

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Thursday, 3rd April, 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 13 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 - 8)**

To confirm and sign the minutes of the Planning Sub Committee held on 4<sup>th</sup> March as a correct record.

### **7. PLANNING APPLICATIONS**

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

**8. HGY/2024/2851 COMMUNITY CENTRE, SELBY CENTRE, SELBY ROAD, TOTTENHAM, LONDON, N17 8JL (PAGES 9 - 304)**

**Proposal:** Demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings of 4 to 6 storeys to comprise of residential accommodation (Use Class C3); and 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.

**9. HGY/2024/1456 30-48 LAWRENCE ROAD, TOTTENHAM, LONDON, N15 4EG (PAGES 305 - 436)**

**Proposal:** Alterations and extension to existing building (Class E) and erection of residential building (Class C3- Dwellinghouses) including ground floor commercial (Class E - Commercial, Business and Service), cycle and car parking, hard and soft landscaping, and all other associated works.

**10. HGY/2024/3240 103-107 NORTH HILL N6 4DP (PAGES 437 - 486)**

**Proposal:** 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.

**11. UPDATE ON MAJOR PROPOSALS (PAGES 487 - 500)**

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

**12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 501 - 520)**

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 01.02.25 - 28.02.25.

**13. NEW ITEMS OF URGENT BUSINESS**

**14. DATE OF NEXT MEETING**

To note the date of the next meeting as tbc.

Kodi Sprott, Principal Committee Coordinator

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Fiona Alderman

Head of Legal & Governance (Monitoring Officer)

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

Wednesday, 26 March 2025



7:00 –

**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 Collett.

**4. URGENT BUSINESS**

There were no items of urgent business.

**5. DECLARATIONS OF INTEREST**

Cllr Ibrahim and Cllr O'Donovan declared an interest in regard to item 9 as they are both chair and vice chair of Alexandra Palace and Park Board.

**6. MINUTES**

**RESOLVED**

To approve the minutes of the Planning Sub Committee held on the 13th January.

**7. PLANNING APPLICATIONS**

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

**8. HGY/2024/1798 INTERNATIONAL HOUSE, TARIFF ROAD, TOTTENHAM, LONDON, N17 0DY (PAGES 9 - 132)**

Planning officer, Eunice Huang introduced the report for 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.

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

- There was a noise management plan, and the agent had outlined the operations. This was an established industrial area. The current use of the site was not controlled by any planning conditions, so therefore the existing industrial development could operate 24/7. This application gave an opportunity to have a proposal where the hours could be regulated and there would be limited activity before 7am.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report and noted the changes to conditions in the addendum and the changes to heads of terms regarding 278 works and fees. The Chair moved that the recommendation be approved following a unanimous decision.

**RESOLVED**

That the Committee authorise the Head of Development Management & Planning

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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 their 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 be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives.

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 alteration, 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, Informative and Heads of Terms

## **Summary of Conditions**

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials and elevations
- 4) Unexpected Contamination
- 5) Demolition/Construction Environmental Management Plans
- 6) Waste and recycling
- 7) Construction Management Plan (including Construction Logistics Plan)
- 8) Uses
- 9) Cycle Parking
- 10) Surface Water Drainage
- 11) Drainage Management and Maintenance
- 12) Secured by Design Accreditation
- 13) Energy Strategy
- 14) DEN Connection
- 15) Overheating
- 16) Boundary Treatment
- 17) Access Gate Arrangements
- 18) Delivery and Servicing Plan
- 19) Car Parking Management Plan
- 20) Electric Vehicle Charging
- 21) Hard and Soft Landscaping
- 22) Noise Management
- 23) Living Roofs
- 24) Tree Protection Plan

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25) BREEAM

**Informatives**

- 1) NPPF
- 2) Land Ownership
- 3) Hours of Construction Work
- 4) Party Wall Agreement
- 5) London Fire Brigade
- 6) Thames Water
- 7) Advertisement
- 8) Secured by Design
- 9) Pollution
- 10) Community Infrastructure Levy

**9. HGY/2024/3315 LAND ADJACENT TO (SOUTH OF) THE JUNCTION OF SEVEN SISTERS ROAD AND ST ANN'S ROAD, LONDON N15 (PAGES 133 - 258)**

Gareth Prosser, Planning Officer introduced the report for the construction of 66 new affordable homes across two new buildings of six storeys each; 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.

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

- The Council's constitution and the planning protocol set out clear measures to make sure that all Council applications come to planning committee so that there is the appropriate scrutiny. In terms of this planning proposal, the fact that the Council were the applicants would not make any difference, this would be dealt with in the same way with the same processes to ensure the scheme was of a high quality.
- A scheme to provide housing had been the subject of pre application discussion several times, there were previous schemes presented with higher densities on the site. However, in terms of maximising the value of the site and what could actually be delivered, this was the scheme that the applicant settled on.
- Solar panels would be used for the landlord's supply.
- The applicants had submitted a noise report and all current building standards would have to be met in terms of the busiest road, which was Seven Sisters Rd.
- Officers had included conditions suggested by the Metropolitan Police.
- The development site had a good public transport accessibility level, with numerous bus links to Seven Sisters, Manor House underground station and South Tottenham rail station being within walking distance. The application is not proposing to remove any parking as part of the development proposal. There would be a reallocation of 6/7 car parking spaces for wheelchair accessible homes. This development proposal followed the Council's policies and the London Plan policy, there was also a parking management plan attached to this development proposal to ensure that officers assigned those car parking spaces to residents who need it, prioritising residents with a disability and then larger family homes.

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- The construction industry would not have capacity to provide specific bricks for committee members to view. However, there were quite detailed photographs in the reports and officers would visit the site and condition materials.
- Individual air source heat pumps would be installed, which would be fairly compact units located internally within the flats. The applicant proposed to integrate several units within one, so that would include the ventilation of the units, the space heating and the hot water as well for the dwellings. Officers had seen pumps such as these on various schemes and believed that the team was trained up to be able to deal with these in use for residents.
- Members noted if letters received by the Metropolitan Police could be made available with the agenda.
- In terms of the playgrounds, there were not any at the moment. This proposal offered the opportunity to look at the open space and to make more secure and well-designed open space. In terms of urban design terms, often the safest open spaces were those that were surrounded by an active edge of buildings. Officers advised that this scheme would almost create an urban square, so in terms of antisocial behaviour, it would be less likely in these spaces due to the openness of the area, it would also be much better lit.
- There would be conditions proposed in terms of the hours of operation of building the development. The applicant would have to submit a construction management plan and that would outline all the different aspects of the construction.

Cllr Williams attended the committee and spoke in support of the application. She declared a prejudicial interest as the Cabinet Member for Housing. She explained that by this time next year, 3,000 council homes would be on site and delivered; this particular site would be an exemplary contribution to this. All 66 homes would be social rent delivering for families in desperate need. These were highly sustainable and airtight homes, which would pose a reduction to bills and improve the carbon footprint. Residents would be taught how to look after the heat pumps.

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

This build would create more biodiversity and a better environment for a busy intersection.

There is no specific site allocation for the site, even though it was a green area it was not Greenbelt land. Policy DM20 speaks about enhancing spaces to address identified deficiencies in the quality and accessibility of an open space; this would help achieve and secure a viable future for the space. Even though there would be a reduction in the amount of open space, it would be of a higher quality.

The applicant had done a lot of engagement on their redevelopment proposals, and parking did not come up as much of an issue by residents. However, the estate's parking management schemes are due to start soon to help address haphazard parking.

The contractor would have a responsibility to maintain and, where necessary, replace any landscaping for a further period of three years. Beyond that, the repairs and aftercare team that now sat within the housing delivery team would also take responsibility for making sure that landscaping was maintained and where necessary renewed for a period of at least five years beyond the completion of the development.

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In a different regulatory landscape, the applicant may have made the development a few storeys higher. However, as it stands, to deliver homes above 6 storeys and ensure viability, a scheme would need to be delivering above 12 storeys.

The trades button was unfortunately an open invitation to anti-social behaviour on many estates across London. The method devised with the Postal Service is that the local sorting office and the postman would have what's described as an engineer's code. This was a specific code to the post office that enabled them to get through the front door into a secure lobby area in which the post boxes would be located

With regard to fences, details of enclosures would be submitted and approved by the Local Planning Authority. The police now also recommended particular locking mechanisms to gates.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. Following a unanimous vote for this application was approved.

## **RESOLVED**

That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement providing for the obligations set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 4th June 2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and

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

2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.

2.6 There will also be a Directors' agreement signed between the parties (applicant as the Housing Department and PBSS as the Local Planning Authority) to secure obligations that would otherwise ordinarily be set out in a S106 document.

2.7 It is recognised that the Council cannot enforce against itself in respect of breaches of planning conditions, and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions

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imposed on the planning permission for the proposed development.

2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

2.9 A summary of the planning obligations/S106 Heads of Terms for the development is provided below:

1. Carbon offset contribution
  - Estimated carbon offset contribution (and associated obligations) of £20,235 (indicative), plus a 10% management fee; carbon offset contribution to be recalculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages.
  - 'Be Seen' commitment to upload energy performance data.
2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
3. Car Club Provision and Membership
4. Parking Management Contribution - £10,000 towards a review of current parking management measures within the Tottenham Event Day CPZ
5. Enter into an agreement with the Highways Authority under S278 and S38 with regard to necessary highways works
6. Travel Plan contribution: £3,000 (three thousand pounds) per year per travel plan for a period of five years
7. Travel Plan Monitoring Contribution
8. Construction Logistics contribution: £15,000 to help administer and oversee construction impacts
9. Off-site highways and Landscaping working
10. Affordable Homes for Rent
11. Local Employment
12. Employment and Skills Plan
13. Skills Contribution
14. Energy Plan
15. Sustainability Review
16. Monitoring Costs

## **Summary of Conditions**

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials and detailed design
- 4) Energy Strategy
- 5) Overheating Strategy
- 6) Living Roofs and Walls
- 7) Biodiversity Net Gain
- 8) Urban Greening Factor
- 9) Whole Life Carbon
- 10) Delivery and Servicing Plan and Waste Management
- 11) Cycle Parking
- 12) Electric Vehicle Charging
- 13) Wheelchair Accessible Car Parking
- 14) Car Parking Management Plan
- 15) Construction Management Plan (CMP)
- 16) Land Contamination
- 17) Unexpected Contamination
- 18) Air Quality Assessment

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- 19) Non-Road Mobile Machinery (NRMM)
- 20) Management and Control of Dust
- 21) Considerate Constructors Scheme
- 22) Construction Logistics and Management Plan
- 23) Piling
- 24) Infiltration Drainage
- 25) Investigative Boreholes
- 26) Waste
- 27) Secured by Design Accreditation
- 28) Secured by Design Certification
- 29) Trees
- 30) Landscaping
- 31) Wheelchair Accessible Homes
- 32) C3 Use Class
- 33) Water Efficiency
- 34) Water Main
- 35) Transport for London Infrastructure
- 36) BREEAM
- 37) Piling

#### **10. PRE-APPLICATION BRIEFINGS**

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

#### **11. HGY/2023/2584 13 BEDFORD ROAD N22 7AU (PAGES 259 - 282)**

Valerie Okeiyi, Principal Planning Officer, introduced the report for 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, 12 no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and photovoltaic (PV) panels at roof level.

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

- Officers received this application a while ago and as they were discussing the scheme at pre application stage, they wanted to take this through the engagement process and part of that engagement process would be bringing it to pre application for members to look at.
- A viability assessment had been submitted which was going through consultation with external consultants. There was a sum of monies that was being discussed as a payment in lieu for one site affordable housing.
- The comments from the QRP came back and they suggested that the development should be a single brick colour and that it would be helpful to try to find other ways to delineate the building. The applicant had taken their comments on board, and they have made a very positive contribution to the design of the building.
- The applicant would provide further detailed drawings on the elevations.
- On the rear side of the building, there would be open air corridors. These would provide access to all of the flats. In order to provide privacy to the residential block on Alexandra Park Road, it was decided to provide screening in the form of a green

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wall. That would entail planters at each level which would then allow for plants to grow and to be suspended vertically across the balcony corridors.

- The applicant was still in discussions with officers regarding the exact uses under the class E space, both were trying to narrow it down to an appropriate combination.
- QRP were supportive of the height of the development. The only thing officers did not take on board was replacing the zinc cladding of the top floor with a brick slip, officers thought that maintaining the zinc was better for the building but could revisit that suggestion.
- The building management company would be responsible for the upkeep of the green wall.

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

## **13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS**

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

## **14. NEW ITEMS OF URGENT BUSINESS**

## **15. DATE OF FUTURE MEETINGS**

The next meeting is scheduled for 3<sup>rd</sup> April 2025.



Planning Sub Committee

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Reference Number:** HGY/2024/2851

**Ward:** Bruce Castle

**Address:** Community Centre, Selby Centre, Selby Road, Tottenham, London, N17 8JL

**Proposal:** Demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings of 4 to 6 storeys to comprise of residential accommodation (Use Class C3); and 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.

**Applicant:** London Borough of Haringey / Haringey Council (LBH)

**Ownership:** Public/Council

**Case Officer:** Philip Elliott

**Date received:** 16/10/2024

1.1 This application is being reported to the Planning Sub-Committee (PSC) for determination as it is a major application, where the Council is also the applicant.

#### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The Selby Urban Village (SUV) project site straddles the administrative boundary between the London Boroughs of Haringey (LBH) and Enfield (LBE), on land owned by LBH.
- The SUV project is a partnership between Haringey Council and The Selby Trust to transform the Selby site and Bull Lane Playing Fields (BLPF) into a new accessible and well-connected neighbourhood, made up of new council homes, new sporting facilities, improved open space, play and a new Selby Centre at the heart of the community.
- Enfield's Planning Committee have made a resolution to grant the proposals on land in its jurisdiction as local planning authority for BLPF which include the new Selby Centre, sporting facilities, improved open space, and playspace.
- The proposal for your consideration relates to a housing development and retail unit on land within the jurisdiction of LBH which currently consists of the

Selby Centre, two buildings to the north of the site, and land linking the site to Weir Hall Road to the west.

- The proposed development would meet the requirements of Site Allocation SA62: 'The Selby Centre', by providing a new community centre for The Selby Trust on Bull Lane Playing Fields as well as high-quality new homes.
- The proposal, which would consist of 4 separate buildings (Blocks A, B, C and D) ranging from 4 to 6 storeys in height would provide 202 new homes, all of which would be affordable council homes let at low-cost social rents to Haringey residents on the housing waiting list. Seventy-nine (39%) of the homes would be family sized with 3 or 4 bedrooms;
- The development would be of a high-quality design including very well-designed buildings which respect the visual quality of the local area, respond appropriately to the local context, and would not adversely impact on local heritage assets. The development is also supported by the Council's Quality Review Panel (QRP).
- The development would provide high-quality homes of an appropriate size, mix, and layout within a well-landscaped environment that links into the adjacent Bull Lane Playing Fields, consisting of high-quality new public realm areas including an improved park edge, and would also provide new amenity and children's play spaces, 95% of homes would be dual aspect.
- The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers regarding loss of sunlight and daylight, outlook and privacy and excessive levels of noise, light or air pollution.
- The development would provide 21 car parking spaces all of which would be wheelchair-accessible which meets the requirements of the London Plan and would be supported by other sustainable transport initiatives including improvements to access and active travel routes; and
- The development would include a range of measures to maximise its sustainability and minimise its carbon emissions. The scheme would achieve a 91% reduction in carbon emissions. The development would achieve an Urban Greening Factor of 0.405, and a Biodiversity Net Gain of 17.53%.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement in the form of a Director's Letter providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards 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 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 30th May 2025 or within such extended time as the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards 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.
- 2.5 Planning obligations are usually secured through a s106 legal agreement. In this instance the Council is the landowner of the site and is also the Local Planning Authority (LPA) and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement would instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission, measures would be agreed between the Council's Housing and Regeneration services and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing or successor shall confirm in writing (through a 'Director's Letter') that the payment of contributions for the matters set out below shall be made to the relevant departments at an agreed time.
- 2.9 The Director's letter would secure obligations that would ordinarily be secured through agreements under s106 of the Town and Country Planning Act 1990 and s278 and s38 of the Highways Act 1980.
- 2.10 Summary of the heads of terms for the development are summarised below, with more detail on obligations provided in the report:
  - Affordable housing – 202 affordable council homes let at low-cost social rents
  - Parking permit restrictions (Residents of the development shall be prevented from obtaining on-street car parking permits)

- Traffic Management Order (TMO) amendments (£4,000)
- Travel plan monitoring (£15,000)
- Controlled Parking Zone (CPZ) review and amendments
- Car club contributions
- Off-site highway works and highway improvements
- Stage 1 and 2 Road Safety Audit to be completed during the design stage of the above works
- Monitoring of construction works (£15,000)
- Carbon offsetting contribution to be agreed prior to implementation (re-calculated at £2,850 per tCO<sub>2</sub> at the Energy Plan and Sustainability stages)
- Connection to District Energy Network (DEN) and backup/alternative solution with deferred offset contribution if DEN not implemented
- Employment and Skills plan and measures to reflect Employment and Skills requests
- Employment and Skills management and apprenticeship support contributions
- Obligations monitoring payment calculated in accordance with the monitoring fee requirements of the Council's Planning Obligations Supplementary Planning Document (SPD) as well as a reasonable financial contribution for monitoring Biodiversity Net Gain

2.11 Summary of the recommended conditions for the development is provided below:

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

- 1) 3-year time limit (Compliance)
- 2) Development to be in accordance with approved plans (Compliance)
- 3) Removal of permitted development rights for commercial space (Class E) (Compliance)
- 4) Phasing Plan (PRE-COMMENCEMENT)
- 5) Accessible Homes (Compliance)
- 6) Commercial Unit - Opening Hours (Compliance)
- 7) Sustainability standards - non-residential unit (Pre-superstructure)
- 8) Residential – Noise Attenuation (Compliance)
- 9) Fire Statement (Compliance)
- 10) Landscape Details (Pre-superstructure)
- 11) Playspace (Pre-occupation)
- 12) Surface Water Drainage (LLFA) (Part PRE-COMMENCEMENT, part Pre-occupation)
- 13) Piling Method Statement (Thames Water) (Pre-piling)
- 14) Foul Water drainage (Thames Water) (Pre-occupation)
- 15) Water network capacity (Thames Water) (Pre-occupation 50%)
- 16) Water Efficiency Condition (Compliance)
- 17) Ecological Enhancement / Protection (Pre-occupation)

- 18) Lighting (Pre-occupation)
- 19) External Materials and Details (Pre-superstructure)
- 20) Living roofs (Pre-superstructure)
- 21) Climate Change Adaptation (Pre-superstructure)
- 22) Urban Greening Factor (Pre-occupation)
- 23) Energy Strategy (Pre-superstructure)
- 24) District Heat Network (DEN) Connection (Pre-superstructure)
- 25) Overheating (Pre-superstructure)
- 26) Energy Monitoring (At superstructure)
- 27) Sustainability Review (Pre-occupation)
- 28) Circular Economy (Pre-occupation)
- 29) Whole Life Carbon (Pre-occupation)
- 30) Secured by Design (Pre-superstructure)
- 31) Written Scheme(s) of Investigation for Archaeology (PRE-COMMENCEMENT)
- 32) Programme of Public Engagement for Archaeology (PRE-COMMENCEMENT)
- 33) Land Contamination (PRE-COMMENCEMENT)
- 34) Unexpected Contamination (If identified)
- 35) Car Parking Management Plan (Pre-occupation)
- 36) Cycle Parking (Pre-superstructure)
- 37) Delivery and Servicing Management Plan (Pre-occupation)
- 38) Vehicle Access Control (Pre-occupation)
- 39) Site Waste Management Plan (PRE-COMMENCEMENT)
- 40) Operational Waste Management Plan (Pre-occupation)
- 41) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 42) Public Highway Condition (PRE-COMMENCEMENT)
- 43) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 44) Management and Control of Dust (PRE-COMMENCEMENT)
- 45) Combustion and Energy Plant (Compliance)
- 46) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 47) Telecommunications (Compliance/pre-occupation)
- 48) Noise from building services plant and vents (Compliance)
- 49) Anti-vibration mounts for building services plant / extraction equipment (Compliance)
- 50) Arboricultural Method Statement (Pre-superstructure)
- 51) Design Guardian (PRE-COMMENCEMENT)
- 52) Selby Centre made operational prior to commencement (PRE-COMMENCEMENT)
- 53) BLPF and LB Enfield features made operational prior to occupation of LBH homes (Pre-occupation)
- 54) Biodiversity Net Gain (BNG) (PRE-COMMENCEMENT)

- 2.12 Summary of the recommended informatives for the development is provided below:

**Informatives Summary** – (the full text of Informatives is contained in Appendix 2 to this report).

- 1) Working with the applicant
  - 2) Community Infrastructure Levy
  - 3) Hours of Construction Work
  - 4) Party Wall Act
  - 5) Naming and Numbering New Development
  - 6) Asbestos Survey prior to demolition
  - 7) Dust
  - 8) Written Scheme of Investigation – Suitably Qualified Person
  - 9) Written Scheme of Investigation - Deemed Approval Precluded
  - 10) Historic England's Guidelines
  - 11) Maximise Water Efficiency
  - 12) Minimum Water Pressure
  - 13) Paid Garden Waste Collection Services
  - 14) Sprinkler Installation
  - 15) Designing out Crime Officer Services
  - 16) Land Ownership
  - 17) Site Preparation Works
  - 18) Director's Letter
  - 19) Revised Fire Statement required with any revised submission
  - 20) Building Control
  - 21) Building Regulations – Soundproofing
  - 22) Thames Water – Proximity to Assets
  - 23) Thames Water – Developer Services
  - 24) Cadent Gas
- 2.13 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 2.14 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.3) above, the planning permission be refused for the following reasons:
- 2.15 The proposed development, in the absence of a Director's letter securing 202 affordable council homes let at low-cost social rents would fail to deliver affordable housing and would be contrary to London Plan policy H4 'Delivering affordable housing', London Plan policy H6 'Affordable housing tenure', and Local Plan policy SP2: 'Housing'.
- 2.16 The proposed development, in the absence of a Director's letter securing parking permit restrictions, TMO amendments, Travel plan monitoring, CPZ review and

amendments, car club contributions, off-site highway works and highway improvements, stage 1 and 2 road safety audits, and monitoring of construction works would be contrary to London Plan policy T1, T4, T5 and T6, and Local Plan policy SP7 'Transport', as well as Development Management Development Plan Document (DM DPD) policies DM31 and DM32.

