY/2024/3435	Approve	18/12/2024	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details pursuant to condition 27 (Archaeology) (parts b and c) attached to planning permission ref: HGY/2021/2727 dated 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes (Use Class C3) within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue.	Tania Skelli

Northumberland Park	Removal/variation of conditions	HGY/2024/1008	Approve with Conditions	23/12/2024	Stadium, Tottenham Hotspur Football Club, 748 High Road, Tottenham, London, 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) (MNFES) of the hybrid planning permission HGY/2023/2137 (as amended from HGY/2015/3000) for amendments to allow up to 30 major non-association football events including music concerts; and other associated changes	Samuel Uff
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1913	Approve	19/12/2024	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 14a (Energy Strategy) attached to planning reference HGY/2022/0664	Sarah Madondo
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3078	Refuse	18/12/2024	10 Sutherland Road, Tottenham, London, N17 0BN	Erection of single storey extension which extends beyond the rear wall of the original house by 5.6m, for which the maximum height would be 2.85m and for which the height of the eaves would be 2.85m	Daniel Boama
Northumberland Park	Full planning permission	HGY/2024/3029	Approve with Conditions	23/12/2024	Flat C, 2 Siddons Road, Tottenham, London, N17 9UT	Loft conversion with rear dormer extension and 2no of rooflights.	Sion Asfaw
Northumberland Park	Lawful development: Existing use	HGY/2024/2729	Approve	18/12/2024	17 Argyle Road, Tottenham, London, N17 0BE	Certificate of lawfulness for the existing use of the property as six separate self-contained studio flats (Class C3 Use).	Sion Asfaw
South Tottenham	Full planning permission	HGY/2024/3045	Approve with Conditions	23/12/2024	Deaconess Court, 6 Tottenham Green East, Tottenham, London, N15 4UB	Replacement of 1 No. Rear Communal Exit Door with a new high security Steel door, with a portcullis fenestration to match other doors on the estate.	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/3056	Approve with Conditions	23/12/2024	27 Craven Park Road, Tottenham, London, N15 6AA	Erection of type 3 loft roof extension with 5 no. rooflights.	Nathan Keyte
South Tottenham	Full planning permission	HGY/2024/3071	Approve with Conditions	23/12/2024	Ground Floor Offices, Anna House, Page Green Terrace, Tottenham, London, N15 4NP	Replacement door and insertion of panel for shop name.	Sion Asfaw
St Ann's	Full planning permission	HGY/2024/1325	Approve with Conditions	17/12/2024	10 Clarence Road, Tottenham, London, N15 5BB	Installation of new external wall to match pre-existing materials	Sabelle Adjagboni
Stroud Green	Householder planning permission	HGY/2024/2798	Approve with Conditions	19/12/2024	Flat 3, 84 Stroud Green Road, Hornsey, London, N4 3EN	Erection of a 2-metre rear extension at second floor level to Flat 3.	Neil McClellan
Stroud Green	Full planning permission	HGY/2024/2952	Approve with Conditions	19/12/2024	34 Inderwick Road, Hornsey, London, N8 9LD	Replacement of existing timber casement windows with new UPVC windows.	Sabelle Adjagboni
Tottenham Central	Consent to display an advertisement	HGY/2024/3099	Approve with Conditions	16/12/2024	176 Philip Lane, Tottenham, London, N15 4JW	Fascia signs with halo illuminated individual letters fronting onto Philip Lane and Mount Pleasant Road	Emily Whittredge
Tottenham Central	Non-Material Amendment	HGY/2024/2826	Approve	19/12/2024	3 Handsworth Road, Tottenham, London, N17 6DB	Non-Material Amendment (NMA) to Planning Permission Ref: HGY/2023/1527 to replace the cladding material for the loft conversion from brick to timber cladding.	Sabelle Adjagboni
Tottenham Central	Householder planning permission	HGY/2024/2825	Refuse	19/12/2024	3 Handsworth Road, Tottenham, London, N17 6DB	Erection of single-storey rear extension	Sabelle Adjagboni
Tottenham Central	Householder planning permission	HGY/2024/2883	Refuse	16/12/2024	First And Second Floor Flat, 36 West Green Road, Tottenham, London, N15 5NP	Loft conversion with erection of new roof to match pre-existing roof prior to demolition with rear dormer. Insertion of 2no rooflights on the new roof front slope and 1no. rooflight on above rear dormer flat roof. Adding a new floor on the existing back outrigger to form an additional bathroom and erecting a new roof above.	Daniel Boama
Tottenham Hale	Consent to display an advertisement	HGY/2024/3137	Refuse	20/12/2024	450-454 High Road, Tottenham, London, N17 9JN	Advert consent for new signage comprising internally illuminated fascia sign and internally illuminated projecting sign	Emily Whittredge