- 2.17 The proposed development, in the absence of a Director's letter securing a carbon offsetting contribution and a connection to a DEN and backup/alternative solution with deferred offset contribution if a DEN is not implemented would be contrary to London Plan policies SI2, SI4, Local Plan policy SP4, and policies DM21 and DM22 of the DM DPD.
- 2.18 The proposed development, in the absence of a Director's letter securing an Employment and Skills plan and measures to reflect Employment and Skills requests, as well as Employment and Skills management and apprenticeship support contributions would be contrary to policy E11 Skills and opportunities for all in the London Plan and Section 7 Economic Development, Employment and Skills Training of the Planning Obligations SPD March 2018.
- 2.19 The proposed development, in the absence of a Director's letter securing an obligations monitoring payment would be contrary to the monitoring fee requirements of the Council's Planning Obligations SPD.
- 2.20 The proposed development, in the absence of a Director's letter securing a reasonable financial contribution for monitoring Biodiversity Net Gain would be contrary to Schedule 7A of the Town and Country Planning Act 1990.
- 2.21 In the event that the Planning Application is refused for the reasons set out in resolution (2.15-2.20) above, the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further Planning Sub-Committee Report application for planning permission which duplicates the Planning Application, provided that:
  - i. There has not been any material change in circumstances in the relevant planning considerations, and
  - ii. The further application for planning permission is submitted to and approved by the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards within a period of not more than 12 months from the date of the said refusal, and
  - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (2.1) above to secure the obligations specified therein.

## **CONTENTS**

- 3) PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4) CONSULTATION RESPONSES
- 5) LOCAL REPRESENTATIONS
- 6) MATERIAL PLANNING CONSIDERATIONS
- 7) COMMUNITY INFRASTRUCTURE LEVY
- 8) RECOMMENDATION

## **APPENDICES:**

- Appendix 1: Plans and Documents List
- Appendix 2: Planning Conditions & Informatives
- Appendix 3: Internal and External Consultee Representations
- Appendix 4: Neighbour representations
- Appendix 5: Images of the Site and Proposed scheme
- Appendix 6: QRP Reports 3, 2, 1 - 16 February 2022, 26 May 2021, 6 May 2020
- Appendix 7: Minutes of Pre-Application Briefing to PSC on 1st August 2024
- Appendix 8: Officer Notes of DM Forum held on 25th September 2024
- Appendix 9: GLA Stage 1 Report Issued 03 December 2024



## PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

### Proposed Development

- 3.1 Planning permission is sought for the demolition of all existing buildings comprising the Selby Centre and the redevelopment of the site to deliver four new buildings. There would be 202 new homes (Use Class C3) across the new buildings which would be four to six storeys in height.

*Figure 1 – Axonometric view of the site looking northeast showing the 4 new buildings on the existing Selby Centre site, with the new Selby Centre in Bull Lane Playing Fields in the London Borough of Enfield shown at the top of the image.*



- 3.2 The development would also include 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. There would also be a 92.6sqm retail unit (Use Class E (a), (b), & (g)) provided within Plot 7.
- 3.3 The four distinct buildings / blocks would be of 4 to 6 storeys and would be arranged across four plots that would be linked together by streets and landscaping. The plots have been named 5, 6, 7, and 8 by the applicant. Plots 5

and 7 would be sited to the eastern side of the site, with Plots 8 and 6 located to the western side with a street running through the centre. See Figure 2 below which shows the different plots and the location of the retail unit (Plot 7), communal lobbies, and bike stores.

*Figure 2 – Ground floor site plan identifying Plots 5-8.*

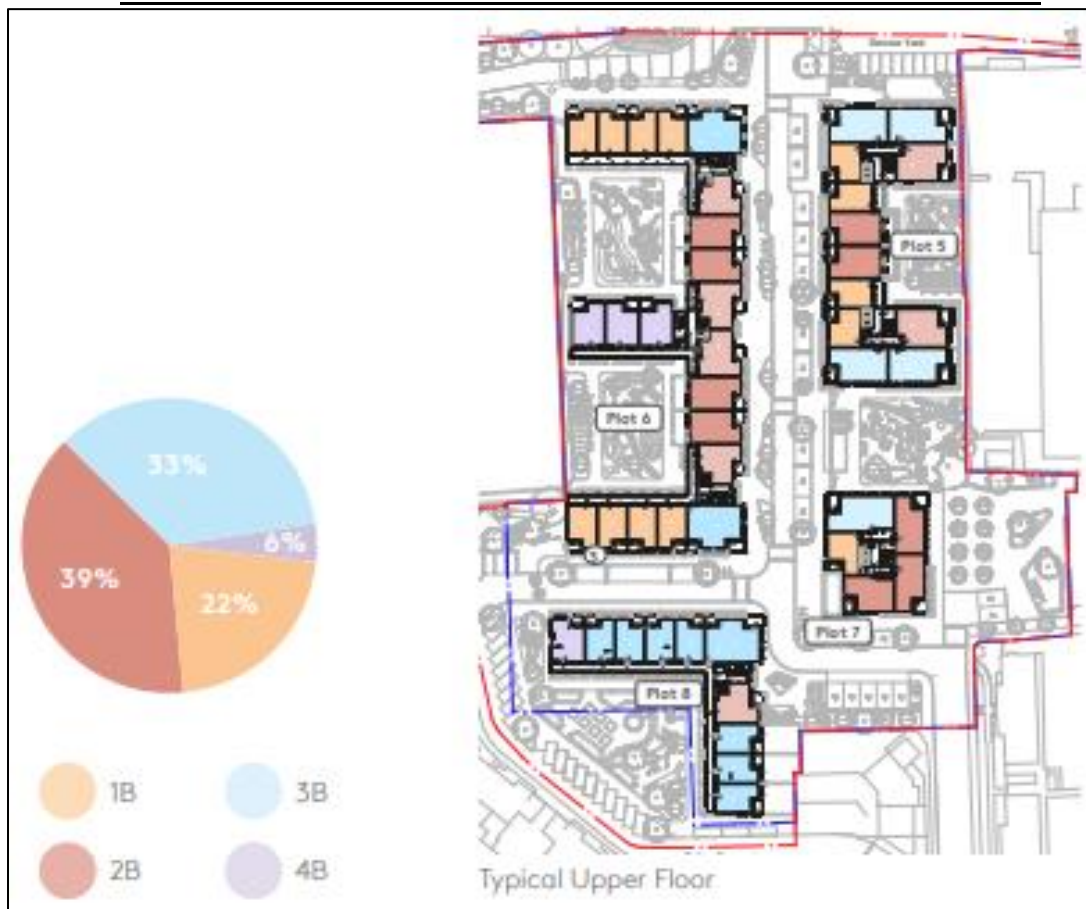


- 3.4 In terms of building typologies Plot 5 would be a courtyard building, Plots 6 and 8 would be mansion blocks with gallery access and courtyards that sit adjacent to the school and housing that borders the site to the west. Plot 7 would consist of an independent block that would mark the entrance space and contain the retail unit serving the new homes and wider community.

- 3.5 All of the 202 new homes proposed (equating to 653 habitable rooms) would be affordable council homes let at social rents. The homes would be spread across the plots with 64 homes in Plot 5, 87 homes in Plot 6, 25 homes in Plot 7, and 26 homes in Plot 8. In terms of unit mix the scheme would deliver a mix of 1, 2, 3, and 4-bed homes. Figure 3 below indicates the unit numbers/mix.

*Figure 3 – Table showing the proposed mix and distribution above and percentages of bedspaces and locations in the image below.*

PLOT	1 BEDS	2 BEDS	3 BEDS	4 BEDS	TOTAL
5	18	23	21	2	64
6	20	38	22	7	87
7	5	15	5	0	25
8	1	3	19	3	26
<b>TOTAL</b>	<b>44</b>	<b>79</b>	<b>67</b>	<b>12</b>	<b>202</b>
<b>Mix</b>	<b>22%</b>	<b>39%</b>	<b>33%</b>	<b>6%</b>	<b>100%</b>

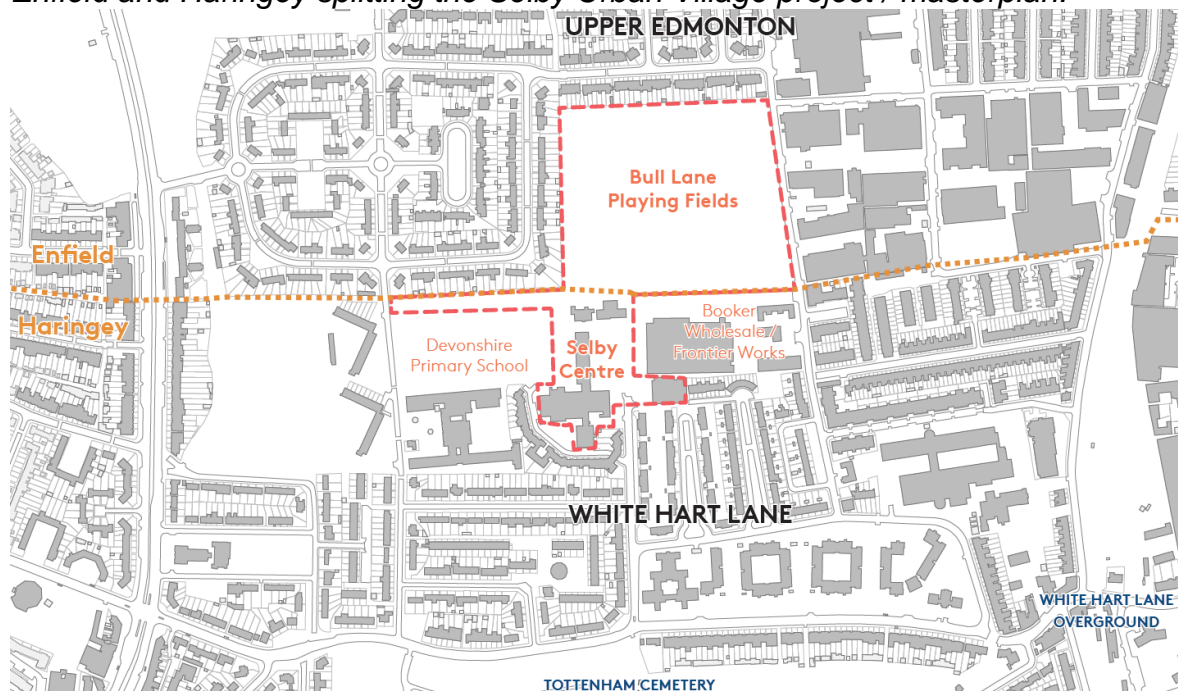




### Selby Urban Village

- 3.6 The proposed scheme forms part of a wider masterplan named the Selby Urban Village (SUV) project. The project is a partnership between the Council and The Selby Trust, supported through £20million Levelling Up funding from the Government, to transform the Selby site into a new accessible and well-connected neighbourhood, made up of new council homes, new sporting facilities, improved open space, play and a new Selby Centre at the heart of the community.
- 3.7 The SUV project, whilst on land that is wholly in the ownership of the applicant (LBH), straddles the administrative boundary between the London Boroughs of Haringey (LBH) and Enfield (LBE) with the Selby Centre site and a strip of land linking it to Weir Hall Road falling within LBH and Bull Lane Playing Fields (BLPF) to the north falling within LBE.
- 3.8 As a result, there is a requirement to submit separate, albeit inextricably linked planning applications, to cover the elements of the project that fall within each of the two boroughs.

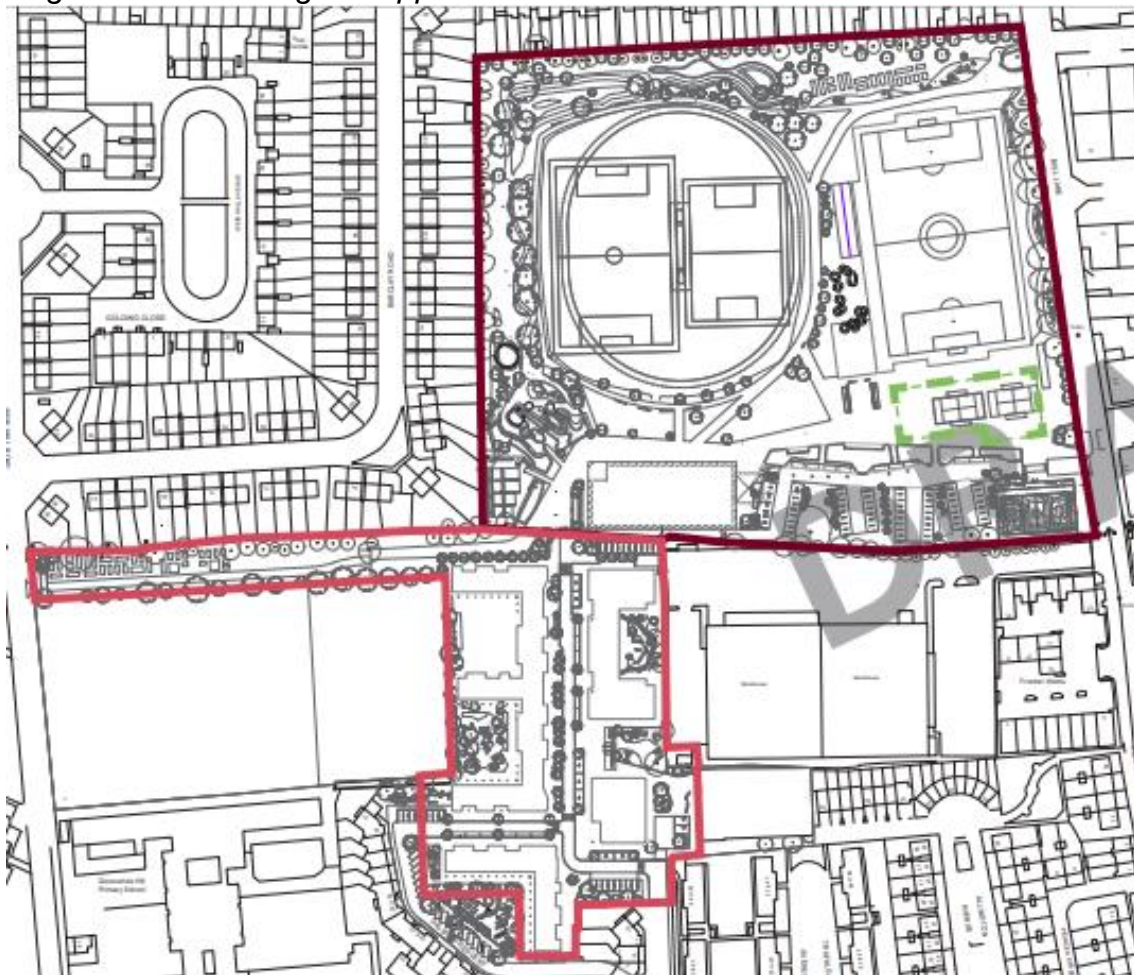
*Figure 4 – Location Plan with orange dashed line showing the boundary between Enfield and Haringey splitting the Selby Urban Village project / masterplan.*



- 3.9 Three planning applications (Applications 1, 2, and 3) have been submitted in parallel by the applicant London Borough of Haringey (LBH). Application 2 would be delivered first to enable The Selby Trust to move to their new premises which would allow Application 1 to then be delivered:

- **Application 1** relates to the proposals that fall within LBH as described above under 'Proposed Development'; and
- **Applications 2 and 3** relate to those parts of the proposals that fall within London Borough of Enfield (LBE). Members of Enfield's Planning Committee have made a resolution to grant Application 2, Application 3 is yet to be reported to LBE's Planning Committee but is likely to be heard towards the end of April.

*Figure 5 – Location Plan showing the extent of the boundaries of the 3 applications with the light red line indicating the Application 1 site area (LBH), the dark red line indicating the Application 2 area (BLPF in LBE) and the dashed green line showing the Application 3 site.*



- 3.10 All three applications are for 'Council development' and are therefore submitted under Regulation 3 of the Town and Country Planning General Regulations 1992.
- 3.11 A single masterplan and associated delivery strategy has been produced which covers all three applications. The project is being delivered in partnership by

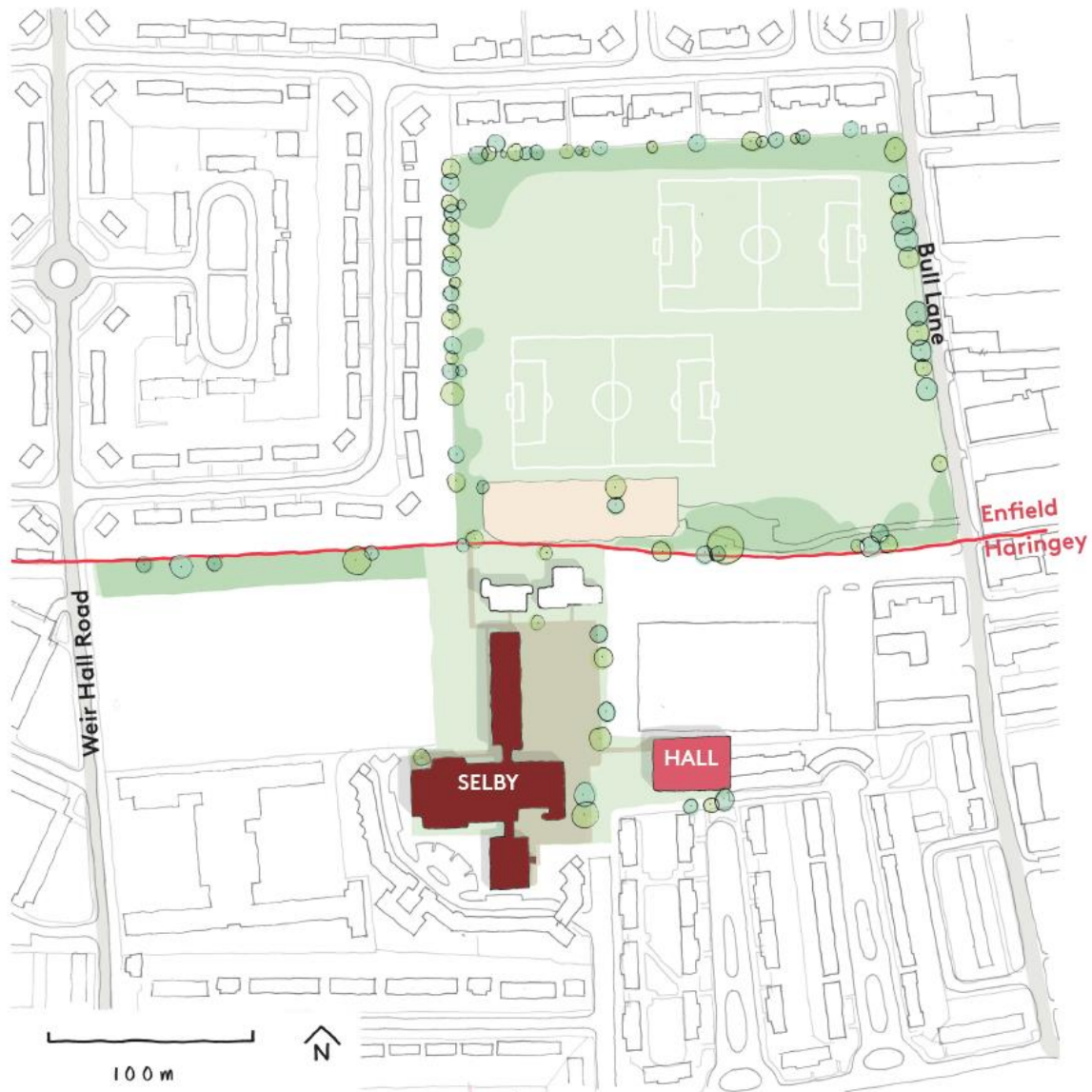
Haringey Council and The Selby Trust through a steering group formed from both Councillors and Selby trustees.

- 3.12 Application 1 is as described above under 'Proposed Development'.
- 3.13 Application 2 involves the rejuvenation of Bull Lane Playing Fields (BLPF) in LB Enfield. The works include the construction of a new build replacement Selby Centre; a new sports changing pavilion; a Multi-Use Games Area (MUGA); a 3G football pitch; two padel courts; new grass junior football pitches, two cricket pitches and batting nets and other related formal and informal sport, leisure and play facilities and associated car parking; new and enhanced boundary treatments; enhanced pedestrian / cycle entrances into the park, and a network of new / enhanced pedestrian and cycle links within and through the park and new lighting.
- 3.14 Application 3 seeks outline permission for a new sports hall building on the part of the BLPF site identified for two padel courts in the Application 2 proposal. It is envisaged that this proposed new sports hall building would replace the existing Selby Sports Centre, which is currently located to the east of the existing Selby Centre in LB Haringey.
- 3.15 The applicant has identified that the funding for the proposed replacement sports hall is not yet in place and the uncertainty surrounding its deliverability has resulted in its removal from Application 2 and the submission in outline under Application 3.
- 3.16 The Selby Trust is pursuing fundraising for this element of the project, and it is anticipated that once funding is in place designs can be finalised and reserved matters submitted should it be granted by LBE.
- 3.17 Application 2 proposals include two padel courts on the site proposed for the new sports hall (Application 3). The applicant has confirmed that if the funding is not secured for the replacement sports hall within 12 months of a grant for Application 3 then the padel courts would be delivered.
- 3.18 Applications 1 and 2 are inextricably linked to one another because of what would in planning policy terms constitute a loss of the Selby Centre and its community floorspace from within the Application 1 site boundary. Without a replacement facility such a loss would be contrary to the Development Plan and therefore unacceptable in planning terms.

### Site Location Details

- 3.19 The application site is located at the northern end of the borough on the boundary with the London Borough of Enfield and is situated between the A10 to the west and The Weaver London Overground Railway Line and Tottenham High Road to the east.
- 3.20 The application site contains the Selby Centre which comprises 6969.9sqm (GIA) of multi-functional community floorspace, There are also other buildings on the site as follows:
- North Block Annexe (2-storeys); and
  - Pavilion (single storey).
- There is also the existing Sports Hall which would not be included in the proposals, would fall outside of the site, and would remain in situ.
- 3.21 These buildings are utilised by the Selby Trust for a mix of office use, education/ training, sport, and to host a wide range of community events, as follows:
- Food and Drink (Use Class E(b)): 331sqm (GIA);
  - Indoor Sports & Recreation (Use Class E(d)): 3362sqm (GIA);
  - Offices (Use Class E(g)): 1475 sqm (GIA);
  - Education (Use Class F1(a)): 1793sqm (GIA); and
  - Halls & meeting Places (Use Class F2(b)): 661sqm (GIA).
- 3.22 The site also includes a strip of land at the northern end of the site that forms the northern tip of Wier Hall Road Open Space and connects the site to Weir Hall Road to the west.
- 3.23 Immediately to the north of the site is the borough boundary with Enfield and Bull Lane Playing Fields (BLPF) which forms the site for Application 2 and a portion of which forms the site for Application 3.
- 3.24 BLPF has historically been used as playing pitches for cricket in the summer months and football outside of that, as well as for general recreation. The land is owned by Haringey Council. Figure 6 below shows the existing buildings on and around the Selby Urban Village site.

Figure 6 – Site Plan showing the Selby Urban Village site and immediate area.



- 3.25 Further to the north/northeast within Enfield is the Commercial Road and North Middlesex Estate Locally Significant Industrial Site (LSIS) and beyond that is North Middlesex University Hospital (North Mids). Further to the east and northeast is Joyce and Snells Estate in LBE which has permission for an estate regeneration scheme that could deliver approximately 1500 new homes.
- 3.26 The existing Selby Sports Hall and Queen Street Locally Significant Industrial Site (LSIS), lie to the east of the site. The largest building sited immediately to the east, which is currently occupied by Booker Wholesale, is the subject of a current planning application (LBH Planning Reference: HGY/2024/1203) which seeks permission for the redevelopment of the existing site for industrial and warehousing purposes, with ancillary office accommodation.



- 3.27 A decision is yet to be made on that application (at the time of drafting this report) as the s106 is still being negotiated.
- 3.28 Further to the east and southeast is Tottenham High Road, White Hart Lane Station, and the Tottenham Hotspur Stadium. This area has undergone significant change as a result of the stadium development as part of the Northumberland Development Project. White Hart Lane Station has also been rebuilt to improve access and support extra traffic on event days at the stadium.
- 3.29 The area to the west of the High Road (High Road West) has a number of permissions for residential-led mixed use redevelopment including an estate regeneration scheme that could deliver up to 2,900 new homes as well as commercial, office, retail and community uses.
- 3.30 Devonshire Hill Nursery and Primary School and Weir Hall Road Open Space lie to the west, and homes front onto Dalby's Crescent to the southwest. Further to the south is White Hart Lane and Tottenham Cemetery.
- 3.31 The neighbourhood around the site has developed gradually over time, resulting in a variety of homes and urban layouts. The majority are terraced homes, cottage estate typologies and industrial buildings of 2 to 4 storeys. To the west of the site on Weir Hall Road is The Weymarks which are residential blocks of 6 to 7 storeys.
- 3.32 The nearest station is White Hart Lane Overground station, located 650m to the southeast of the site (10-minute walk or 3-minute cycle). There are also several bus routes running along Bull Lane to the east, the A10 to the west, Wilbury Way to the north and White Hart Lane to the south.
- 3.33 The site has a Public Transport Accessibility Level (PTAL) of 2 but the applicant has carried out a manual PTAL calculation which indicates the site has a PTAL score of 3, which is moderate. The site is also located within the Tottenham Event Day Controlled Parking Zone (CPZ).
- 3.34 The site is in Flood Zone 1 but borders a Critical Drainage Area to the north and to the west.
- 3.35 The following designations are within 370-700m to the east within Haringey:
- Upper Lee Valley Opportunity Area
  - North Tottenham Growth Area & Tall Building Growth Area;
  - Site Allocation 'NT5' (High Road West), proposed for major mixed-use development;
  - Tottenham High Road North N17 Local Centre / Local Shopping Centre.

## Relevant Planning History

### Selby Centre History

- 3.36 The Selby Centre buildings were originally used as a secondary school which were vacated in 1983 when the school that occupied the site amalgamated with Wood Green School to form the present-day Woodside High School, located in Woodside Ward.
- 3.37 The buildings first became established as a multipurpose community space following the Broadwater Farm riots of 1985, when a group of residents and activists lobbied Haringey Council to provide the local community in North Tottenham with a community space.
- 3.38 The space, which became known as the Selby Centre, was run by Haringey Council up until 1990 when a lease was given to the Selby Trust - an organisation set up by local people to run and manage the centre as a multipurpose community and social enterprise centre.
- 3.39 The site has little relevant planning history beyond the change of use from a school to a community centre. A permission was also granted for part of the community use to be used as a nursery in the early 90s. Recently (over the past 10 years), permissions have been granted for the annexe building to be used as a Driving Test Centre on a temporary basis.

### Environmental Impact Assessment (EIA) Screening

- 3.40 HGY/2021/3279: By virtue of the proposed number of homes proposed the proposal falls into Schedule 2, 10 (b) of the EIA Regulations. A Screening Opinion (SO) was therefore submitted by the project team on 15th November 2021. On 1st April 2022 it was confirmed that, based on the information provided, the proposal is not EIA development.

### Selby Urban Village Applications 2 & 3 (London Borough of Enfield)

- 3.41 24/03470/FUL: **Application 2** – On 28th January 2025 members of Enfield Council Planning Committee unanimously resolved to grant planning permission, subject to conditions and a s106, for: Construction of a new build four-storey Selby Centre building comprising some 4,795sqm (GEA) of multi- functional space for use by a range of community related activities (offices, meeting rooms, restaurant/ cafe and nursery, education, a new community hall and other flexible spaces for hire (Use classes F2(b), F1(a), E(b, d, g)); a new single storey sports pavilion (Class e(d)) comprising 267.6 sqm (GEA) of floorspace and all associated plant and servicing infrastructure (including energy centre). A new vehicular access from Bull Lane; new/ replacement surface car and minibus parking; a floodlit 3-G playing pitch; a MUGA; a revised sports field layout (cricket and football); an outdoor gym; padel courts; children's play-spaces; community

growing space; new wildlife areas and surface water attenuation pond; new and enhanced boundary treatments; enhanced pedestrian/ cycle entrances into the Park and a network of new/ enhanced pedestrian and cycle links within the Park and associated lighting.

- 3.42 24/03634/OUT: **Application 3** – Redevelopment of space for a new indoor sports hall (Use Class E(d)). (OUTLINE All Matters Reserved). This application is currently under consideration by LBE officers at the time of drafting this report.

Booker Wholesale (39 Queen Street)

- 3.43 HGY/2024/1203: Planning Sub-Committee (PSC) members resolved to grant planning permission for the redevelopment of the existing site for industrial and warehousing purposes, with ancillary office accommodation. Date of Committee 07/11/2024 – Decision not yet made as s106 still being negotiated.
- 3.44 Other relevant planning history granted within Haringey to the east of the site around the High Road is as follows:

The Goods Yard and the Depot

- 3.45 HGY/2022/0563: Planning permission granted for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use. *Granted 02/07/2024.*

Southern Stadium Development

- 3.46 HGY/2015/3000 (as amended by HGY/2023/2137): Proposed demolition and comprehensive phased redevelopment for stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of "appearance" and "landscape" are reserved in relation to the residential buildings and associated community and / or office building. Details of "appearance" and "scale" are reserved in relation to the sports centre building. Details of "appearance" are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and works to a Grade II Listed building for which a separate Listed Building application was granted (Ref: HGY/2015/3001). *HGY/2023/2137 Granted 08/04/2024.* Part implemented.

'The Printworks'

- 3.47 HGY/2023/2306 and HGY/2023/2307: Planning permission and listed building consent granted for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. *Granted 04/03/2024*. Under Construction.

Northumberland Terrace

- 3.48 HGY/2020/1584 and 1586 (as amended by HGY/2022/1642): Full planning application for the erection of a four storey building with flexible A1/A2/A3/B1/D1/D2 uses; external alterations to 798-808 High Road; change of use of 798-808 High Road to a flexible A1/A2/A3/B1/D1/D2 uses; demolition of rear extensions to Nos. 798, 800-802, 804-806, 808 and 814 High Road; erection of new rear extensions to Nos. 798, 800-802, 804-806 and 808 High Road; hard and soft landscaping works; and associated works. *HGY/2022/1642 granted 22/02/2023*. Under construction.

High Road West (HRW) [Lendlease and Haringey Council]

- 3.49 HGY/2021/3175: Hybrid application – Outline planning permission granted for demolition of existing buildings and creation of new mixed-use development including residential (Use Class C3), commercial, business & service (Use Class E), business (Use Class B2 and B8), leisure (Use Class E), community uses (Use Class F1/F2), and Sui Generis uses together with creation of new public square, park & associated access, parking, and public realm works with matters of layout, scale, appearance, landscaping, and access within the site reserved for subsequent approval; and full planning permission granted for Plot A including demolition of existing buildings and creation of new residential floorspace (Use Class C3) together with landscaping, parking, and other associated works (EIA development). *Granted 31/08/2022*. Demolition works have been carried out on the detailed part of the permission.

Relevant planning history granted within Enfield:

Joyce and Snells Estate, N18

- 3.50 22/03346/OUT: Hybrid planning application (part detailed / part outline) for the phased demolition of all existing buildings and structures, site preparation works and the comprehensive residential-led mixed use redevelopment of the Joyce Avenue and Snell's Park Estates.

## **4. CONSULTATION RESPONSES**

### **Applicant Consultation and Community Involvement**

- 4.1 The applicant has submitted a sitewide Statement of Community Involvement (SCI), which details extensive and in-depth public consultation involving residents, businesses and community groups surrounding the site, the Selby Trustees; Selby licensees, management staff and users; National and Local Sport Advisory groups and other statutory and non-statutory consultees.

### **Quality Review Panel (QRP)**

- 4.2 The Selby Urban Village project and the LBH scheme proposals have been presented to Haringey's Quality Review Panel on three occasions. The first two meetings included members of the London Borough of Enfield Design Review Panel, with the final meeting being a Chair's Review. The Panel's full written responses are attached in Appendix 6. The summary of the QRP's views following the final Chair's review were as follows:

*The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme. The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces. The architecture of the mansion blocks is rich and well-considered, by the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible. The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.*

### **Planning Committee Pre-Application Briefing**

- 4.3 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 01/08/2024. The main topics raised related to sports provision, programme timings, how the relatively low building heights were chosen, QRP input, engagement with the English Cricket Board (ECB), and green roofs and amenity space. The minutes of the meeting are attached in Appendix 7.

### **Development Management Forum**

- 4.4 A DM Forum was held on 25/09/2024 where members of the public and councillors were given a presentation of the scheme from the applicant and then there was a question-and-answer section. The main topics raised by those in attendance related to support for the proposed improvements to the site and area and concern about potential increases in traffic as a result. The lack of car

ownership and low traffic impact was noted by the applicant which was supported by the resident in attendance as were the proposed sports facilities. Details and summaries of the comments made are available in Appendix 8 which includes Officer notes / minutes of the meeting.

#### **Planning Application Consultation**

4.5 The following were consulted regarding the application:

##### **Internal Consultees**

- LBH Arboricultural Officer (Trees)
- LBH Carbon Management
- LBH Children's Services
- LBH Conservation Officer
- LBH Construction Logistics
- LBH Design Officer
- LBH Drainage / Lead Local Flood Authority (LLFA)
- LBH Economic Regeneration
- LBH Education
- LBH Employment And Skills
- LBH Environmental Health – Noise
- LBH Health in All Policies Officer (Public Health)
- LBH Housing
- LBH Lighting
- LBH Nature Conservation / Parks & Open Spaces
- LBH Pollution / Air Quality / Contaminated Land
- LBH Transportation
- LBH Waste / Cleansing

##### **External Consultees**

- Cadent Gas
- Environment Agency
- Greater London Archaeology Advisory Service (GLAAS)
- Greater London Authority (GLA) / The Mayor of London
- Haringey Cycling Campaign
- London Borough of Enfield (LBE)
- London Fire Brigade
- Mayor's Office for Policing and Crime
- Metropolitan Police - Designing Out Crime Officer (DOCO)
- National Grid Asset Protection Team
- Natural England
- NHS London Healthy Urban Development Unit
- Thames Water
- Transport for London (TfL)

- UK Power Networks (UKPN)

4.6 An officer summary of the responses received is shown below. The full text of internal and external consultation responses is contained in Appendix 3.

Internal:

**Arboricultural Officer (Trees)** – No objections from an arboricultural point of view.

**Carbon Management** – No objections subject to conditions and planning obligations.

**Conservation Officer** – There is no objection to this application from the heritage conservation stance.

**Design Officer** – The proposed new housing should be of very high quality, to very high standards, and in a very elegant, well composed, attractive, durable and robust series of residential blocks set in a series of legible, attractive and pedestrian friendly new and extended streets that will connect well and seamlessly integrate into their surrounding existing neighbourhood.

The proposals have been enthusiastically welcomed by the Council's Quality Review Panel, and all their outstanding concerns at their last review have been comprehensively alleviated.

**Drainage / Lead Local Flood Authority (LLFA)** – Methodology satisfactory subject to conditions related to the Surface Water Drainage Strategy and its management and maintenance.

**Education** – Acceptable from a school place planning perspective given the surplus of school places in the local area and long-term falls in birth rates.

**Employment And Skills** – Planning obligations required relating to an Employment and Skills Plan (ESP), Local labour, Apprenticeships, Skills, career education workshops, placements, work experience, local procurement, local supply support, and monitoring.

**Environmental Health - Noise** – The officer agrees with the findings of the submitted Noise and Vibration Assessment.

**Health in All Policies Officer (Public Health)** – We would like to acknowledge the work that has gone into this major application to address health inequalities. The delivery of high-quality affordable housing with access to green and blue spaces and sustainable transport options is welcomed.

**Lighting** – No objection subject to the lighting meeting Haringey requirements.

**Pollution / Air Quality / Contaminated Land** – No objections to the proposed development in respect to air quality and land contamination subject to planning conditions and an asbestos survey informative being attached to any planning permission granted.

**Transportation** – There are no highway objections subject to conditions, S.106 and S.278 obligations. A Parking Management Contribution of £80,000.00 is sought to undertake a review of the current parking management measures near to the site and potentially introduce new parking and loading measures and potential changes to the CPZ operational hours to mitigate the impacts of additional car parking demand.

**Waste / Cleansing** – No objections.

External:

**Cadent Gas** – No objection subject to an informative being attached to any planning permission granted which indicates how damage to gas assets or interference with gas supplier rights can be prevented.

**Environment Agency** – No formal comments to give.

**Greater London Archaeology Advisory Service (GLAAS)** – A two-stage archaeological condition and associated informatives could safeguard any archaeological remains. The recommended conditions would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

**Greater London Authority (GLA) / The Mayor of London** – The full Stage 1 response can be found in Appendix 9 – The Strategic issues summary is included below:

Land use principles: The redevelopment and enhancement of the social infrastructure and sports and recreational facilities on site is strongly supported.

Affordable housing: The proposal delivers 202 affordable homes (100% by habitable room), at low-cost rent, which is strongly supported.

Urban design: Whilst the development doesn't meet the locational requirements of policy D9, the proposed height, massing and design of the development is supported in principle. A conclusion regarding compliance with part C of policy D9 will be made at the Mayors decision making stage.

Other issues on transport, energy, whole life carbon and circular economy also require resolution prior to the Mayor's decision-making stage.

**London Borough of Enfield (LBE)** – Raise no objection to the submission as there would be no strategic implications to the Borough of Enfield.



**Metropolitan Police - Designing Out Crime Officer (DOCO)** – No objection subject to Secured by Design Conditions and Informative.

**Natural England** – Given the amount of proposed new housing we would have no specific comments to make and can confirm that this would not require an HRA.

**Thames Water** – No objections subject to recommended conditions and informatives being attached to any planning permission granted.

**Transport for London** – TfL has no significant objections to the principle of the proposed development however further work is required in relation to the following:

- Clarifying with Haringey Council and Enfield Council the potential for creating fixed bus stops on streets in the vicinity of the site
- Clarifying provision for the Selby Centre nine car parking spaces in line with London Plan standards
- Access and layout to cycle parking

Appropriate S106 obligations should be included in Heads of Terms:

- A potential contribution to fixed bus stops – to be discussed with TfL and Haringey Council and Enfield Council
- Other highways agreements for new or amended access points – to be secured with Haringey Council and Enfield Council
- A contribution to Active Travel Zone and Healthy Streets measures – to be agreed with Haringey Council and Enfield Council
- Travel Plan
- Restricting occupiers applying for parking permits
- Car club membership

Conditions should be secured for:

- Car and Cycle Parking and Design Management Plan, disabled persons and EVCP provision
- Details of long stay and short stay cycle parking and facilities
- Delivery and Servicing Plan
- Waste Management Plan
- Full Construction Logistics Plan and Construction Management Plan

**UK Power Networks** – No objection as the customer has accepted our quote for a diversion of equipment in the proposed area.

## 5. LOCAL REPRESENTATIONS

5.1 On 22 October 2024, notifications were sent out as follows:

- 581 Letters to neighbouring properties

5.2 A Press Advertisement was placed in the Enfield Independent on 30 October 2024.

5.3 On 24 October 2024, 8 site notices were erected in the vicinity of the site.

5.4 The number of representations received from neighbours, local groups etc. in response to the consultation are as follows:

Number of individual responses: 5

Support: 2

Objecting: 3

5.5 The full text of neighbour representations and officer responses are set out in Appendix 4.

5.6 The Selby Trust also submitted a letter of support that has been signed by 49 local residents. The letter raises the following summarised points:

- Strong support for the Selby Urban Village development.
- The new community centre will become a vibrant hub for cultural activities, education, and social events for the over 60 different cultural and religious groups Selby currently supports by providing space for religious celebration, learning spaces, care services etc.
- The enhanced recreational and sports facilities are critical to promoting health, well-being, and social engagement in an area with great health inequality.
- The current Selby Centre buildings have reached end of life and no longer meet the needs or expectations of residents. This development project offers a solution to address this and is a comprehensive and forward-thinking solution to the challenges our community faces.

5.7 A further letter of support has been submitted by The Selby Trust which has been signed by 15 onsite organisations (including the Ding Dong Fun Bus and Selby Amateur Boxing Club). The letter raises the following summarised points:

- The Selby Centre is a vital space.
- While the centre has served us well, the building is no longer able to meet the growing needs of the community.
- The new, modern community learning and work centre will give us the room and flexibility we need to continue offering our services and expand what we can do to play a positive role in the community.
- The new space will foster enhanced collaboration opportunities.

- We fully support this planning application and hope the council will approve it.

5.8 The main issues raised in representations are summarised below:

Support:

- New homes are welcomed. It is suggested that the buildings could be taller to accommodate more housing.
- New housing is supported as it would reduce overcrowding in the community.

Objections:

- The Selby Centre should stay where it is.
- There are not enough parks in the local area
- More housing will increase traffic.
- Concern that the park would be built on and there would not be space for dog walking.
- Concern that the community centre would be knocked down and not replaced.

## **6. MATERIAL PLANNING CONSIDERATIONS**

1. Overview (6.1)
2. Relevant Overarching Policies (6.2)
3. Principle of Development (6.3)
4. Housing Provision, Affordable Housing, and Housing Mix (6.4)
5. Tall building & Heritage assessment (6.5)
6. Development Design (6.6)
7. Residential Quality (6.7)
8. Impact on Adjoining Occupiers (6.8)
9. Transportation and Parking (6.9)
10. Energy, Climate Change, and Sustainability (6.10)
11. Flood Risk, Drainage and Water Infrastructure (6.11)
12. Urban Greening, Biodiversity Net Gain (BNG) and Ecology (6.12)
13. Land Contamination (6.13)
14. Archaeology (6.14)
15. Fire Safety and Security (6.15)
16. Employment and Skills (6.16)
17. Equalities (6.17)
18. Conclusion (6.18)

### **6.1 Overview**

- 6.1.1 The Selby Urban Village project is a single project that is governed by a joint memorandum of understanding between the applicant, Haringey Council, and the Selby Trust. It has been comprehensively co-designed and is underpinned by a holistic masterplan.
- 6.1.2 The masterplan framework establishes the key planning and design principles for the development across the three applications in terms of site layout, the siting of buildings, and their heights and massing; access arrangements (vehicular, pedestrian, & cycle); landscaping: including the park layout and outdoor sport and play facilities, tree planting, hard and soft landscape proposals, Sustainable Drainage Systems (SuDS) and drainage, ecology and biodiversity; and movement into and through the masterplan site.
- 6.1.3 The SUV project is also underpinned by a sitewide phasing, funding and delivery strategy. Key aspects of the infrastructure of the project have and would continue to be dealt with holistically i.e. ground remediation, earthworks and archaeology; drainage and SuDS; ecology, biodiversity and landscape (including playspace); tree removal and tree planting; and the proposed energy strategy.
- 6.1.4 The project involves the transfer of land uses from one borough to the next i.e. the demolition of the Selby Centre community facility in LBH and its reprovision in LBE.

- 6.1.5 Sports facilities from LBH would also be transferred and re-provided in LBE, as would existing car parking - albeit at a reduced amount. Given this, the proximity of the two sites, and the interdependency of the three applications it is appropriate that several of the Development Plan policy issues raised by the project be considered on a project wide basis.

## **6.2 Relevant Overarching Policies**

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

### National policy

- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.
- 6.2.3 The NPPF establishes the overarching principles of the planning system. The NPPF promotes a presumption in favour of sustainable development through the effective use of land driven by a plan-led system, to ensure the delivery of sustainable economic, social and environmental benefits.
- 6.2.4 The NPPF recognises that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.
- 6.2.5 The NPPF sets out how planning policies and decisions should promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It identifies that policies and decisions should ensure an integrated approach to considering the location of housing and community facilities and services.
- 6.2.6 The NPPF 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.

### London Plan

6.2.7 Objective GG2 ‘Making the best use of land’, of the London Plan requires that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must amongst other things, enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.

6.2.8 Policy GG4 ‘Delivering the homes Londoners need’, sets out that more homes must be delivered and development must support the delivery of the strategic target of 50% of all new homes being genuinely affordable. It also states that development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs.

#### Local Plan

6.2.9 The Haringey Local Plan Strategic Policies 2017 (hereafter referred to as Local Plan) sets out the long-term vision of the development of Haringey by 2026 and also sets out the Council’s spatial strategy for achieving that vision.

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

### **6.3 Principle of Development**

#### Masterplanning & Site Allocation

6.3.1 The application site forms part of site allocation SA62: ‘The Selby Centre’, in the Site Allocations development Plan Document 2017 (hereafter referred to as SA DPD). SA62 is identified as being suitable for community use-led mixed use development including consolidation of community uses with potential housing development with no indicative development capacity identified.

6.3.2 SA62 has the following Site Requirements and Development Guidelines:

#### *Site Requirements*

- The future consolidated re-provision of all of the existing community uses should be secured before redevelopment can occur.
- Land should be restructured to make the best use of the land, with the potential for re-provision/ enhancement of a community use taking account of existing uses.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.

#### *Development Guidelines*

- There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the Borough through the Green Grid network.
  - This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
  - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
  - The Selby Centre is an asset of community value.
  - 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.
- 6.3.3 The proposal and the wider SUV project masterplan not only covers the entire area of the site allocation but also adjacent land to support the delivery of the requirements and development guidelines of SA62 of the SA DPD.
- 6.3.4 This includes the re-provision and enhancement of the community use in consultation with The Selby Trust, linking the open spaces in the area, whilst also making the best use of land to deliver a significant housing development and improve sports and recreation facilities.
- 6.3.5 The proposed development would also meet all other necessary site allocation requirements and guidelines. Including the following:
- The development has been designed to connect to a decentralised energy network.
  - Should planning permission be granted, recommended conditions would be attached that would require any potential contamination on site to be dealt with appropriately prior to the commencement of works through a risk management and remediation strategy where necessary.
  - The proposals have considered that the site is in a groundwater Source Protection Zone.

As such, the proposed development would comply with DM DPD policy DM55 and Site Allocation SA62.