Tottenham Hale	Full planning permission	HGY/2024/2938	Refuse	20/12/2024	450-454 High Road, Tottenham, London, N17 9JN	Replacement cladding to shopfront	Emily Whittredge
Tottenham Hale	Removal/variation of conditions	HGY/2024/2906	Refuse	18/12/2024	448-454 High Road, Tottenham, London, N17 9JN	Variation of Condition 3) i) (hours of operation of Nos 450 ? 454 High Road) of appeal decision APP/Y5420/W/20/3260036 (ref. HGY/2020/1777) for: Change of use of the ground floor to part adult gaming centre and part coffee and cake shop, namely to extend the opening hours to: Thu, Fri and Sat: from 0900hrs to 0600hrs the following day; and Sun, Mon, Tue and Wed: from 0900hrs to 0200hrs the following day at 450-454 High Road, Tottenham, London, N17 9JN	Emily Whittredge
Tottenham Hale	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3188	Not Required	17/12/2024	43 Carew Road, Tottenham, London, N17 9BA	Erection of single storey extension which extends beyond the rear wall of the original house by 5.97m, for which the maximum height would be 4m and for which the height of the eaves would be 3m	Oskar Gregersen
Tottenham Hale	Full planning permission	HGY/2024/2893	Approve with Conditions	16/12/2024	57 Dowsett Road, Tottenham, London, N17 9DL	Change of use from D1 surgery to its previous use C3 dwellinghouse	Oskar Gregersen
Tottenham Hale	Lawful development: Existing use	HGY/2024/2814	Approve	19/12/2024	49 Buller Road, Tottenham, London, N17 9BH	Certificate of Lawfulness: Existing use as two self-contained flats.	Oskar Gregersen
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2978	Approve	23/12/2024	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by parts (a) and (c) of Condition 29 (Cycle & Mobility Scooter Parking Details) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2918	Approve	18/12/2024	1 Berol Yard, Ashley Road , N17 9LJ	Approval of details reserved by Condition 35 (Landscape design proposals) attached to planning permission HGY/2017/2044 granted 08/06/2018.	Philip Elliott
Tottenham Hale	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/2488	Refuse	19/12/2024	Second Floor, 512 High Road, Tottenham, London, N17 9SX	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	Iliyan Topalov
Tottenham Hale	Consent to display an advertisement	HGY/2024/3066	Approve with Conditions	23/12/2024	1, Berol Yard , Ashley Road, Tottenham Hale , London , N17 9LJ	Display of 1 no. internally illuminated projecting fascia sign.	Sion Asfaw
West Green	Lawful development: Proposed use	HGY/2024/3003	Permitted Development	23/12/2024	111 Higham Road, Tottenham, London, N17 6NU	Lawful development: Proposed use for a rear dormer loft conversion with rooflights on the front roof slope	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2024/2996	Approve with Conditions	19/12/2024	65 Belmont Road, Tottenham, London, N17 6AT	Erection of a ground floor wrap around extension.	Sion Asfaw
White Hart Lane	Full planning permission	HGY/2024/2888	Refuse	16/12/2024	67 Eldon Road, Wood Green, London, N22 5ED	Erection of two storey side, single/two storey rear and roof extensions and conversion to 2 flats	Oskar Gregersen
White Hart Lane	Householder planning permission	HGY/2024/2965	Refuse	23/12/2024	82 Risley Avenue, Tottenham, London, N17 7ES	Construction of single storey rear extension	Sabelle Adjagboni
White Hart Lane	Householder planning permission	HGY/2024/2714	Approve with Conditions	19/12/2024	11 Melrose Avenue, Wood Green, London, N22 5EA	Replacement of existing windows, new ground floor bathroom, demolition of exterior utility shed and erection of ground floor rear extension.	Ben Coffie
White Hart Lane	Full planning permission	HGY/2024/2296	Approve with Conditions	20/12/2024	47 Great Cambridge Road, Tottenham, London, N17 7LJ	Planning application for the installation of Electric Vehicle Charging Infrastructure on the carriageway adjacent to 45 - 51 Great Cambridge Road, N17 7LJ	Catriona MacRae

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