#### Re-location of the community centre

- 6.3.6 London Plan Policy S1 'Developing London's social infrastructure', states that boroughs should ensure the social infrastructure needs of London's diverse communities are met and in doing so should consider the need for cross-borough collaboration where appropriate and involve relevant stakeholders, including the local community.
- 6.3.7 Policy S1 identifies that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. Development proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported. Including the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities.
- 6.3.8 Policy S1 states further that that to identify development proposals that would result in a loss of social infrastructure in an area of defined need should only be permitted where: 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or; 2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.
- 6.3.9 Local Plan Policy SP16: 'Community Facilities', states that the Council will work with its partners to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey's communities. The policy identifies that the Council will promote the efficient use of community facilities and the provision of multi-purpose community facilities.
- 6.3.10 Policy DM49: 'Managing the Provision and Quality of Community Infrastructure', seeks to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.
- 6.3.11 Policy DM49 further states that where a development proposal may result in the loss of a facility, evidence will be required to show that:
- a) the facility is no longer required in its current use;
  - b) the loss would not result in a shortfall in provision of that use; and
  - c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on the site.
- 6.3.12 Policy DM49 also states that proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided they:
- a) are accessible by public transport, walking and cycling, preferably in town centres or local centres, Growth Areas or Areas of Change;
  - b) are located within the community that they are intended to serve;
  - c) provide flexible, multifunctional and adaptable space, where practicable;



- d) do not have significant adverse impact on road safety or traffic generation; and
- e) protect the amenity of residential properties.

6.3.13 Part C of policy DM49 also requires account evidence and marketing information of at least a year demonstrating that no suitable user has been/or is likely to be found for the existing building. Part D of policy DM49 says the Council will consider supporting the consolidation of equal or enhanced provision to meet an identified need.

6.3.14 The principle of redeveloping the site is accepted by SA62 provided the Selby Centre is re-provided. The site allocation also supports consolidation of the existing community facilities. It is implicit that that any redevelopment of the existing Selby Centre would include re-provision of the existing community use on the existing site.

6.3.15 The Selby Centre is an asset of community value (ACV). An ACV is land or buildings that furthers the social well-being or social interests of the local community. It is not a planning policy designation, it allows local groups the opportunity to bid to purchase if the owner decides to sell, giving them time to raise funds.

6.3.16 The ACV status is capable of being a material planning consideration, however, in this case the Selby Trust and its facilities would be moved to the new building located in LBE. So, whilst the existing building would be demolished, the asset would be re-provided in a new purpose-built building close to the existing one. The Selby Centre was last registered as an ACV on 22 Jan 2025 and this runs for 5 years to 22 Jan 2030.

6.3.17 The proposals include the re-provision of the Selby Centre, which is currently in the London Borough of Haringey, being located over the boundary, but just metres away, into the London Borough of Enfield.

6.3.18 The new location for the Centre locating into Enfield has benefits in terms of freeing up the current land in Haringey by being able to make the best use of land across the SUV project site (and therefore the public-sector estate). As such, it would free up sufficient space to enable the proposed quantum of housing to be delivered. It also has urban design benefits and allows for the new consolidated centre to be positioned at the heart of the masterplan.

6.3.19 As described in the Overview section of this report, it is appropriate that policy issues raised by the project such as the re-provision of the Centre are considered on a project wide basis. Application 2 would deliver the new consolidated community centre that would provide for all those who currently use it.

- 6.3.20 The SUV project would comply with London Plan policy S1 as well as Local Plan Policy SP16 and DM DPD policy DM49 as a facility of equal or enhanced provision would be re-provided and would replace a building that has passed or is reaching the end of its intended lifespan.
- 6.3.21 The re-location would make the best use of land, allowing for facilities to be shared and for a new flexible, multifunctional, and adaptable space to be provided. The new Centre would include the co-location of different forms of social infrastructure and rationalise facilities across the SUV project site.
- 6.3.22 At the same time, the scheme would enable new housing to be constructed and give greater prominence to the community use by placing it at the heart of the masterplan. This would also bring urban design benefits that would enable better connectivity to, through, and from the site. These aspects are encouraged and supported by community/social infrastructure Development Plan policies.
- 6.3.23 The proposals for re-provision are realistic given that Application 2 has a resolution to grant planning permission (under ref: 24/03470/FUL). The new Centre would continue to serve the needs of the neighbourhood and wider community in accordance with London Plan policy S1.
- 6.3.24 Part C of policy DM49 of the DM DPD requires account evidence and marketing information of at least a year demonstrating that no suitable user has been/or is likely to be found for the existing building. It is implicit that this relates to applications where a community use or building may be lost or reduced in some way.
- 6.3.25 It is not necessary for this to be demonstrated for this application given the condition of the existing building, the Selby Trust's involvement as a partner in the project, and the re-provision of alternative facilities through the implementation of Application 2 on an adjacent site.
- 6.3.26 In any event the demolition of the existing buildings is supported given that it would facilitate regeneration aspirations through the delivery of housing and improvements in connectivity and urban design.
- 6.3.27 Given the links between Applications 1 and 2 Grampian conditions are recommended which would require the existing community uses to be retained on site (within the existing Selby Centre buildings) until such time as the proposed replacement building on BLPF is built and the existing uses can re-locate to the new premises.
- 6.3.28 To overlap the housing programme and enable a start on site in relation to the Application 1 housing proposals at the earliest opportunity, the applicant has proposed a phasing strategy that envisages that there would be a requirement to

consolidate the existing community functions within the existing Selby Centre to allow for demolition / site set up works.

*New community centre – floorspace comparison*

- 6.3.29 The existing Selby Centre occupies a former secondary school building characterised by long corridors and a series of cellular private classrooms, which is reaching the end of its economic and design life. It is a building that has been adapted to meet the needs of The Selby Trust rather than being purpose built for its current function.
- 6.3.30 The new Selby Centre building has been developed in consultation with The Selby Trust, its board and management team, and existing licensees. This process has resulted in a replacement building that has been optimised to meet the specific needs of The Selby Trust.
- 6.3.31 Through the consultation process the design team have been able to design a new building that has more space for interaction or overlapping use, as well as a more collaborative centre and a more optimised use of space. The new building would have less floorspace than the existing building. The existing and proposed floorspaces are shown below in Table 1.

*Table 1 – Existing and proposed floorspaces in the community use.*

<b>Area Use Class</b>	<b>Existing (Sqm (GIA))</b>	<b>Proposed</b>
E(b) Food & Drink	331	261
E(d) Indoor Sports & Recreation	821.3	799
E(g) Office	3362	1475
F1(a) Education	1793	751
F2(b) Halls & Meeting Places	661	789
<b>Totals</b>	<b>6969.9</b>	<b>4073.7</b>

- 6.3.32 Whilst the overall existing floorspace would be reduced, the new building would be more space efficient, adaptable and would facilitate a range of activities through folding partitions and provision of storage. On upper floors, partitions would be independent of the structure (set out to a regular 6x6m grid) and can therefore be changed in the medium to long term to respond to demand.
- 6.3.33 In the existing building there is capacity for 285 people using desks and 89 people using classrooms or education spaces. In comparison to this, the new proposal would create space for 210 people using desks and 184 people using classrooms.

- 6.3.34 HSE guidance requires a minimum floor area of 3.7sqm per person in a typical working office environment. In the existing Selby Centre, each licensee using a desk space is using a footprint of 7.2sqm which would decrease to 4.2sqm in the new building by creating a more efficient building footprint.
- 6.3.35 Building Bulletin 103 – ‘Area guidelines for mainstream schools’ requires 2sqm per person in a general classroom. Each person in a classroom in the existing Selby Centre building uses a footprint of approximately 13.8sqm, which would be reduced to 2.6sqm per person in the new building.
- 6.3.36 The existing building is a disused school which does not allow the existing community use to occupy the floorspace efficiently because it was built to cater to classrooms of children and the general operation of a secondary school around 50 years ago. The space and form was not intended for its current use and a purpose-built community centre would not be constructed / laid out in this way today.
- 6.3.37 The existing mix of land uses would continue to be accommodated in the proposed replacement development. The space would be more efficiently utilised and as a result desk spaces would increase when the combined desk spaces across desks and classrooms are counted. Whilst the floorspace would be consolidated and reduced, as a community building it would provide efficient and enhanced provision to meet the needs of its users today.
- 6.3.38 It would do this by providing flexible new spaces that would be configured to enable them to be programmed more intensively and support a wider range of functions. The proposed layout would also allow for the centre to respond more effectively to individual users’ needs and for it to be more easily secured and managed out of hours.
- 6.3.39 In response to stakeholder discussions the proposed centre would support a range of workspaces which would be capable of being used in a variety of different ways ranging from open plan spaces through to a series of private offices. Space allocations per worker would also been brought into line with industry standards, which has enabled the workspaces to be optimised.
- 6.3.40 Whilst there would be an overall reduction in floorspace between the existing and proposed buildings, there would be no reduction in the number of different uses and activities the Selby Centre supports. The new building would enable The Selby Trust to make more intensive use of the space and expand its programme which would enhance the community provision.

Proposed new housing development

- 6.3.41 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.
- 6.3.42 London Plan Policy H1 '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.
- 6.3.43 Local Plan Policy SP2: 'Housing', 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 minimum target including securing the provision of affordable housing.
- 6.3.44 Policy DM10 of the DM DPD states that the Council will support proposals for new housing on sites allocated for residential development. This site is designated as being suitable for new residential development by Site Allocation SA62 of the SA DPD.
- 6.3.45 The Council's Housing Strategy 2024-2029 states that the Council's first preference is that new affordable housing is delivered directly by the Council for provision as council homes for social rent. The strategy identifies that the Local Plan sets out how the supply of affordable housing would be maximised. The current plan has a Borough-wide target of 40% affordable housing.
- 6.3.46 The application site is one of several that the Council has identified as being suitable for new council housing as part of its commitment to delivering three thousand (3,000) new council homes at social rents by 2031.
- 6.3.47 The proposed development would provide 202 new homes, all of which (100%) would be new affordable homes delivered as Haringey Council social rent properties on a brownfield site. Upon delivery, Haringey Council would be responsible for the on-going management and maintenance of the homes.
- 6.3.48 The proposed development would deliver a substantial contribution to the Council's affordable housing objectives as described above and would help meet the stated need for low-cost social rented housing in the Borough.
- 6.3.49 In summary, the SUV project would make the best use of an underutilised publicly owned brownfield site. It would re-provide the existing community use in an enhanced purpose-built building and deliver new housing as well as sports and recreation facilities. This is supported in land use terms and would deliver on the objectives and aspirations of Site Allocation SA62.
- 6.3.50 The principle of a residential development with 100% low-cost affordable housing on the site is strongly supported by national, regional, and local policies. The

provision of 202 new homes would make a substantial contribution towards meeting the Council's housing target in line with Policies H1 of the London Plan, SP2 of the Local Plan and DM10 of the DM DPD and would also make an important contribution towards the Borough-wide target of achieving and delivering 40% affordable housing.

Provision of Non-Residential Use

- 6.3.51 Policy DM41 'New Town Centre Development', states that proposals for new retail uses outside of town centres should demonstrate that there are no suitable town or edge-of-centre sites available in the first instance and demonstrate that they would not harm nearby town centres.
- 6.3.52 In accordance with London Plan Policy SD7 and Policy DM41 of the DM DPD new non-residential development should also be located in town centres where appropriate.
- 6.3.53 One non-residential unit is proposed to support the emerging new residential neighbourhood in this area. The unit would be relatively small, totalling 92.6sqm, and would be located on the southern elevation of Plot 7, providing an active frontage to address the end of Selby Road.
- 6.3.54 This proposed unit would provide flexible Class E (a, b, g) use, which enables a range of uses including a shop, café, and office. The use is intended to support the residents of the development, provide facilities for the local community and activate the adjacent streets.
- 6.3.55 The relatively small unit is not expected to compete with existing and proposed uses within Tottenham High Road North N17 Local Centre or other local non-residential facilities. As such, the provision of non-residential activities of this size and scale would be acceptable in this location given the new housing proposed.

Suitability of site for Taller Buildings

- 6.3.56 London Plan Policy D3 states that all development must make the best use of land by following a design-led approach that optimises site capacity.
- 6.3.57 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.
- 6.3.58 Policy SP11 of the Local Plan states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria

of the DM DPD. The council prepared a borough-wide Urban Characterisation Study (UCS) and Potential Tall Buildings Locations Validation Study in 2015.

- 6.3.59 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD identifies the area around White Hart Lane and North Tottenham as being suitable for tall buildings. The application site lies approximately 370m to the west of North Tottenham Tall Building Growth Area.
- 6.3.60 Policy DM6 of the DM DPD also prescribes a range of requirements for tall buildings. As well as being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment. Tall buildings should also consider their ecological and microclimate impacts.
- 6.3.61 The DM DPD defines 'tall' buildings as being those which are ten (10) storeys or greater in height and 'taller' buildings as those which generally project above the prevailing height of the surrounding area and are lower than ten storeys.
- 6.3.62 The proposed building heights range from 4-6 storeys. Within that height range Plot 6 and Plot 8 'step' up at their corners and 'step' down near to boundaries where they are shared with existing housing and the school to the southwest and west of the site respectively. Therefore, the proposed buildings ranging between 4 and 6 storeys in height are not defined as 'tall buildings' (those over 10 storeys) but are 'taller buildings' (those of 3-10 storeys).
- 6.3.63 As the buildings are taller than the prevailing height (2/3 storeys) of the surrounding area they are considered 'taller' buildings by the Local Plan, albeit the existing Selby site has a building of 4 storeys and The Weymarks are located approximately 175m to the west of the proposed housing on Weir Hall Road which are a zigzag series of residential blocks of 6 to 7 storeys. As such, buildings of the proposed height are present on site and nearby in the area.
- 6.3.64 Whilst the site falls outside of the North Tottenham Tall Building Growth Area it is located close to it (approximately 370m away) and sits just to the west of major regeneration schemes at High Road West and Joyce and Snell's in the Upper Lea Valley Opportunity Area where there are permissions for several tall buildings with some over 30 storeys in height.
- 6.3.65 The proposed buildings would also only just meet the lowest height criteria for a tall building as defined in the London Plan under policy D9 at 6 storeys. Therefore, the proposals would need to comply with the Impact assessment (visual, functional, environmental and cumulative impacts of tall buildings) under Part C of policy D9.

6.3.66 However, to meet the locational requirements of London Plan Policy D9 (Part B) the buildings would only need to show compliance with criteria B of policy DM6 of the DM DPD for assessing taller buildings, as the proposed buildings are not tall buildings as defined in the DM DPD.

6.3.67 Moreover, the buildings are considered to be a 'way finder' and mark the location of the Selby Urban Village Project, which includes the new Selby Centre. The buildings would also be a marker for BLPF on the route to North Mids Hospital when moving north to south and vice versa. They would indicate an area of civic importance and high visitation and would positively engage with the street environment.

6.3.68 The siting of taller buildings would be suitable in this location due to:

- the public benefits of improving local wayfinding to an area of civic importance (Selby Centre and BLPF),
- the closeness of the site to the designated tall building and growth area to the east in North Tottenham around White Hart Lane,
- the ability of the buildings to mark the proposed new pedestrian and cycle links through the site to the neighbourhoods to the west and to the north as well as North Mids from North Tottenham and the other way around,
- the presence of an existing building of 4 storeys on the site and blocks of 6 to 7 storeys to the west on Weir Hall Road.

6.3.69 The consideration of the buildings as a function of the overall development design and their impact on local character, protected views & heritage, local climatic conditions, neighbouring amenity, ecology and all other relevant matters will be assessed in the sections below.

#### Principle of Development summary

6.3.70 In land use terms the development would be acceptable. The proposals provide a masterplan for the site allocation and adjacent open spaces which meet the site requirements. Whilst the community use would be relocated, a new and enhanced Selby Centre will be secured in Enfield as part of Application 2. Whilst it is smaller, it would better meet the needs of the Selby Trust. The scheme would deliver a significant amount of housing and a small local commercial unit that would be acceptable in this location.

### **6.4. Housing Provision, Affordable Housing, and Housing Mix**

#### Housing and Affordable Housing Provision

##### *5 Year Housing Land Supply*

6.4.1 The Council at the present time is unable to fully evidence its five-year housing land supply. 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.

- 6.4.2 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).
- 6.4.3 The Council's housing target as set by the London Plan is 1,592 dwellings per annum. London Plan Policy H1 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. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 6.4.4 The NPPF states (para. 64) that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that Boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units.
- 6.4.5 Policy DM13 of the DM DPD states that developments with capacity to accommodate more than ten dwellings should provide affordable housing and highlights a preference for social and affordable rented accommodation.
- 6.4.6 London Plan Policy H4 and the Mayor's Affordable Housing and Viability SPG sets out the 'threshold approach' whereby schemes meeting or exceeding 50% affordable housing by habitable room for public sector land, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR).
- 6.4.7 Schemes are expected to increase the proportion of affordable housing using grant where this is available. Such applications are not required to submit viability information and are also exempted from a late-stage review mechanism.
- 6.4.8 Local Plan policy SP2 and policy DM13 of the DM DPD identify a Borough wide affordable housing target of 40%, with a tenure split of 60% affordable rent (including social rent) and 40% intermediate housing.
- 6.4.9 London Plan Policy H6 'Affordable housing tenure' and the Mayor of London's (The Mayor's) Affordable Housing and Viability Supplementary Planning Guidance (SPG) sets out a preferred tenure split of at least 30% low-cost rent (London Affordable Rent (LAR) or social rent), at least 30% intermediate (with London Living Rent (LLR) and shared ownership being the default tenures), and the remaining 40% to be determined by the Local Planning Authority (LPA).

6.4.10 The proposed development would provide 202 new homes all of which would be affordable homes in social rented tenure which is 100% of the total number of homes. This proposal forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable homes for social rent to meet local need.

6.4.11 The proposal aims to address the Council's housing waiting list through the provision of a wide range of housing typologies and to address issues relating to the over and under occupation of the existing housing stock to ensure the effective use of public assets and funding. Therefore, it is considered that the proposed provision of affordable housing units for social rent would meet an identified need.

#### Housing mix

6.4.12 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments.

6.4.13 Table 2 below indicates the housing numbers/mix proposed.

*Table 2 – Table showing the proposed mix across the Plots.*

Plot	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B6P	4B7P	Total
<b>5</b>	18	9	14		21			2	<b>64</b>
<b>Mix</b>	28%	14%	22%		33%			3%	
<b>6</b>	20	17	21			22		7	<b>87</b>
<b>Mix</b>	23%	20%	24%			25%		8%	
<b>7</b>	5		15	4		1			<b>25</b>
<b>Mix</b>	20%		60%	16%		4%			
<b>8</b>	1	3				19	1	2	<b>26</b>
<b>Mix</b>	4%	12%				73%	4%	8%	
<b>Total</b>	<b>44</b>	<b>29</b>	<b>50</b>	<b>4</b>	<b>21</b>	<b>42</b>	<b>1</b>	<b>11</b>	<b>202</b>
<b>Mix</b>	21.8%	39.1%		33.2%			5.9%		<b>100%</b>

6.4.14 The Council's Housing Strategy states that the Council's priority is to meet the most pressing need for each household size on the housing register, with a target dwelling mix for social rent and other low cost rented housing as:

- 10% one-bedroom homes
- 40% two-bedroom homes
- 40% three-bedroom homes
- 10% four-bedroom homes

6.4.15 The proposed development would deliver 22% 1-beds, 39% 2-beds, 33% 3-beds and 6% 4-beds. The proposal would be near to the target dwelling mix for social rent set out in the Council's Housing Strategy. The shortage of affordable homes

for larger families is particularly acute in the Borough and the proposal would deliver a large quantity (79) of homes for families (3+ bedrooms).

- 6.4.16 This substantial provision of family-sized homes would avoid an overconcentration of smaller homes and would make a significant contribution towards meeting the demand for family housing locally and in the Borough generally. The development as a whole would provide a mix of homes that would contribute towards the creation of a mixed and balanced neighbourhood in this area.

Housing Provision, Affordable Housing, and Housing Mix summary

- 6.4.17 The proposed development would be acceptable in terms of its provision of new housing stock generally, the provision of a large proportion of affordable housing (including a substantial proportion of family housing) for social rent, and in terms of its overall housing mix.

**6.5. Tall building & Heritage assessment**

- 6.5.1 Policy D9 of the London Plan states that tall buildings should only be developed in locations that are identified as suitable in Local Plans. And where suitable, tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.
- 6.5.2 Policy SP11: 'Design' states that applications for tall buildings will be assessed against an existing adopted masterplan framework for the site and surrounding area and shall be supported by a characterisation study or other supporting evidence.
- 6.5.3 Policy DM5 of the DM DPD states that obstructions to locally significant views should be minimised.
- 6.5.4 Policy DM6 of the DM DPD states that that all proposals for taller and tall buildings must be accompanied by an appropriate urban design analysis that explains how the buildings would fit into the local context.
- 6.5.5 Policy DM6 of the DM DPD criteria (b). identifies that proposals for taller buildings that project above the prevailing height of the surrounding area must be justified in urban design terms and should conform to the following general design requirements:
- a) Be of a high standard of architectural quality and design, including a high-quality urban realm;
  - b) Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5; and

- c) Conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings (see Policy DM9).

#### Visual Impacts

- 6.5.6 Assessed against part a of the policy, the design quality of the buildings (including architectural quality and materials) and surrounding public realm would be high. These factors are analysed and assessed further in the Development Design section below. The proposal would also satisfy criteria b as the buildings would not fall within any locally important or strategic views.
- 6.5.7 With regard to part b of Policy DM6 of the DM DPD, the applicant has submitted a Townscape, Heritage and Visual Appraisal (THVA) with the application which considers the impact of the proposals on a range of short, medium and long-distance views. The assessment demonstrates that the impact of the buildings is limited to the roads immediately around the site
- 6.5.8 The site is located near to North Tottenham Growth Area where there have been several permissions granted for tall buildings to the south of the Stadium and within the High Road West (HRW) Site Allocation (NT5). The heights of buildings that have received planning permission in HRW range from a peak of 30+ storeys along the railway edge stepping down to 3/4 storeys along the Heritage sensitive High Road.
- 6.5.9 Whilst tall buildings (as defined by the DM DPD as those of more than 10 storeys) are not being proposed, the proximity of tall buildings is a consideration when assessing the acceptability of 'taller' buildings (those taller than the prevailing height in the immediate area of 2/3 storeys) as their presence forms a context and character where taller buildings are more likely to be appropriate subject to their proximity to other tall buildings, other design considerations, and the use and function of the buildings being proposed.
- 6.5.10 The proposed buildings would provide a visual connection between the tall buildings of the North Tottenham Growth Area and the neighbourhoods to the west and northwest and vice versa. The siting of these taller buildings would provide a visual indicator in the immediate area of the new street leading to the Selby Centre, BLPF, and North Mids beyond as well as the new connections east and west through the site.
- 6.5.11 The taller buildings would only be clearly visible from the streets immediately around the site and are acceptable as they would indicate an area of civic importance and high visitation and would positively engage with the street environment, identifying the gateway to both the development and the pedestrian and cycle routes through the site, as well as improving local wayfinding.

- 6.5.12 The buildings would not cause adverse reflected glare given the relatively low height of the buildings and that the proposed material palette would be predominantly masonry. Light pollution would be commensurate with what would be expected from surrounding streets and other neighbourhoods in the area.
- 6.5.13 The GLA's Stage 1 comments state that the proposed development would be modest in its scale and would appropriately respond to the surrounding townscape. They highlight that the views provided demonstrate that the visual impact of the proposed development would be acceptable.
- 6.5.14 Therefore, the proposed development would have a beneficial impact on the townscape and visual amenity of this part of North Tottenham. The scale, form, and detailed design of the proposed taller buildings would integrate well within the area and would provide an indicator for an area of civic importance as well as visual markers and wayfinding buildings within the local area.

#### Heritage Impact

- 6.5.15 In terms of part c of Policy DM6 of the DM DPD and the conservation and enhancement of the significance of heritage assets, their setting, and the wider historic environment the proposal would have an acceptable impact.
- 6.5.16 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.5.17 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that could be sensitive to their impact.

#### Legal Context

- 6.5.18 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character

or appearance of that area.’ Among the provisions referred to in subsection (2) are ‘the planning Acts’.

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

6.5.20 The Authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in the Barnwell case, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

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

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

#### Assessment of Impact on Heritage Assets and their Setting

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

6.5.24 In terms of Heritage Assets, the nearest listed buildings are situated some 600m to the east and associated with the Tottenham High Road Historic Corridor (THRHC) [North Tottenham] Conservation Area. Tottenham Cemetery Conservation Area is also situated 200m to the south of the site.

6.5.25 The THVA has assessed the impact of the proposals on nearby heritage assets and demonstrates that the impact of the buildings is limited to the roads immediately around the site and confirms that the proposals would not have any adverse effect on any strategic or Borough planning policy views. It concludes that the proposal does not harm the significance of any heritage asset and positively contributes to the character of the area.

6.5.26 The distances of the proposed development from any heritage assets are significant given the proposed height of the buildings at max 6 storeys. With due consideration to the intervening townscape and the changing context around North Tottenham, it is considered that the proposed scheme would not result in any adverse impacts on any built heritage assets.

6.5.27 The new buildings would not appear prominent or overwhelming in views relating to the historic environment and they would not affect the way any built heritage assets are appreciated and experienced. Therefore, the development can be considered to preserve the setting of the THRHC and Tottenham Cemetery Conservation Areas and result in no harm to the designated and non-designated heritage assets within them.

6.5.28 The Council's Conservation Officer has reviewed the proposal and concurs with this view stating that the proposed development would not directly affect any heritage asset and does not raise any concern in term of indirect impact to heritage assets. Therefore, there is no objection to this application from the heritage conservation perspective.

#### Functional impacts

6.5.29 The 'functional impact' criteria outlined in London Plan policy D9 are more relevant to much larger tall buildings than those proposed. The proposal has been designed in accordance with current fire safety regulations and the operational aspects of how the buildings would be secured, serviced and accessed have been considered from the outset and actively planned for.

6.5.30 Servicing would be managed by recommended conditions so as not to cause disturbance or inconvenience to the surrounding public realm. In terms of access to facilities, services, and walking & cycling networks the SUV project would enhance these aspects or there is already sufficient capacity in the area to accommodate the proposal.

6.5.31 The Transportation and Parking section of this report assesses whether the transport network is capable of accommodating the development and its impact on public transport.

- 6.5.32 The design of the scheme has maximised the regeneration potential of the project by including an enhanced community centre, well-designed new housing, and sports and recreation provision to maximise the benefits that would be brought to the area, which is likely to act as a catalyst for further change in the area.

Environmental impacts

- 6.5.33 Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and London Plan policy D9 identifies that wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces around the building.

- 6.5.34 The proposals have been subject to wind testing, daylight, sunlight penetration, noise and overheating assessments. All those aspects apart from wind testing will be assessed by other sections in this report such as Residential Quality; Impact on Adjoining Occupiers; and Energy, Climate Change and Sustainability. Wind testing is assessed under below.

- 6.5.35 In terms of wind testing the applicant has submitted a Wind and Microclimate Assessment. Computational Fluid Dynamics (CFD) modelling was used to numerically simulate wind flows around the complex environment of the proposed development which is considered appropriate given the proposed height of the buildings.

- 6.5.36 The results of the assessment show that the new streets and buildings within the development would experience comfortable wind conditions, and all assessment areas are expected to have wind conditions that are suitable for the intended uses and no mitigation measures are required. As such, it is considered that the proposal would be acceptable in terms of its impact on the local wind microclimate.

Tall building & Heritage assessment summary

- 6.5.37 The proposed buildings would only just meet the minimum requirement for a tall building in the London Plan under policy D9 at 6 storeys. The proposed buildings would be defined as 'taller' under policy DM6 of the DM DPD but would have an acceptable visual impact and would not harm Heritage Assets or their setting. The buildings would also have acceptable functional and environmental impacts and would comply with London Plan policy D9.

**6.6. Development Design**



- 6.6.1 Chapter 12 of the NPPF states that that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.6.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, and should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

London Plan

- 6.6.3 London Plan Policy D3 emphasises the importance of high-quality design and seeks to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers as appropriate. It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).
- 6.6.4 Policy D6 of the London Plan concerns housing quality 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 also requires development capacity of sites to be optimised through a design-led process.

Local Plan

- 6.6.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.6.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.6.7 Policy DM6 of the DM DPD expects all development proposals for tall and taller buildings to respond positively to local context and achieve a high standard of design in accordance with Policy DM1 of the DM DPD.

Quality Review Panel (QRP)

- 6.6.8 The Selby Urban Village project and the LBH scheme proposals have been presented to Haringey's Quality Review Panel on three occasions. The first two

meetings included members of the London Borough of Enfield Design Review Panel, with the final meeting being a Chair's Review.

6.6.9 The Panel's full written responses are attached in Appendix 6. The summary of the QRP's views following the final Chair's review were as follows:

6.6.10 *The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme. The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces. The architecture of the mansion blocks is rich and well-considered, by the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible. The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.*

6.6.11 It is noted that under *Next Steps* the report stated: 'The panel is confident that the design team, working with Haringey officers, can resolve the issues identified by the review, and it does not need to see the scheme again.'

6.6.12 The table below provides a summary of key points relating to the scheme proposals from the most recent review, with officer comments following:

<b>Panel Comments</b>	<b>Officer Response</b>
<b>Scheme layout</b>	
The panel welcomes the thought that has been given to the scheme layout in anticipation of the potential redevelopment on the Booker site, and it urges the design team to think further about how this integration could best be achieved.	<p>The design and layout of Plot 5 has been carefully considered to mitigate any likelihood of the new housing being contrary to London Plan policy D13 Agent of Change.</p> <p>The Noise Assessment submitted in support of the application identifies that typical thermal double glazing and non-acoustic trickle ventilators would be capable of controlling intrusive noise to acceptable levels</p>

	within all habitable rooms within the Plot.
<b>Public space and landscape design</b>	
The panel feels that the southern square does not relate fully to the buildings that front onto it and, as a result, the space is poorly contained and overlooked. The panel feels that this could result in management issues and possibly be a magnet for antisocial behaviour.	The square has been moved and a shop unit as well as the frontage to the existing Sports Centre would activate the space and provide natural surveillance.
The panel would like further clarity about the character and uses of the different spaces created, as well as greater legibility. In particular, the landscape design proposed for the residential street should be more formal in character to contrast with the looser character of the open space at the northern end. The character of this street could be informed by the distinctive character of the streets to the east, such as Allington Avenue.	The applicant has improved the legibility of the development and formalised the character of the street through the inclusion of rain gardens, street trees set within bioswales under car parking bays and blue badge parking with turning circles at street ends. Short stay cycle parking has been included within the footway.
<b>Building form and architecture</b>	
The mansion blocks are well-composed, with a welcome richness to the architecture. In comparison, the panel feels that the towers would benefit from some further refinement.	The taller elements or towers have been removed from the scheme.
In particular, the panel would like to see greater evidence that the buildings respond to their orientation, in both elevation and plan.	Effort has been made to improve the response to orientation. The building design is articulated so that it presents to the street but also so it provides generous courtyard amenity spaces.

<p>The proposed cycle stores create significant dead frontages and the design team should explore options for moving these stores deeper into the plan or to higher levels to free up space for more active uses.</p>	<p>Dead frontages have been minimised wherever possible. Welcoming communal entrances and articulated frontages have been included across the buildings. The dominance of cycle stores has been reduced whilst maintaining their accessibility and usability.</p>
<p>The panel would like to see further thought given to ways in which to activate the ground floor corners of the residential blocks and feels that the ground floor of the northern tower block is particularly inactive.</p>	<p>The towers have been removed from the scheme. Corners and all frontages have been activated as much as possible, bearing in mind the need for ground floor servicing and storage spaces.</p>
<p>The panel feels that the L-shaped block around Dalby's Crescent is not yet fully resolved and it is not clear that the building layout relates effectively to the new communal amenity space. The north-south wing has an uncomfortable relationship with private gardens to the west which are overlooked. Further consideration of the typologies and orientation may help to unlock this.</p>	<p>This has been resolved since the last design review with the inclusion of a sociable communal courtyard and improvements to the parking arrangement on Dalby's Crescent. Door step play has been incorporated and the design team have managed to find a solution to knit this part of the development into this existing street.</p>

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

6.6.14 Subsequent to the final QRP review the project was then paused whilst the applicant waited for the outcome of a submission to secure MHCLG Levelling Up grant funding. Confirmation that the bid was successful, and clarification as to the funding amounts enabled the project to move forward, but this accounts for the delay between the final review and submission of the applications.

#### *Assessment*

Height, Scale/Bulk and Massing

- 6.6.15 The existing site contains former secondary school buildings and has the appearance of a school built over 50 years ago with buildings of 1-4 storeys spread out over the site. The surrounding streets to the west and south have a highly residential character. To the east and northeast are industrial warehousing.
- 6.6.16 The existing buildings do not relate well to, and often turn their back onto, the surrounding streets. As such, the buildings on the site have a very poor relationship with their neighbourhood and offer minimal visual amenity when viewed from the surrounding area.
- 6.6.17 The proposed development is formed of four distinct buildings or blocks arranged across four plots that would be linked together by streets and landscaping. The new homes are to be arranged along a new main street that connects Selby Road to BLPF on a north-south axis.
- 6.6.18 The two-sided street is central to the project and ensures an activated route with increased footfall, regular front doors and windows overlooking public spaces which link areas to the south of the site to BLPFs and neighbourhoods and North Mids beyond to the north.
- 6.6.19 Plots 5 and 7 would be to the eastern side of the site, with Plots 8 and 6 to the western side. Plots 5 and 7 would be 6-storey buildings. Plot 5 would be a mansion block and Plot 6 would be a gallery access block. Plot 6 would be 6 storeys at its highest but would have a 5-storey element to the centre of its eastern elevation and would drop down to 4 storeys at the western boundary of the site shared with the neighbouring school.
- 6.6.20 To the east of Plot 7 would have a central core and would define the south-east portion of the residential neighbourhood. On the ground floor, a portico would mark the communal entrance and the retail unit. Active frontage is carefully arranged to address the end of Selby Road, the existing Sports Hall and central spine. To its eastern edge would be landscaping to the forecourt of the existing Sports Hall.
- 6.6.21 Plot 8 would be 4 and 5 storeys and would integrate with the existing housing to the southwest of the site on Dalby's Crescent. It would be a gallery access block and would contain a large proportion of family homes, arranged across two levels of stacked maisonettes accessed from a gallery.
- 6.6.22 The building's north facade defines a new east-west route and the south and west encloses a new courtyard shared with the existing Dalby's crescent. An illustrative view of communal courtyard formed by Plot 8 and Dalby's Crescent is shown in Figure 7 on the page below.

*Figure 7– View of courtyard formed by Plot 8 and Dalby's Crescent.*



- 6.6.23 The inclusion of buildings taller than 3 or 4 storeys means this development would include taller buildings. The suitability of the site for taller buildings and their townscape impact has been considered in the relevant section above.
- 6.6.24 The building heights would be taller than the heights of the nearest residential buildings but given the presence of 4-6+ storey buildings in the area, the siting of the site away from residential properties, and its role in wayfinding and marking the community uses across the SUV project - the proposed heights would be acceptable.
- 6.6.25 In terms of scale/bulk and massing, mansion blocks and other types of residential blocks are common around White Hart Lane. A consistent building line would define the new street, whilst articulated bays and stepping roof-lines create interest and optimise aspect for individual dwellings whilst ensuring public and communal open spaces have good levels of daylight.
- 6.6.26 The impact of the scale and massing of the blocks would be reduced through the integration of repeating bays that alternate windows and balconies, as well as new streets and amenity courtyards which create sizeable separation gaps

between the blocks. Figure 8 on the page below shows a CGI view of the new street through the centre of the site looking north towards BLPF and the new Selby Centre.



*Figure 8– CGI views looking north towards BLPF and the Selby Centre.*



6.6.27 The proposed building heights represent a moderate increase over the heights of existing buildings in the immediate surroundings and given that their detailed designs have been carefully considered within the local context, the proposed development would be of a scale, bulk and massing that would appear in keeping with the wider urban context.



Architectural Expression, Openings, and Materiality

- 6.6.28 Expressive brickwork detailing, robust brickwork bases, broken rooflines, and the pairing of architectural elements such as balconies, windows and front doors are the key architectural principles that underpin the design detailing of the new buildings.
- 6.6.29 The development also incorporates sociable and welcoming communal courtyards and communal entrances; paired front doors to encourage neighbourliness; galleries with passive surveillance for safety; large and hospitable amenity spaces; and balconies that balance privacy with openness, minimise overlooking and maximise eyes on the street.
- 6.6.30 Plots 5, 6 and 8 are of similar typologies and share common architectural detailing such as semi-projecting rounded balconies with semi-opaque coloured balustrades, regular bays to break down the massing and recessed communal entrances with articulated striped brickwork reminiscent of mansion block typologies.
- 6.6.31 Plot 7, with its central core, creates vertical elevations with staggered balconies, that mark the entrance to the neighbourhood and draws people toward the park. It uses lighter brick and utilises projecting pre-cast concrete colonnades and porticoes to signal the communal entrance and the small commercial space to the southeast of the ground floor.
- 6.6.32 In addition, it has semi-projecting or projecting concrete balconies with metal balustrades. All residential buildings are tied together with the same approach to tops and bases. Engineering brick in two tones is used for bases and defensible space for robustness, whilst tops are celebrated through delicate stacked and fluted cornices. The buildings appear as a group, having a family of related details, while also having the variety of tone, detailing and scale.
- 6.6.33 Three material palettes have been selected across the residential neighbourhood to achieve a balance of cohesion and variation. Three different bricks have been selected for their robustness and durability; a buff brick which is paired with green metalwork, a red brick paired with maroon metalwork and a brown brick paired with dark blue metalwork. Two engineering bricks are used at the footings and entrances of the six buildings and sandy pre-cast concrete copings are common across all buildings.
- 6.6.34 The locations between blocks and where they intersect with the existing street layout have been carefully designed to activate frontages and create welcoming and sociable spaces. Windows and doors have been sensitively located to provide overlooking and passive surveillance to gap spaces whilst avoiding overlooking and privacy concerns between homes.

6.6.35 The materials chosen would be robust, durable, attractive and appropriate to the local context.

*Public Realm Improvements*

6.6.36 The development proposal provides a fantastic opportunity to improve local access to the site and the new community centre and enhanced Bull Lane Playing Fields, and to create stronger links and connections through the site to surrounding areas.

6.6.37 The continuation of Selby Road through the centre of the site improves connectivity for pedestrians and cyclists significantly. It is strongly supported as a means of further improving connectivity for local residents to BLPF and as a means through which to provide a sensitively designed and characterful residential street.

6.6.38 An integrated strategy and clear hierarchy of new and upgraded public, communal, and private spaces and links are proposed: There would be a residential street, residential courtyards, Dalby's Crescent Open Space; new public space for the existing sports centre, pocket park spaces, and enhancement of Weir Hall Way linking the site to Weir Hall Road to the west.

6.6.39 The proposed landscaping strategy would integrate the proposed development into the existing street grid whilst greening the site through the retention of several existing trees, planting new ones, and delivering new landscaped open spaces.

6.6.40 This would extend the parkland character of BLPF southwards and would improve the landscaping to all streets and provide a more spacious streetscape, all of which is strongly supported. Figure 9 on the page below shows the landscape proposals for the public realm within the application site.

Figure 9 – Landscape proposal for the LBH site



- 6.6.41 The proposed streets and paths would improve north-south and east-west pedestrian and cycle connectivity with new planted routes. The new routes would have clear and unambiguous boundaries between public and private spaces, with the proposed blocks enclosing private communal courtyard gardens.
- 6.6.42 Ground floors would have animated and regularly spaced, frequent front doors to ground floor properties. The street layout would therefore deliver an exemplary provision of robust and comprehensible spaces in accordance with current best practice.
- 6.6.43 Both the public streets and private communal courtyards would be provided with attractive, robust, and durable hard and soft landscaping. Where possible existing trees would be retained and protected. Extensive new tree planting would supplement the retained trees to spatially define new outdoor places and activities, to reinforce the route network, and to add variety, character and habitat to the new neighbourhood.
- 6.6.44 The landscape and public realm for the housing development sets out a clear hierarchy of public and private space with generous amenity for residents whilst establishing a positive relationship to BLPF and creating a legible and welcoming approach to both BLPF and the new Selby Centre from the south.

6.6.45 The design would integrate these requirements and would ensure that the landscape, organisation, and spatial character is clear and strong enough to create a successful, inclusive, and welcoming new residential neighbourhood. Figure 10 below shows the landscape proposals across the application site and the wider SUV project masterplan.

*Figure 10 – SUV project masterplan overview of the landscape & public realm proposals from an aerial view from the southwest looking northeast*



6.6.46 The new streets and paths through and around the site would be appropriately landscaped, accommodating mixtures of herbaceous and evergreen plants to provide year-round greenery and street furniture to support clear routes to front doors.

#### Development Design summary

6.6.47 The proposed development would replace former secondary school buildings that have passed or are reaching the end of their intended lifespan. Whilst the

buildings host an important community centre, they currently have a highly limited and low-quality relationship with the surrounding area.

6.6.48 The wider project proposals would re-provide the Selby Centre in enhanced facilities within LBE and the LBH scheme would deliver a series of buildings of high-quality contemporary design within a highly landscaped setting that are reflective of local characteristics, bringing activity onto surrounding streets and enabling greater permeability for local pedestrians and cyclists.

6.6.49 The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would appear in keeping with the surrounding area. The overall development would have a positive visual impact on the local built environment and would bring significant improvements to the local public realm including the adjacent BLPF.

6.6.50 The development is supported by the Quality Review Panel (QRP) and the Council's Design Officer also supports the development. The Design Officer has commented as follows:

*The proposed new housing should be of very high quality, to very high standards, and in a very elegant, well composed, attractive, durable and robust series of residential blocks set in a series of legible, attractive and pedestrian friendly new and extended streets that will connect well and seamlessly integrate into their surrounding existing neighbourhood.*

6.6.51 A sufficient level of design information, including key construction details have been provided as part of the application which would help to ensure that the quality of design would be maintained if the scheme is permitted and subsequently subject to minor amendments.

6.6.52 However, it is generally beneficial to the design quality of a completed development to ensure the architectural design is retained. As such, a condition is recommended that would secure details of a suitable design guardian for the project who can ensure that the quality currently proposed is retained should permission be granted and the scheme implemented.

6.6.53 Subject to the above condition and conditions securing details of materials the development is acceptable in design terms.

## **6.7. Residential Quality**

6.7.1 The nationally described space standards (NDSS) set out the minimum space requirements for new housing and the London Plan 2021 standards are consistent with these. London Plan policies D3, D4, D5 and D6 contain several

standards in relation to promoting housing quality in terms of unit sizes, design and environmental standards.

- 6.7.2 London Plan Policy D6 'Housing quality and standards', 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.
- 6.7.3 London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.7.4 Policy SP2 Housing of Haringey's Strategic Policies document sets out that all new homes must be at a high standard which is achieved by complying with the space standards set out in the Mayor of London's Housing SPG (2016).
- 6.7.5 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development achieves a coherent, legible, inclusive and secure environment. Standard 29 of the SPG requires the number of single aspect homes to be minimised, with north-facing single aspect properties avoided.
- 6.7.6 The Mayor of London's Housing Design Standards London Plan Guidance (LPG) builds on the Housing SPG and policy D6 by providing a list of housing standards that are applicable to all self-contained residential applications (Use Class C3).
- 6.7.7 DM DPD policy DM1 requires developments to provide a high standard of amenity for its occupiers. Policy DM12 (Housing Design and Quality) of the DM DPD states that both ground floor and upper floor family housing should have access to private amenity space, subject to acceptable amenity, privacy, and design considerations.
- 6.7.8 The proposed development is of a very high-quality layout and residential standard, having been through a rigorous design process including assessment by the Quality Review Panel QRP.

*General Residential Quality*

- 6.7.9 All homes would meet the internal space standard requirements of the NDSS and the London Plan. 95% of the proposed homes would be dual aspect. Of the single aspect homes none are north facing but rather they would be one bedroom west-facing homes.

- 6.7.10 All homes would have a private amenity space in the form of a balcony or rear garden that meets the requirements of the Housing SPG Standard 26. None of the balconies would be north facing. All homes would also have access to proposed communal courtyards, as well as the adjacent BLPF.
- 6.7.11 Larger homes have been carefully positioned around the site, typically taking the form of maisonettes accessed directly from the street or from upper-level galleries in Plots 6 and 8. A variety of typologies have been incorporated in order to cater to different family types and needs. The dual aspect family homes are generally located on corners with generous amenity as well as within the maisonettes.
- 6.7.12 The mansion block and gallery access block typologies maximise dual aspect homes, with through homes and more conventional corner unit types. The deck access arrangements, which include the provision of well-lit and well-ventilated dwelling entrances, avoid long internal corridors. Plot 7 has 5 homes around a central core on each floor level which is below the 8 stated in Standard 12 in the SPG.
- 6.7.13 There would be multiple communal entrances to Plots 5 and 6, Plot 7 would have a welcoming lobby entrance beneath the proposed portico, and Plot 8 would have maisonettes accessed from the street with clear private entrances from two wings. Across the site regular maisonette front doors have been maximised. This would reduce walking distances to homes, activate the streetscape, and create welcoming spaces that encourage neighbourliness.
- 6.7.14 The internal arrangements of the proposed buildings has been carefully considered. The proposal would deliver joyful lobbies, some which feature double-height spaces and views through the lobbies to the courtyards beyond. Stairs feature prominently in most buildings from the entrances, encouraging usage and lifts would be clearly visible and accessible.
- 6.7.15 The lobbies would be safe, welcoming and well-lit with materials selected to give an individual character to each building and to be long-lasting and easy to maintain. The lobbies would be characterised by colourful tiles which draw from arts and crafts interiors. Post-boxes are provided within lobbies.
- 6.7.16 All homes would also be able to access full fibre broadband connectivity in accordance with Policy SI6 (Digital connectivity infrastructure) of the London Plan.

*Daylight, Sunlight and Overshadowing*

- 6.7.17 The BRE guidelines for daylight/sunlight in proposed developments was updated in June 2022. The Mayor's Housing SPG states that BRE guidelines for daylight and sunlight need to be applied flexibly and that the guidelines should be applied

sensitively to higher density development in opportunity areas and accessible locations, taking into account the need to optimise housing capacity and for the character of an area to change over time.

### *Daylight*

- 6.7.18 In terms of daylight an assessment was carried out on 135 sample dwellings located on the first 3 levels and the topmost level of each Plot of the development to cover the worst-case scenario for homes in terms of daylight access, and also to coordinate in line with the overheating risk assessment. The rooms evaluated in the internal daylight assessment included all habitable rooms such as open plan kitchens, living rooms, dining spaces, and bedrooms.
- 6.7.19 For the 135 living rooms assessed, 95 living rooms met the BRE recommendations, with 18 being within 80% of the and 16 within 60%. The remaining 6 living rooms are located on the lower floors of the development and are therefore subjected to higher levels of obstructions.
- 6.7.20 In terms of kitchens, of the 84 assessed, 48 met the BRE recommendations, with 5 within 80% and 13 kitchens within 60%. The remaining 18 kitchens are either located on the lower levels of the development or are overshadowed by balconies and walkways and are therefore subjected to higher levels of obstructions.
- 6.7.21 For the 279 bedrooms assessed, 212 met the recommendations, with 12 within 80% and 15 within 60%. The remaining 40 bedrooms are either located on the lower floors of the development or are overshadowed by balconies and are therefore subjected to higher levels of obstructions.
- 6.7.22 Whilst balconies and walkways have an overshadowing impact, they provide an amenity space that would have good access to daylight. The BRE guidelines for new developments is a high bar and the majority of the new homes meet these requirements with most of the rest being close to recommendations.
- 6.7.23 Overall, the proposed development as a whole is anticipated to achieve adequate levels of daylighting to all living rooms and bedrooms which are considered the main habitable spaces with an expectation for daylight amenity. Therefore, the development is considered to provide good quality of accommodation to the future occupants in terms of daylight.

### *Sunlight*

- 6.7.24 In terms of sunlight, an assessment was carried out on 135 sample dwellings located on the first 3 floors and the topmost floor of each Plot. 134 of the 135 living spaces assessed have at least one main window facing within 90° of due south. The analysis found the following:



- 33 living spaces received more than 4 hours of sunlight - rated as high according to the BRE recommendations;
- 29 living spaces received more than 3 hours of sunlight - rated as medium;
- 33 living spaces received more than 1.5 hours of sunlight - rated as minimum; and
- 22 living spaces received less than 1.5 hours of sunlight but belong to dwellings that have at least one habitable room receiving a minimum sunlight exposure.

6.7.25 The remaining 18 living spaces are located on the lower floors of the development and are therefore subjected to higher levels of obstructions. All these spaces have direct access to private balconies or gardens which allows for an additional private amenity space per dwelling.

6.7.26 The inclusion of private balconies, however, would create an obstruction to the adjacent room in terms of sunlight exposure at the point of the window. In addition, all these dwellings have access to a communal amenity space meeting the BRE targets. Overall, it can be concluded that the proposed design offers adequate accessibility to sunlight in all living spaces within the proposed development.

6.7.27 The lower levels of daylight and sunlight for some homes in this development are the result of a combination of factors including development orientation, the siting of these homes on the lower floors of the development and the existence of shading from balconies on upper floors.

6.7.28 An efficient development layout provided on a constrained site in an urban area will inevitably include some homes that do not meet the daylight and sunlight guidelines. Furthermore, homes on the ground floor and adjacent to courtyards would instead have other benefits including easier access to shared amenity spaces and the nearby BLPF, where excellent day and sunlight levels are available.

#### *Overshadowing*

6.7.29 A solar access analysis was undertaken for all of the amenity spaces within and adjacent to the Plots for the full 24 hours of the 21st of March, in line with the BRE guidance. The results show that all 6 amenity spaces assessed receive at least 2 hours of sunlight for more than 50% of their areas on March 21. The open spaces of the proposed development are therefore considered to be adequately sunlit.

#### Outlook and Privacy

- 6.7.30 Many homes would have good quality outlook onto the new main street or to courtyard and amenity spaces as well as across the adjacent BLPF. Buildings that face one another directly are generally separated by at least 18 metres, other than the distance across the route between Plot 6 and Plot 8 (14 metres) which has been carefully designed in the form of a residential lane.
- 6.7.31 In the case of these buildings, many of the homes that face one another are through-view gallery homes, family corner flats, and maisonettes with front and rear outlook and overall good levels of privacy. The scheme has been designed to both minimise and avoid direct overlooking between windows, or alternatively windows have been sensitively located to achieve the same objective.
- 6.7.32 Ground floor homes have well defined amenity spaces that face onto the shared courtyards. Upper floor homes have balconies which are typically semi-projecting, which offer a good balance of privacy and feelings of openness. The positions of balconies have been carefully considered in order to minimise overlooking and maximise passive surveillance / eyes on the street.

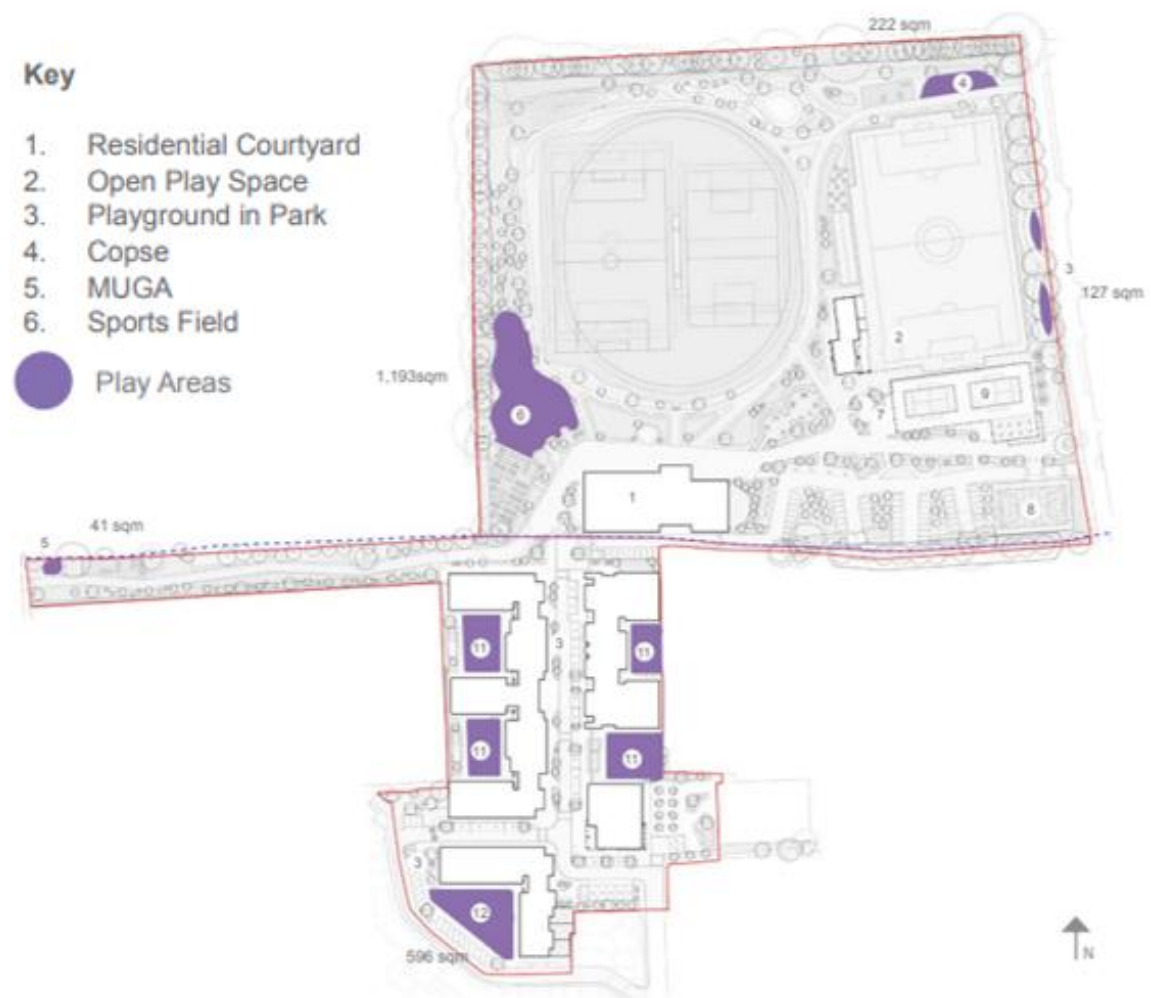
#### Playspace

- 6.7.33 Policy S4 of the London Plan seeks to ensure that all children and young people have safe access to good quality play and informal recreation space, which is not segregated by tenure. At least 10 sqm per child should be provided to all qualifying developments. The Mayor's Child Play Space calculator estimates a total of 267 children would occupy the development which creates a requirement of 2,673.3sqm of play space.
- 6.7.34 1,937sqm of playspace would be provided within the new residential courtyards and the open play space adjacent to Dalby's Crescent. These playspaces are designed to accommodate children up to five years old and as such are located in close and open proximity to the new homes. The residential courtyards are generous and able to accommodate a variety of ages not just doorstep play.
- 6.7.35 With the proximity to Bull Lane Playing Fields (BLPF) there would be in excess of a policy compliant level of play provision for the proposal overall. The proposed MUGA, sports field (when unprogrammed) and other landscaped areas within the park would all be spaces suitable for teenagers, but there are many other more informal opportunities for older children's play across the wider SUV site which are all secured under Application 2.
- 6.7.36 1,234sqm of playspace would be delivered within BLPF in a main play area and through playspace at the entrance from Weir Hall Road, with a further 349sqm provided across playspace at the northern entrance to the park and through play on the way along Bull Lane.

6.7.37 The total areas provided would be 1,441sqm for under 5's, 1,689sqm for 5–11-year-olds, and 600sqm for over 12's. This level of playspace would exceed the policy requirements of 1,048sqm for under 5's and 872sqm for 5–11-year-olds.

6.7.38 Policy S4 would also require 754sqm for over 12's and 600sqm would be provided leaving a shortfall in this category. However, given the informal opportunities for older children's play across BLPF this would provide the space to meet the policy. Figure 11 below shows the proposed playspace areas across the SUV project masterplan.

*Figure 11 – SUV project masterplan overview showing the proposed playspace areas.*



## Access and Security

### Access

6.7.39 NPPF paragraph 102 states that planning decisions should promote public safety and should take into account wider security requirements.

6.7.40 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design and seek to ensure new development can be used easily and with dignity by all.

6.7.41 London Plan Policy D7 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Policy DM2 of the DM DPD also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.7.42 The scheme would provide 10%+ Part M4(3) (Wheelchair user) dwellings in line with the London Plan and current Part M Building Regulations. This would be achieved by providing 21 Part M4(3) homes, as follows:

- Ground floor M4(3) homes have been maximised.
- Types: 16no. x 2 bed and 5no. x 3 bed
- Dwellings are spread out across the scheme and split proportionally per plot.
- Homes are in close proximity to on-street blue badge parking spaces.
- Upper floor M4(3) flats are served by cores with two lifts.

6.7.43 General pedestrian and cycle access would be improved through the provision of new pedestrian and cycle routes through the site and new public realm including new pathways and access routes. All main residential entrances have been designed to be accessed directly from adjacent pedestrian routes and to be easily identifiable. A condition is recommended which would ensure that 10% of the homes would be accessible for residents that use a wheelchair.

### *Security*

6.7.44 London Plan Policies D1, D2, D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.

6.7.45 The development has been designed in accordance with Gold standard Secured by Design principles with input from the Designing Out Crime Officer (DOCO) of the Metropolitan Police. Windows have been carefully positioned to maximise natural surveillance over the public realm areas. The development would also improve natural surveillance near to BLPF.

6.7.46 Residential cores would be fitted with video call entry system identification measures and all blocks would have two layers of access control. Windows and doors that could be accessed from public areas would have to meet the additional security requirements set by the Police. Lighting would be provided to

all footpaths, courtyards, entrances, and refuse & cycle store areas. Cycle parking would be secure and covered.

- 6.7.47 The development would include defensible space, located between footways and front elevations that would provide a clear identification of private and public space, improve the visual quality of the public realm, and would be designed to discourage climbing and anti-social behaviour. The DOCO has reviewed this application and raised no objections subject to the imposition of a Secured by Design condition on any grant of planning permission.

#### Air, Noise and Light Pollution

- 6.7.48 The NPPF states: *'planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.'* (Paragraph 199).
- 6.7.49 London Plan Policy SI1 requires development proposals to not worsen air quality and be at least Air Quality Neutral. The London Plan is supported by the Control of Dust and Emissions In Construction SPG. The London Plan states that new developments must be considered Air Quality Neutral.
- 6.7.50 London Plan policy D14 Noise requires development to reduce, manage and mitigate noise to improve health and quality of life. Policy DM23 of the DM DPD: Environmental Protection seeks to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution.
- 6.7.51 Part h) of Part c) (Impacts) of policy D9 of the London Plan requires new tall buildings to be designed to minimise light pollution from internal and external lighting. Policy DM23 of the DM DPD: Environmental Protection requires development proposals to mitigate potential adverse impacts from lighting. To ensure it is: Appropriate for its purpose in its setting; Designed to minimise and provide protection from glare and light spillage; and energy efficient.
- 6.7.52 The proposed development is in a suitable location for residential development in respect of the existing local air quality and noise conditions. To the north and west of the site are large open spaces and to the south are residential streets which do not currently have high levels of noise or air pollution. To the east are relatively low intensity industrial uses.
- 6.7.53 The Air Quality Assessment submitted with the application identifies that the SUV project would generate fewer car trips than the existing site uses and is therefore Air Quality Neutral with respect to transport-related emissions. The annual building NO<sub>x</sub> emissions fall below the benchmarked emissions; therefore, the SUV project is Air Quality Neutral with respect to building-related emissions.

6.7.54 The Air Quality Assessment identifies a series of mitigation measures for the construction phase to minimise the air quality impacts from the proposed development. The Council's Pollution Officer has assessed the proposals and has no objections relating to air quality subject to conditions being recommended relating to NRMM, dust monitor locations, and boiler NOx emissions restrictions.

6.7.55 In relation to the operational phase the Air Quality Assessment confirms that future pollutant concentrations at the proposed development are anticipated to remain within the air quality objectives as a result of increasingly stringent vehicle emissions standards and the move to electric vehicles. Given this situation the statement concludes that on-site mitigation is therefore not required to protect future users from poor air quality.

6.7.56 Given the orientation and siting of the new buildings away from the closest residential properties the proposal would not create undue noise and light pollution impacts. Any noise and light created would be commensurate with a residential neighbourhood and would be acceptable.

#### Residential Quality summary

6.7.57 The proposed homes would meet prescribed space standards, with almost all homes being dual aspect. Most habitable rooms and private amenity spaces would have good access to daylight and sunlight and communal spaces would not be subject to undue overshadowing.

6.7.58 The overall quality of the homes would be high with good outlook and privacy commensurate with other homes in the area. Security has been well considered, all homes would meet access requirements, and the development would be Air Quality Neutral. Playspace in excess of policy requirements would be provided across the project masterplan.

### **6.8. Impact on Adjoining Occupiers**

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

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

*Daylight and Sunlight Impact*

- 6.8.3 The proposed development is well separated from existing residential properties. A BRE daylight, sunlight and overshadowing assessment has been submitted in support of the application which confirms that the proposals would not have a material undue impact on existing properties surrounding the site.
- 6.8.4 Of the 330 windows tested: 143 windows passed the 25-degree line test; 11 windows achieved vertical sky components (VSCs) greater than 27% and belong to rooms meeting the no sky line (NSL) target; 139 windows achieved VSCs greater than 27%; and 34 windows achieved relative VSCs over 0.8 of their former values.
- 6.8.5 Therefore, 327 out of 330 windows assessed meet the BRE recommendations. The remaining 3 windows were found to belong to 14-48 Selby Road, achieving relative VSCs of 71%, 75%, and 79% over their existing value. Given the large scale and nature of this regeneration project as well as the relatively minimal deviation from the BRE guidance (expectation of 80%), these windows and the associated rooms are expected to perform appropriately given the urban location.
- 6.8.6 The adjacent school to the west would be a significant distance away from the proposed new buildings which would also be at their lowest height (4 storeys) near to the shared boundary. As such, there would be no material impact on the nearby school in terms of daylight/sunlight impacts.

*Outlook and Privacy*

- 6.8.7 The separation distance between existing homes and proposed buildings would maintain existing arrangements (around Dalby's Crescent) or be significant given the open spaces to the north and industrial units to the east. The separation distances would be substantial for an urban area and would ensure existing homes in the area retain good levels of outlook.
- 6.8.8 Most private amenity spaces for the proposed development are located away from neighbours or are sited in a way that would be commensurate with other amenity relationships in the area. Further screening between the new and existing properties is also provided by fencing and tree planting. As such, any loss of privacy to existing residential properties would be minimal.
- 6.8.9 Openings have been minimised in the elevations closest to the shared boundary with the school to the west which would result in no undue overlooking. The building heights to this boundary also step down to four storeys. These design factors would maintain privacy and minimise overlooking of the school and its open spaces that adjoin the application site.

*Air Quality, Noise and Light Impact*

- 6.8.10 Policy SI1 of the London Plan states that development proposals should be air quality neutral which the development achieves. Policy DM23 of the DM DPD states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.11 There would be a reduction in vehicle movements from the development in comparison with the previous use of the site as a community centre. The development would be heated through low-carbon measures. Boilers would not be installed other than as a backup temporary measure.
- 6.8.12 The new homes would not be expected to give rise to a significant amount of noise disturbance in the local environment.
- 6.8.13 The development would include new lighting throughout to ensure public realm areas are safe and secure. This lighting would be designed sensitively to maximise safety whilst minimising unnecessary light spill. This matter can be adequately controlled by the imposition of a condition on any grant of planning permission.
- 6.8.14 As such, the air quality, noise and light impact on neighbouring properties and the adjacent school would not be significant.

*Construction Impact*

- 6.8.15 Any dust, noise or other disturbances relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. The construction methodology for the development would be controlled by the imposition of an appropriate condition to minimise its impact on existing residential properties and the adjacent school.

*Impact on Industrial uses and Agent of Change principle*

- 6.8.16 Queen Street Locally Significant Industrial Site (LSIS) lies to the east of the site. The largest building sited immediately to the east, which is currently occupied by Booker Wholesale, is the subject of a current planning application (LBH Planning Reference: HGY/2024/1203) which seeks permission for the redevelopment of the existing site for industrial and warehousing purposes, with ancillary office accommodation.
- 6.8.17 This application has a resolution to grant planning permission subject to the signing of a s.106 legal agreement from members of the Planning Sub-Committee but is subject to ongoing negotiations on an associated s106 agreement which have not yet been concluded.



- 6.8.18 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development. The policy puts the onus on applicants to demonstrate that their proposed development is designed to take account of existing uses, so that it does not threaten established businesses.
- 6.8.19 The nearest noise-sensitive future receptors within the development site are on the east elevations of Plots 5 and 7 which would be near to the boundary with Queen Street LSIS and the Booker Wholesale building. The proposed redevelopment of the Booker site would involve three external heat pumps and HGV and LGV vehicle movements in the yard along the east side of the site.
- 6.8.20 Given the siting of the nearby school to the west it is considered that noise generated from the educational use would not give rise to unreasonable levels of noise and disturbance. The proposed buildings would be sited similar distances away from the school to other residential buildings and the relationship would be commensurate.
- 6.8.21 The Noise & Vibration Assessment submitted in support of the application confirms, based on the findings of on-site noise levels (including those predicted by the applicant proposing to redevelop the Booker site), that typical thermal double glazing and non-acoustic trickle ventilators would be capable of controlling intrusive noise to acceptable levels within all habitable rooms of the proposed residential buildings. This would be secured through the imposition of a condition on any grant of planning permission.

Impact on Adjoining Occupiers summary

- 6.8.22 The impact of the proposed development together with appropriate conditions, would ensure that the amenity of neighbouring residents and occupiers and the adjacent school are not materially impacted and the scheme would comply with London Plan policy D13 'Agent of Change'.

**6.9. Transportation and Parking**

- 6.9.1 Section 9 of the NPPF sets out objectives for promoting sustainable transport. Paragraph 110 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.9.2 NPPF Paragraph 115 states that development proposals should ensure that appropriate opportunities to promote sustainable transport modes can be or have been taken up; safe and suitable access to the site can be achieved for all users; the design of streets, parking areas, other transport elements reflects current national guidance, including the National Design Guide and the National Model

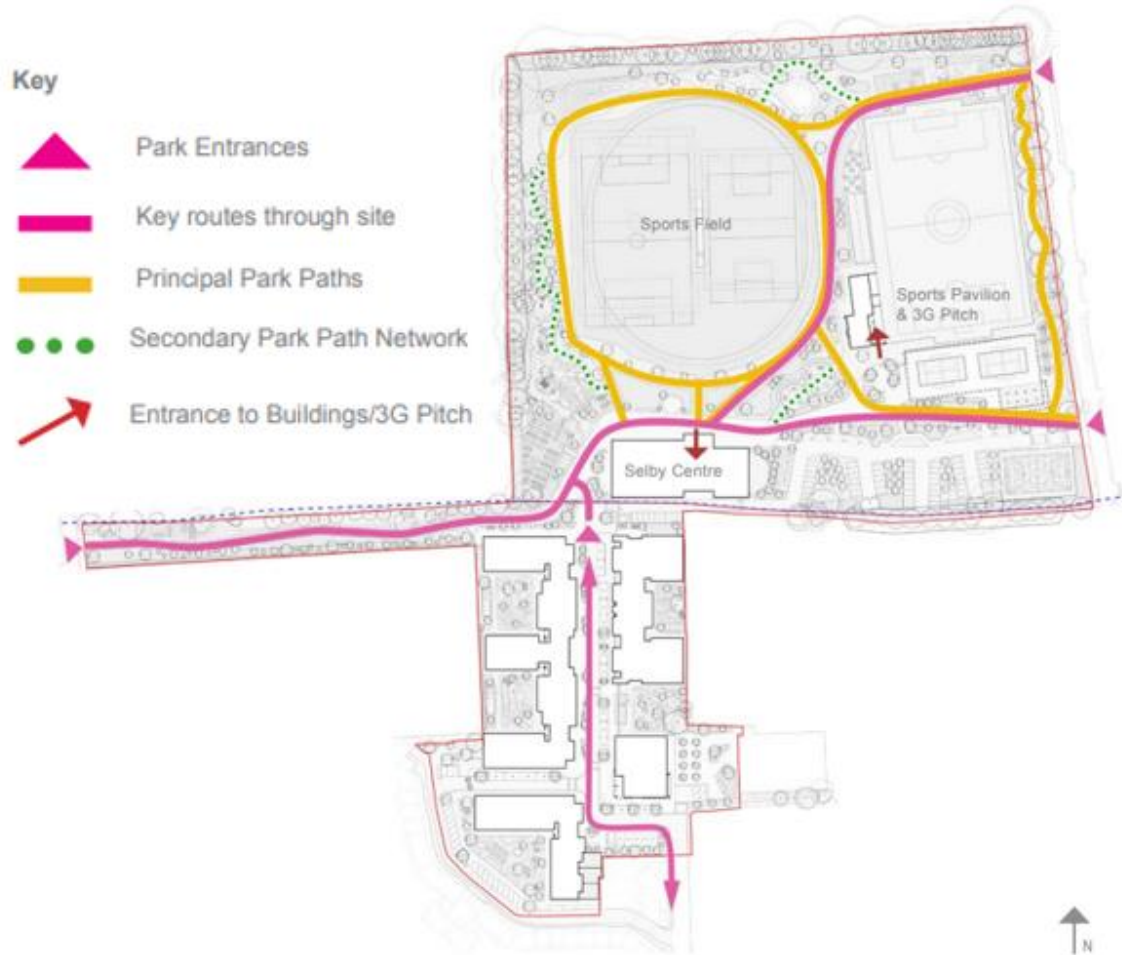
Design Code; and any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 6.9.3 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.
- 6.9.4 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.
- 6.9.5 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.
- 6.9.6 This is supported by Policy DM31 of the DM DPD. Policy DM32 of the DM DPD states that the Council will support proposals for new development with limited on-site parking where the site PTAL is at least 4, where a controlled parking zone exists, where public transport is available, where parking is provided for disabled people and where the development can be designated as 'car capped'.

*Access (pedestrian, vehicle and cycle)*

- 6.9.7 Pedestrian and cycle access is proposed throughout the masterplan via Bull Lane, Weir Hall Road and Selby Road. The new routes are supported as they improve connections from surrounding areas through and to the site. The site would have a main pedestrian, vehicle and cycle route through the centre of the site which would link to Bull Lane and Weir Hall Road to the north.
- 6.9.8 The new routes are welcomed as they would make significant improvements to north-south and east-west routes through the site and provide improved connections to the new community and sports and recreation uses. Figure 12 below shows the movement routes through the wider SUV project masterplan.

*Figure 12 – SUV project masterplan overview showing the movement routes through the project sites.*



6.9.9 An Active Travel Zone (ATZ) assessment was carried out and submitted as part of the Transport Assessment (TA). The assessment has focussed on routes to the east around Tottenham High Road where the amenities are rather than walking routes to the west of the site including the main access on Selby Road.

6.9.10 LBH Transport have requested as part of the scope of an agreement (secured through the Director's letter) for footways on Selby Road to be resurfaced given that the site would generate an increase in trips by foot from the site and the road would be the primary access to the new development.

6.9.11 In relation to Selby Road, the applicant has agreed to resurface the footways north of the southernmost point of the application site. The footways to the south of that point are in good condition and would not be affected by the development.

6.9.12 TfL highlighted that the creation of a new connection to Weir Hall Road to the west should be complemented by improvements to local highways and the public realm as well as connections to Cycleway 1 to the south. This would include a range of small-scale measures such as dropped kerbs, lighting and signage from

Weir Hall Way. LBH Transport also noted that this new route would require the creation of a new access on Weir Hall Road.

- 6.9.13 The applicant has agreed to such works insofar as they form part of a holistic plan across the site. It is accepted that it would only be reasonable and necessary for the works to be limited to enhancements to the entrance from Weir Hall Way i.e. the creation of a new pedestrian and cycle access onto Weir Hall Road footway/highway to include a dropped kerb, provision of signage, and lighting in this area only.
- 6.9.14 All highway improvements to local highways and the public realm relating to access shall be secured through the Director's letter and the imposition of recommended conditions relating to landscaping.

*Highway works*

- 6.9.15 The development would include some changes to the adopted highway on Selby Road. These works include the removal of the existing vehicles access, new footways, new highway realignment, car club bay, removal of on-street resident bays on Selby Road, and new vehicular accesses.
- 6.9.16 The realignment to the highway on Selby Road would remove the existing turning head. LBH Transport have requested it is retained as it may be used for larger vehicles to turn. The applicant has provided swept path analysis that shows the existing turning head is only suitable for small vans less than 6m long.
- 6.9.17 The new extension to Selby Road would allow 8m box vans to turn and hence is an improvement on the existing situation and allows for larger vehicles to turn around. Access to this road and the turning area must be maintained at all times and this would be secured by the imposition of a condition on any grant of planning permission.
- 6.9.18 The proposed changes to Dalby's Crescent includes road layout changes and reconfiguration/reallocation of parking for existing residents. The works to Dalby's Crescent would be secured through the imposition of a condition relating to landscaping on any grant of planning permission.

*Transport Impact – Public Transport Network*

- 6.9.19 It is estimated that there will be a net impact for the entire development of 761 two-way trips across a weekday from 0700-1900, and within the AM peak hour an increase of 122 and within the PM peak hour an increase of 54 trips. There are the most significant net increases for pedestrians, National Rail and bus trips. There is unlikely to be a significant impact on the London Overground or National Rail networks to require mitigation.

6.9.20 There would be an increase in bus use of 22 trips in the AM peak, and while this would not require improvements to bus frequency, TfL have indicated that there is the opportunity to formalise bus stops instead of the existing Hail and Ride sections, to provide a more defined location especially for leisure users in off peak hours and hours of darkness.

6.9.21 Whilst TfL suggest that a contribution towards the delivery of bus infrastructure may need to be secured. They have not evidenced its need based on the increase in trips as a result of the development which would be modest. Buses would still be able to pull in and stop as part of the existing hail-and-ride service, and whilst new fixed bus stops may be desirable it would not be necessary to make the development acceptable, particularly given the capital cost of its introduction.

6.9.22 The development is creating high quality new pedestrian and cycle links between Weir Hall Lane, Selby Road and Bull Lane, all with improved lighting and safety & security measures which would significantly improve permeability and enable local residents from the wider area to better access Cycle Route 1. The public benefits of the scheme are sufficient and contributions to bus services would not be necessary to make the development acceptable.

#### *Vehicle Parking*

6.9.23 London Plan policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. It goes on to state that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

6.9.24 Policy DM32 of the DM DPD states that parking will be assessed against the relevant standards set out in the London Plan. And the Council will support proposals for new development with limited or no on-site parking where:

- there are alternative and accessible means of transport available,
- public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index,
- a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development,
- parking is provided for disabled people, and
- parking is designated for occupiers of developments specified as car capped.

6.9.25 The proposed development would provide 21 accessible spaces (blue badge) for residents and re-provision of two accessible pay-by-phone spaces for the retained sports hall. The residents' parking would be managed by LBH Housing and the two pay by phone sports hall bays would be managed by the Selby Trust

as existing. The 21 accessible car parking spaces would be numbered and allocated to residents in accordance with their permit agreement(s).

- 6.9.26 The site has a PTAL of 3 (when calculated manually by the applicant or 2 when using the Webcat planning tool) which falls short of the PTAL of 4 required by DM32 for no on-site parking (not including blue badge spaces). The CPZ in place in the area is the Tottenham Event Day CPZ which restricts parking to permit holders only when events are on at the Tottenham Hotspur Stadium.
- 6.9.27 If an event was held Monday to Friday, then the restrictions would be in place 17:00 – 20:30, and if held on a Saturday, Sunday or Public Holiday then the restrictions would be in place 12:00 to 20:00. Outside of these times parking is not restricted.
- 6.9.28 The applicant has demonstrated that the development proposal would be able to provide the required number of 21 accessible parking spaces from the outset. All accessible bays associated with the development would need to be for resident use only, leased not sold, and designed to accord with design guidance BS8300: Vol 1 and demonstrate correct dimensions, including the 1.2m hatched area for bays. This would be secured through the imposition of a condition on any grant of planning permission.
- 6.9.29 The site would include 92.6sqm of commercial floorspace. Policy T6.5 (non-residential disabled persons parking) of the London Plan 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'. However, given the relatively small size of the commercial unit serving mainly local residents within a short distance from their homes, it is considered that it would not generate enough demand to justify the provision of a dedicated blue badge bay.
- 6.9.30 LBH Transport have requested that an Event Management Plan is secured through condition to enable the LPA to better understand how the bays would be used to reduce the impact on neighbouring residential streets and help support the use of sustainable forms of transport.
- 6.9.31 The spaces are existing spaces that serve the existing Sports Hall that falls outside of the application site. The landscaping proposals would move these spaces so that the public realm is improved but they would continue to serve the Sports Hall. It would be unreasonable and unnecessary to restrict parking spaces that are existing, regardless of their relocation, and which relate to a facility that falls outside of the application site.
- 6.9.32 The parking proposals are supported by TfL subject to residents being prevented from securing on-street parking permits. LBH Transport are concerned that outside of event day parking restrictions there are no controls to prevent an increase in parking pressure in the area.

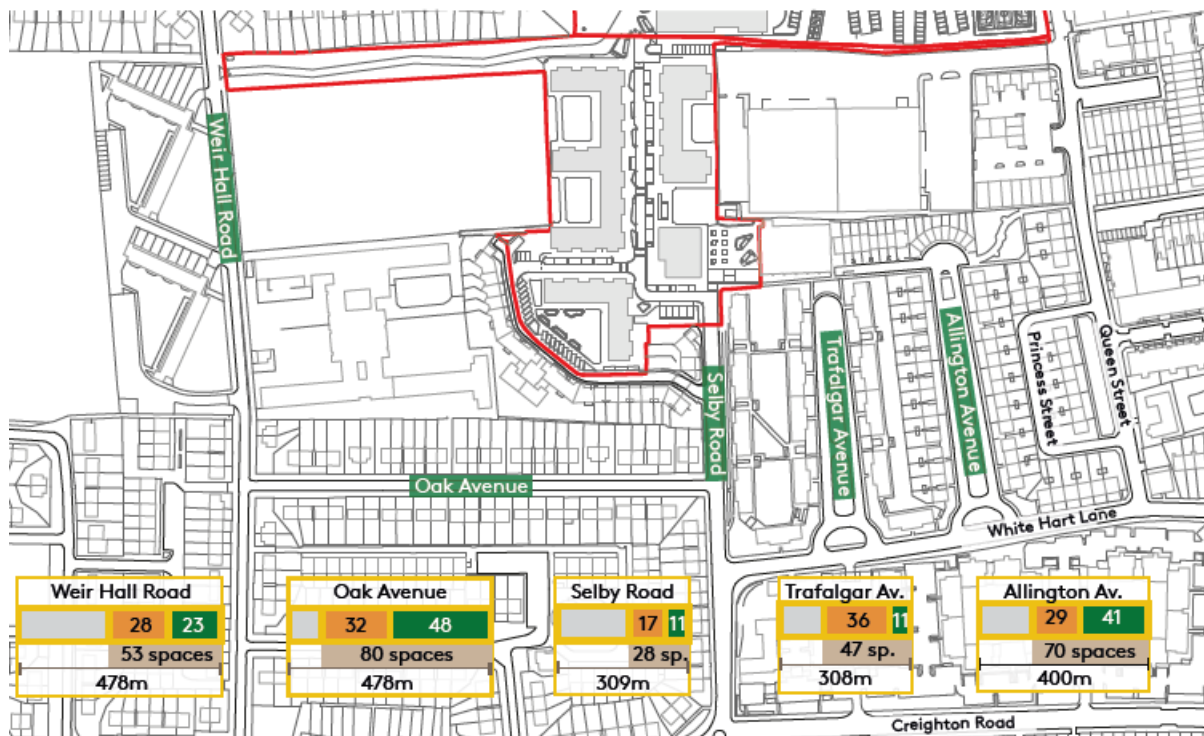
- 6.9.33 In order to mitigate against these potential parking increases, LBH Transport have requested that a review of the current parking management measures on Selby Road and other roads contained within the Tottenham Event Day CPZ is undertaken and parking and loading measures and potential changes to the CPZ operating hours are implemented.
- 6.9.34 The submission identifies that the applicant has complete control to ensure that only those who do not own a car and are willing to continue living without access to a private car are offered housing in this location. This would be controlled through the housing offer, and ongoing through leases and ineligibility for parking permits for the local CPZ.
- 6.9.35 The applicant has reviewed data from the DVLA which identified that between 1 and 4 vehicles are registered to car free Council homes in the Borough – equating to between 0.007 and 0.029 cars per household. They have used this data to make an assumption that less than 6 cars would potentially be owned by new residents and parked in the area.
- 6.9.36 The applicant has carried out parking beat surveys that show that there would be between 9 and 12 spare resident permit spaces on Selby Road to accommodate the 6 cars mentioned above. This could increase the maximum parking stress on Selby Road from 65% to 88% (23 of 26 spaces occupied).
- 6.9.37 If parking is at capacity on Selby Road, the next most likely locations for residents to park would be Trafalgar Avenue, Allington Avenue, Oak Avenue and White Hart Lane; with at least 9, 39, 48, and 48 overnight unoccupied residents permit spaces, respectively (40% - 70% parking stress, at the time of the surveys).
- 6.9.38 LBH Transport have commented that there is sufficient on-street capacity to accommodate an increase in some parking from the development with 273 spaces located within a 200m radius of the site. However, they are concerned that the lack of a more regularly enforced CPZ being in place may still result in more cars being parked in the area than the 6 cars suggested by the applicant.
- 6.9.39 An overall parking provision of 0.37 spaces per home has previously been accepted by Officers as an appropriate level of parking to satisfactorily meet the demand for the residential element of a previous iteration of the scheme as part of pre-application discussions.
- 6.9.40 The proposals would provide 10% of homes with a parking space on site (0.1 spaces per unit) meaning that if the homes in the development were not specifically allocated to people who accepted a car-free tenancy and owned and parked a car, there would be a potential on-street parking demand of 0.27

spaces per unit. Applying this to the 202 homes proposed equates to a theoretical demand for 55 spaces on-street.

6.9.41 Whilst this worst-case scenario could feasibly be accommodated by the unparked spaces located within a 200m radius of the site, because future residents would most likely choose to park as close as possible to their homes, on-street parking is likely to spread outwards from Selby Road to Trafalgar Avenue, Oak Avenue, and Allington Avenue, before demand increases on Weir Hall Road and beyond.

6.9.42 Figure 13 below shows that Selby Road had a minimum of 11 unoccupied spaces during the parking surveys, Trafalgar Avenue 11 unoccupied spaces, Oak Avenue 48 spaces, and Allington Avenue 41 spaces. Diagram Key – Grey = capacity; Orange = occupied at 5am; Green = unoccupied at 5am.

*Figure 13 – Diagram indicating available parking spaces within 200m of the proposed new homes.*



6.9.43 This means that there is the potential that Selby Road and Trafalgar Avenue would have no spare parking spaces, and the unoccupied spaces in Oak and Allington Avenues would significantly reduce to around 25-30 spaces each.

6.9.44 Parking would operate on a first come first served basis, so if residents of the new development found a space on Selby Road, this may mean that an existing resident of Selby Road would find they have to park further away on Oak Road or



Allington Avenue rather than on Selby Road until the next time they are able to find an unoccupied space on Selby Road.

- 6.9.45 It is not considered that the aforementioned controls that the applicant has through the housing offer, which would be ongoing through leases and ineligibility for parking permits for the local CPZ would be sufficient in preventing increased parking demand and pressure in the roads around the development.
- 6.9.46 The current CPZ restrictions would also be insufficient in preventing potential car owners from parking in these adjacent streets as they would only need to move their vehicle on event days or they could acquire visitor parking permits for each event and park their vehicles.
- 6.9.47 The adverse parking displacement and potential inconvenience to existing residents of Selby Road and Trafalgar Avenue would be undue. These potential harmful impacts from increases in parking pressure are why DM DPD policy DM32 only supports limited or no on-site parking where the site PTAL is at least 4 and there is a full CPZ in place that restricts parking.
- 6.9.48 The applicant considered including a basement car park in the proposals to provide parking for residents but its construction would have made the development unviable with the cost of its construction amounting to approximately £2.5million. Given that the scheme is delivering Council housing for social rent and is publicly funded, such a cost would have prevented the scheme being delivered.
- 6.9.49 Accommodating car parking at ground floor level would also have significantly reduced housing numbers and/or had a deleterious effect on landscaping and the high urban design quality of the scheme. In order to accommodate parking, it is likely that Plot 7 would have had to be removed which would have resulted in the loss of 25 homes and the introduction of a large area of hardstanding.
- 6.9.50 The concern from LBH Transport is acknowledged. It would be reasonable to seek the requested figure for a review of, and potential changes to, the CPZ operating hours. Whilst the PTAL of the site would fall short of the 4 required by DM32, this would not be required in this instance given the tenancy restrictions and controls the applicant has which would help manage car ownership.
- 6.9.51 Therefore, it is recommended that the Director's Letter includes a requirement for a review of the current parking management measures on Selby Road and other roads contained within the Tottenham Event Day CPZ to be carried out and for parking and loading measures and potential changes to the CPZ operating hours to be implemented prior to occupation to address the parking impacts from the development.

- 6.9.52 TfL has identified that the proposal for nine spaces in the Haringey boundary for the Selby Centre needs to be justified. The nine spaces are proposed in a secure compound that would be managed by the Selby Centre management. This level of parking provision would ensure that the operational needs of the centre can be met and is acceptable.

*Electric vehicles & charge points*

- 6.9.53 London Plan policy T6.1 Residential Parking requires that '*at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces*'. The applicant would provide Electric Vehicle (EV) charging in line with the London Plan; and this would be secured by conditions.
- 6.9.54 LBH Transport have also requested full provision of active charging points for the Sports Hall accessible parking spaces. However, although the spaces are moving to facilitate improvements to the public realm, these are existing spaces and it would be unreasonable to insist upon this.

*Car Parking Management Plan*

- 6.9.55 A condition is recommended which would ensure final details are submitted of all the residential parking identifying that all accessible bays shall be for resident use only, leased not sold and allocated in accordance with need, and designed to accord with design guidance BS8300: Vol 1. Demonstrating correct dimensions, including the 1.2m hatched area for the bays.
- 6.9.56 The condition would also require the amount of active and passive electric vehicle charging points for the residential use to be provided in line with the London Plan.

*Car club*

- 6.9.57 The proposal would also provide a car club bay as an alternative to on-site car parking. The bay would be located at the northern end of Selby Road at the southern part of the application site. This would help to ensure that the site is being sufficiently supported to maximise its potential to increase sustainable transport use and deter private car usage.
- 6.9.58 The applicant would be required to use all reasonable endeavours to establish a car club by working with a car club operator to provide the proposed new car club bay which residents can make use of. This would assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets.
- 6.9.59 The applicant would also be required to pay the membership costs of a car club and a credit (£100) for up to two occupiers of each residential unit for 2 years. It

is recommended that occupation is restricted until the car club has been established and the obligations have been complied with. Full details of the car club provision would be secured as part of the Travel Plan.

### *Cycle Parking*

- 6.9.60 The total proposed cycle parking has been assessed against London Plan policy T5 Cycling. Policy T5 requires that developments secure the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards.
- 6.9.61 Provision for 382 long-stay and 7 short-stay cycle parking spaces are proposed for the homes; cycle parking for the commercial unit would be provided to the southwest corner of Plot 7. Cycle parking would be provided through a mixture of enlarged accessible stands, two-tier, and sheffield stands.
- 6.9.62 The location of the proposed long-stay spaces has been set out, it would see cycle parking being located within multiple locations including inside homes, independent bike stores, and block stores. All long-stay bike stores have a single access into them.
- 6.9.63 The development meets the requirement for new developments to have 5% of its cycle parking enlarged to accommodate larger adapted cycles. The short-stay cycle parking would be located across 6 areas and visitors would be able to lock their bikes against sheffield stands, 6 stands are located adjacent to the Sport Hall.
- 6.9.64 Details relating to the cycle storage and access to it would be secured by a recommended planning condition requiring the applicant to submit details and plans of cycle parking spaces to indicate and ensure compliance with London Plan policy T5 and Transport for London's London Cycling Design Standards (LCDS).

### *Travel Plan*

- 6.9.65 A draft Travel Plan has been submitted in support of the application. Adjusted data from the 2011 census has been used to demonstrate the mode of transport for residents split over a 12-hour period and during the AM/PM peaks.
- 6.9.66 Travel by foot is likely to be how most residents would travel to and from the site, though these trips may be to destinations where other forms of transport would be taken for further onward travel. There would still be vehicle trips generated by the development.
- 6.9.67 Three targets have been given which look to decrease car use by 10%, increase walking and cycling by 5% all within five years. Some of these targets may be

difficult to achieve as no tangible measures have been proposed at this stage as to how the targets would be achieved in practice.

- 6.9.68 In line with the Planning Obligations SPD, LBH Transport have requested that Travel Plans are secured for the separate components of the development as well as a Travel Plan Monitoring Fee of £3,000 to be paid per year for the first 5 years (£15,000 total contribution). Given the modest size of the commercial unit the travel plan would deal with both the commercial unit (once an occupier has been identified) and the residential element of the scheme.
- 6.9.69 The Travel Plan secured through the Director's letter shall be submitted within 6 months of first occupation and detail means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The applicant would be required to implement comprehensive measures to promote and maintain cycling and provide details of the car club provision.
- 6.9.70 The approved Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority. A travel plan co-ordinator, working in collaboration with the Estate Management Team, shall be appointed to monitor the travel plan initiatives annually for a minimum period of 5 years.

*Deliveries and Servicing (including waste)*

- 6.9.71 A draft service and delivery plan has been submitted with the application which concludes that the scheme would generate 59 two-way movement for LGVs and 6 two-way HGV trips, this has been based upon comparable TRICs sites within London within similar sizes to this site over a 13-hour period.
- 6.9.72 The existing servicing trips have been provided which show that there are 16 LGV two-way trips over a 12-hour period, subsequently demonstrating that this site would produce a higher number of trips on the local highway and on the site itself.
- 6.9.73 Swept path drawings have been provided showing how a 7.2m panel van using the turning head at the northern end of the development can leave in a forward gear. Drawings submitted also show how a 7.2m panel van would stop and unload at specific bays within the application site.
- 6.9.74 Refuse vehicles would be able collect from the step free bin stores without Council operatives travelling further than 10m. The vehicles would travel north through the development to the turning head where bollards would be dropped for them to proceed to the relocated Selby Centre in one direction.
- 6.9.75 An operational waste management strategy has been submitted with the application that outlines how the annual municipal waste quantities estimated to

be generated by the development have been calculated. This equates to 916 tonnes of municipal waste although the volume of waste is expected to be lower. Consideration of further waste separation and waste minimisation measures have been included as part of this strategy which is welcome, as legislation and Haringey waste contracts may change in the future.

- 6.9.76 The strategy outlines the waste storage requirements for the properties with communal waste storage. These meet the waste storage guidance note in terms of numbers, types, locations and configuration. Efforts to ensure unimpeded vehicle access to the bin stores and measures in place that mean there is no need for reversing and turns is also welcome.
- 6.9.77 A full swept path analysis for the Refuse Collection Vehicle (RCV) manoeuvres within the proposal is provided with this application and has been shared with Haringey's appointed waste contractor Veolia. They have not raised any concerns.
- 6.9.78 Collections from the commercial unit are chargeable and can be provided by either Haringey / Veolia, or a private waste collector. Whoever is used, they should be a registered waste carrier, complying with the waste duty of care code of practice and can produce the relevant documentation if requested.
- 6.9.79 A final Service and Delivery Plan and Site Waste Management Plan would be secured by the imposition of conditions to manage deliveries and collections accessing the site and to limit the number of trips to the site to manage the impact on the highway network, in accordance with London Plan policy T7 Deliveries, servicing, and construction.
- 6.9.80 Given that the refuse access and egress routes would be delivered outside of the site within BLPF a pre-occupation restriction condition is recommended which would require the routes within BLPF to be implemented as approved and made operational prior to occupation of the housing development.
- 6.9.81 Any necessary changes to the traffic management order for the hours of operation of the loading bay shall be secured through the Director's letter.

#### *Construction Works*

- 6.9.82 Construction works are generally controlled by other forms of legislation. A draft Construction Logistics Plan (CLP) has been submitted as a chapter of the Transport Assessment.
- 6.9.83 The programme of works is expected to take at least 18 months. Vehicle routing for the site is proposed via White Hart Lane/Creighton Road. Previous feasibility work conducted by the Council concluded that roundabouts in this area are not

unsuitable for large vehicles movement, especially HGVs of 16.5m without damaging infrastructure or creating unsafe road conditions for other road users.

6.9.84 More information is required on proposed vehicles, trip generation, swept paths, and possible forms of mitigation to offset construction impacts. This will be secured through a recommended pre-commencement condition seeking an updated detailed Construction Logistics Plan which would include a Travel Plan for construction staff. Construction staff would be encouraged to travel to site using public transport and bicycles.

6.9.85 As required by TfL the CLP would be produced in accordance with TfL best practice guidance and consider major events at Tottenham Hotspur Stadium which require road closures and which can affect the performance of the local highway network.

#### Transportation and Parking summary

6.9.86 The proposal would improve north/south and east/west connections through the site, with secured highway works improving the southern and western accesses. The proposal would not have an unacceptable impact on public transport. The proposed level of car parking would be acceptable subject to a CPZ review being secured and the implementation of potential changes to the CPZ operating hours.

6.9.87 Recommended conditions would ensure there would be sufficient electric vehicle charging points, car parking would be managed and sufficient cycle parking would be secured. The applicant would be required to use all reasonable endeavours to deliver a car club space and establish a car club. Travel plans would be secured through the Director's letter and deliveries and servicing and construction logistics would be managed by recommended conditions.

6.9.88 All highway improvements to local highways and the public realm shall be secured through the Director's letter. The following would be secured:

- Residents of the site shall be prevented from obtaining on-street car parking permits.
- The provision of a new Car Club Bay on Selby Road which is to be supported with a separate electric vehicle charging facility, type of EV charge to be agreed by the highway authority.
- Reconstruction of footways north of the southernmost point of the application site to mitigate deterioration caused by the development on Selby Road.
- Enhancements to the entrance from Weir Hall Way i.e. the creation of a new pedestrian and cycle access onto Weir Hall Road footway/highway to include a dropped kerb, provision of signage, and lighting in this area only.

- Reinstatement of footways where the current vehicle crossovers become redundant as result of the development on Selby Road.
- Realignment of the highway including a new road layout on Selby Road and new turning head – access to which shall be maintained at all times.
- All accessible bays shall be for resident use only, leased not sold, and designed to accord with design guidance BS8300: Vol 1. Demonstrating correct dimensions, including the 1.2m hatched area for bays.
- Proposed changes to Dalby's Crescent including road layout changes and reconfiguration/reallocation of parking for existing residents.
- Stage 1 and 2 Road Safety Audit to be completed during the design stage of the works

## **6.10. Energy, Climate Change, and Sustainability**

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

6.10.2 London Plan Policy SI2 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.

6.10.3 Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

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

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

### *Carbon Reduction*

6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan further confirms this in Policy SI2.

6.10.7 The development would achieve a reduction of 91% carbon dioxide emissions for the domestic (housing) part of the development and a 51% reduction for the non-domestic part, which is supported in principle.

- 6.10.8 The applicant has submitted an Energy Strategy in support of this application. Photovoltaic panels would be provided on building roofs. The development is expected to connect to the Meridian Water Heat Network, which would provide heating and hot water to the proposed dwellings.
- 6.10.9 If the connection to the heat network is not available when required, the development has proposed a temporary boiler back-up strategy. Connection to the District Energy Network (DEN) would be secured through obligations contained within the Director's letter.
- 6.10.10 The development would use no fossil fuel combustion and would be near to zero carbon. The fabric efficiency of the buildings would be high. The overall predicted reduction in carbon dioxide emissions for the proposed housing development shows a substantial reduction of 91% against a Part L 2021 compliant scheme.
- 6.10.11 The shortfall to a zero-carbon reduction from the baseline for the domestic portion of the scheme would be 18.9 tonnes per annum of regulated CO<sub>2</sub>, equivalent to 567.4 tonnes over 30 years. For the non-domestic portion it would be 0.2 tonnes per annum, equivalent to 5.0 tonnes over 30 years. The cumulative CO<sub>2</sub> savings on site are estimated at 55% for the non-domestic part of the development.
- 6.10.12 The shortfall would be offset through a financial contribution which would be secured through a planning obligation within the Director's Letter. The estimated carbon offset contribution would be £53,900 (indicative), although a 10% management fee would be added and the final carbon offset contribution would be re-calculated at £2,850 per tCO<sub>2</sub> when a final Energy Plan is submitted and at Sustainability review.

*Whole Life Carbon and Circular Economy*

- 6.10.13 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.10.14 Policy SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste. 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.
- 6.10.15 The analysis undertaken in the Whole Life Carbon (WLC) Assessment submitted with the application does not yet comply with London Plan Policy SI2. Further information is required on the material assumptions and all life cycle



modules. A recommended condition would require the submission of a post-construction assessment to report on the development's actual WLC emissions.

- 6.10.16 The applicant has submitted a Circular Economy Statement which confirms a range of circular economy principles have been used for this development.
- 6.10.17 These measures include the development being cut and fill neutral, avoiding basements, optimising structural grids to minimise the requirement for transfer structures, avoiding loadbearing walls to maximise future flexibility, standardising window sizes, minimising waste, and connection to a district heating network to reduce plant.
- 6.10.18 Further information is required on the material assumptions and all life cycle modules. Reporting of the achievement of circular economy targets would be secured by recommended condition.

#### *Overheating*

- 6.10.19 London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.
- 6.10.20 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 57 homes (out of 202 homes, 28%) and shared communal rooms and common spaces under the London Weather Centre files.
- 6.10.21 All rooms pass the overheating requirements for 2020s climate model predictions with the features including natural ventilation, external shading, internal blinds, with no active cooling.
- 6.10.22 Future overheating scenarios have also been considered and can be addressed through the future integration of movable external shutters and cooling coils to the Mechanical Ventilation with Heat Recovery (MVHR) system if needed. The Council's Climate Change Officer supports the overheating modelling undertaken and the mitigation measures proposed subject to recommended conditions seeking an updated Overheating Report.

#### *Non-Domestic BREEAM Requirement*

- 6.10.23 The applicant has not carried out a BREEAM Pre-Assessment as the commercial unit is modest in size at around 90sqm. Given the budgetary

constraints on the project the applicant team have stated that a BREEAM assessment would compromise the viability of the unit which is intended as a local community shop to serve the new and immediate neighbourhood.

- 6.10.24 Given that the scheme has achieved an overall 91% carbon reduction site-wide, it is acceptable in this instance that the BREEAM certification is not required. However, the applicant is required to submit a pre-assessment and ensure the benefits are integrated into the design. This will be required through recommended condition.

#### *Climate Change Adaptation*

- 6.10.25 The following strategies have been proposed to increase the climate resilience of the residents and businesses:
- The proposed planting includes drought resistant species; proposed green roofs would reduce the urban heat island effect; building user guides would be provided to residents which shall include a section on overheating mitigation; proposed balconies provide residents with external shaded spaces during warmer periods; proposed MVHR would include a summer by-pass function; street trees and proposed tree planting would provide shading in courtyards and reduce local temperatures;
  - The team is also proposing a future retrofit strategy for more extreme weather, which would include the installation of cooling coils as part of the MVHR and/or window shutters.
- 6.10.26 Further work would need to be undertaken to ensure that the climate adaptation and resilience strategy responds to the London Climate Resilience Review, and any forthcoming action plans. A condition is recommended to ensure further details on climate change adaption are submitted for approval prior to superstructure works.

#### Energy, Climate Change, and Sustainability summary

- 6.10.27 The development would achieve a reduction of 91% carbon dioxide emissions for the housing part and a 51% reduction for the commercial space. Recommended conditions requiring details to be submitted would make the proposal acceptable in terms of Energy, Climate Change, and Sustainability.
- 6.10.28 Those conditions would seek details in relation to an updated Energy Strategy, Overheating, BREEAM Certificate, Living roof(s), Circular Economy (Pre-Construction report, Post-Completion report), Whole-Life Carbon, and the Be Seen commitment to uploading energy data. A carbon offset contribution would be secured through the Director's Letter, as would DEN obligations.

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

- 6.11.1 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.
- 6.11.2 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.
- 6.11.3 The site is located within Flood Zone 1 which is the area with the lowest probability of flooding. The site does not fall within a Critical Drainage Area (CDA) but CDAs are located immediately to the south along the Weir Hall Road link and to the north.
- 6.11.4 The applicant has submitted a Flood Risk Assessment (FRA) & SuDS Strategy in support of the application. The submission identifies that some aspects of the proposals would be delivered across the wider SUV project masterplan.
- 6.11.5 The SUV project proposes an integrated sustainable drainage strategy. The proposed SuDS network would bring biodiversity, play opportunities and add landscape character. A north/south SuDS spine follows the central spine through the site. The SuDS strategy would drain from Haringey northwards into Enfield from the proposed housing development into BLPF.
- 6.11.6 Figure 14 on the page below shows a plan of the SuDS strategy for the SUV project.

Figure 14 – SUV project masterplan overview showing the SuDS strategy for the project.



- 6.11.7 To mitigate the surface water flood risk, sustainable drainage systems and the principles of water sensitive urban design have been employed throughout the development. Rain gardens, permeable pavements, filter drains and wetland attenuation basins are proposed in the landscape to filter, slow and attenuate surface water runoff while enriching biodiversity.
- 6.11.8 Naturalistic wet grassland, wooded swales, and street rain-gardens are some of the types of SuDS planting that would be incorporated across the site. All planting within the SuDS features would use species that can withstand seasonal fluctuations in moisture levels, both drought and inundation.
- 6.11.9 The site's geology has a low infiltration rate and therefore the attenuation volume of the SuDS features needs to be supplemented when storing the large volumes of surface water runoff generated by severe storms.

- 6.11.10 The use of buried attenuation tanks has been minimised and in order to deal with storms exceeding the 3.3% AEP event it is proposed that the sports pitches within BLPF would flood to a maximum 100mm depth.
- 6.11.11 The FRA & SuDS Strategy demonstrates that the proposed development complies with the NPPF and local planning policy with respect to flood risk and as such is an appropriate development at this location.
- 6.11.12 The Council's Flood & Water Management Lead found the overall methodology outlined in the report to be satisfactory subject to recommended planning conditions relating to the Surface Water Drainage Strategy and its management and maintenance. These recommended conditions must be met to ensure compliance with regulatory requirements and the sustainable management of surface water drainage.
- 6.11.13 Whilst the development aims to reduce water demand in the first instance, consumption would also be offset through the provision of rainwater collection butts, which would enable the reduction of potable water use for irrigation purposes. These features would be secured by recommended condition.
- 6.11.14 Given that some of the SuDS features would be delivered outside of the site within BLPF a pre-occupation restriction condition is recommended which would require the SuDS features within BLPF to be implemented as approved and made operational prior to occupation of the housing development.
- 6.11.15 Site Allocation SA62 states that the site is in a Groundwater source protection zone (SPZ) and requires proposed development on the site to consider this receptor and have regard to the opportunity to deliver the objectives of the Thames River Basin Plan. The Environment Agency had no formal comments to give on the application and no undue impacts on underground water courses or aquifers have been identified.

Flood Risk, Drainage and Water Infrastructure summary

- 6.11.16 The proposed development would have an acceptable flood risk impact and provide sufficient drainage across the project masterplan. Subject to recommended conditions securing the drainage and its management and maintenance the proposal can be supported in this regard.

**6.12. Urban Greening, Biodiversity Net Gain (BNG) and Ecology**

- 6.12.1 London Plan Policy G4 states that development proposals should not result in the loss of open space which the LBH proposals for Application 1 do not. Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and

building design. Predominantly residential developments should meet a target urban greening score of 0.4.

6.12.2 Policy G6 states that Sites of Importance for Nature Conservation (SINCs) should be protected, seeks to manage impacts on biodiversity and seeks to secure Biodiversity Net Gain (BNG). Policy G7 states that existing trees of value should be retained and replacement trees should be shown to be adequate through an appropriate tree valuation system.

6.12.3 Policy SP13 of the Local Plan seeks to protect and improve open space and provide opportunities for biodiversity and nature conservation. Policy SP11 promotes high quality landscaping on and off-site.

6.12.4 DPD Policy DM1 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.

6.12.5 Policy DM19 states that developments adjacent to SINCs should protect or enhance the nature conservation value of the designated site. Policy DM20 states that development that protects and enhances Haringey's open spaces will be supported. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

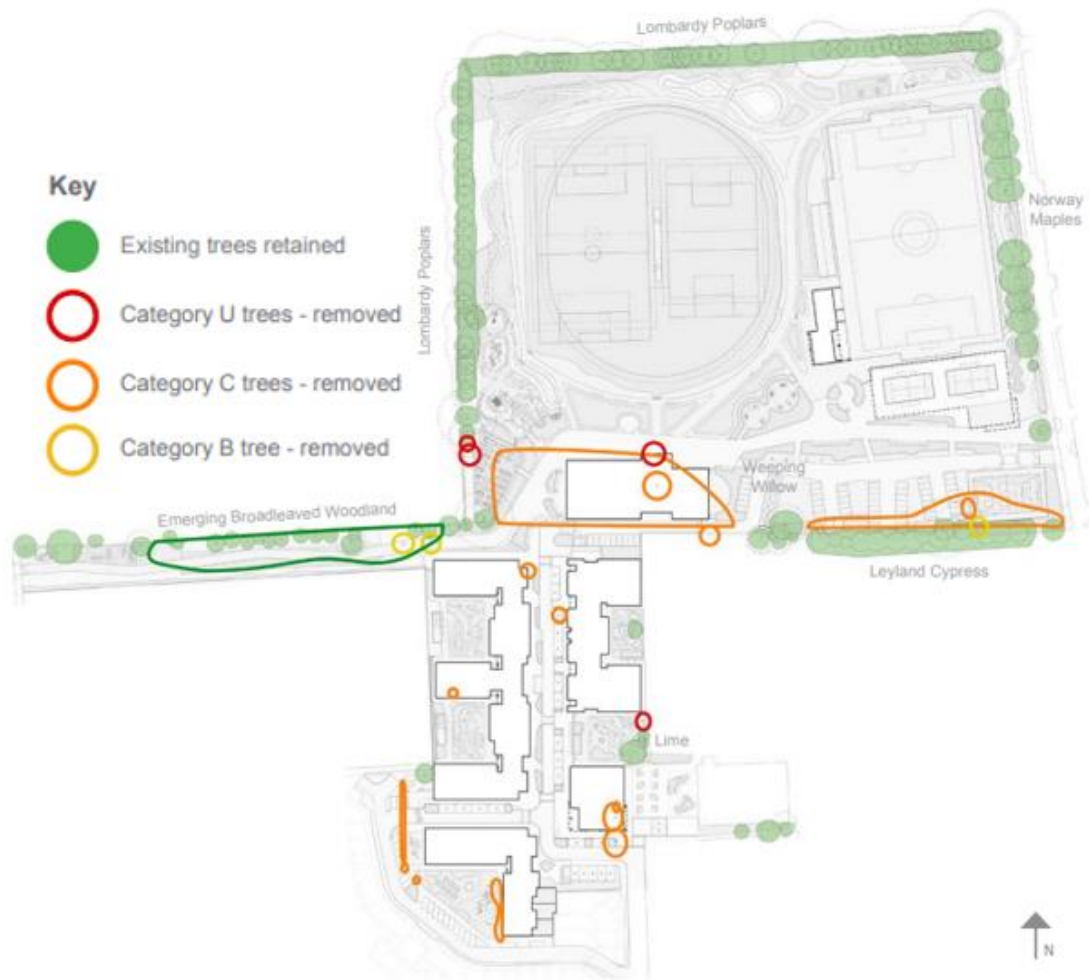
#### *Trees*

6.12.6 London Plan Policy G7 requires development proposals to ensure that wherever possible, existing trees of value be retained. The policy goes on to state that:

*'...if planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments– particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy'.*

6.12.7 None of trees on the site fall within the highest Category 'A'. Although there are no Category A trees on the site, care has been taken to recognise and retain the most characterful trees such as the lime to the north of Plot 7. Figure 15 below shows the retained and removed trees across the SUV project.

*Figure 15 – SUV project masterplan overview showing the retained and removed trees.*



6.12.8 Eleven trees are proposed to be removed in order for the new housing blocks and access routes to be delivered. One of these trees is in an unsatisfactory condition. Most of those to be removed are Category C trees but there are 2 Category B trees to be removed on the Weir Hall Way/Link which cannot be retained as they would block the link and not allow access to the site from the west.

6.12.9 There are a total of 488 new trees proposed across the SUV project. 164 new trees would be planted within the Application 1 Haringey site. With 324 planted in Enfield as part of the Application 2 proposals. 26 trees would be retained and 19 removed across the project masterplan.

*Figure 16 – SUV project masterplan overview showing the retained and proposed trees.*



6.12.10 There would be an overall substantial net increase in the number of trees planted across the project masterplan and within the LBH application site, with tree cover being significantly enhanced. A condition is recommended which would ensure that the trees are planted and that the ecological value of the proposed trees outweighs that of the trees removed.

6.12.11 The alignment of the proposed buildings and proposed landscaping works would encroach slightly into the root protection areas of some trees. No damage is expected to occur to these existing trees if tree protection techniques are utilised in these areas, as appropriate. Limited root pruning is also likely to occur and is not expected to cause damage to the affected trees.

6.12.12 The Council's Arboricultural Officer has confirmed that the approach to tree protection, management, and replacement as described above is acceptable, subject to an arboricultural method statement for works within root protection areas to be secured by condition in accordance with the recommendations of the submitted Arboricultural Impact Assessment,



Arboricultural Method Statement, Tree Constraints Plan & Tree Protection Plan. Further details of exact tree species and a five-year management regime would also be secured by the imposition of a condition.

### Ecology and Biodiversity

#### *Designated sites*

- 6.12.13 The proposed development would be located adjacent to Wier Hall Road Open Space with the allotment gardens to the west of The Weymarks designated as a Local SINC.
- 6.12.14 The site is just over two kilometres (2.2km approximately) from the Lee Valley Special Protection Area (SPA), the Lee Valley Ramsar site and the Walthamstow Wetlands Site of Special Scientific Interest (SSSI). The site is also within approximately 5.5 kilometres of the Epping Forest Special Area of Conservation (SAC).
- 6.12.15 A Preliminary Ecological Appraisal has been submitted in support of the application. It identifies that the proposed development itself would not be expected to cause any direct disturbance or other direct impacts on the designated sites.
- 6.12.16 However, the Councils' Habitats Regulations Assessment (HRA) identified two environmental impact pathways from development, namely: (i) atmospheric pollution from vehicle emissions (atmospheric pollution); and physical disturbance caused by increased recreation and urbanisation (recreational pressure).
- 6.12.17 The site is located 2.2 km north-west of Lee Valley SPA and Ramsar and Walthamstow Reservoirs SSSI. There may be some level of increased recreational pressure on this site. i
- 6.12.18 The Lee Valley SPA/Ramsar and Walthamstow Reservoirs SSSI are already managed as an amenity resource for the use of the public. Therefore, the impact of any additional recreational users resulting from the development would be expected to be low.
- 6.12.19 Given that only accessible parking would only be provided for the development and car ownership would be restricted, atmospheric pollution from the development would be Air Quality Neutral and would not result in undue harm to the Epping Forest SAC.
- 6.12.20 There may be some recreational pressure, however this would be restricted by the western edges of the SAC only being accessible by public transport trips that take over an hour. This is likely to reduce recreational

pressure as closer alternatives or those with shorter travel times would be preferred. Or alternatives with similar travel times could be opted for.

- 6.12.21 Natural England has been consulted on this application and commented that given the amount of proposed new housing within this scheme (202 new homes) they would have no specific comments to make at this time and can confirm that this would not require an HRA.

### *Bats*

- 6.12.22 A bat survey has been submitted in support of the application. Three species of bat were recorded. These included: common pipistrelle, soprano pipistrelle, and noctule bat. A relatively low amount of foraging was recorded and observed during the survey visits – mostly to the north and northeast of the site. A single common pipistrelle was observed emerging from the northeast corner of the Pavilion building during survey one only.
- 6.12.23 Following two dusk emergence surveys, the existing buildings on the site are considered to support a day roost for common pipistrelles. As such, a European Protected Species Mitigation License would be required from Natural England for the proposed works to proceed lawfully.
- 6.12.24 To obtain a licence, the applicant would need to demonstrate that appropriate mitigation measures and proportional compensation would be implemented to account for the impacts of the development. A mitigation strategy has been recommended to avoid impacts to bats and their roosts; this includes the incorporation of bat boxes in order to provide suitable bat roost replacements. This would be secured by the imposition of a condition.
- 6.12.25 Moreover, the SUV project would include additional planting such as hedgerows and trees which would create additional bat foraging habitat across the project masterplan. The retention and creation of new habitats would enhance the potential bat commuting and foraging habitat.
- 6.12.26 Construction works could impact negatively on bats through noise and dust emissions and works to trees. Therefore, a Construction Environmental Management Plan (CEMP) must be secured by recommended condition to ensure these potential impacts are mitigated.
- 6.12.27 It is possible that lighting from the proposed development could impact on bat commuting routes associated with trees on the site. To mitigate this risk a sensitive lighting strategy must be secured by the imposition of a condition to ensure that lighting-related impacts to these protected species are minimised. The strategy should ensure that new bat roosting features delivered as biodiversity enhancements to the scheme are not directly lit and the recommendations of the Ecological Appraisal must be followed in this regard.

- 6.12.28 A landscape and ecology management plan (LEMP) is also recommended to ensure that the development landscaping is suitable for foraging and commuting bats.

Urban Greening Factor

- 6.12.29 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.
- 6.12.30 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 would increase biodiversity and reduce surface water runoff.
- 6.12.31 The development would achieve an Urban Greening Factor (UGF) of 0.405 for Application 1. This exceeds the requirement of 0.4 for residential development in line with London Plan Policy G5. Across the project masterplan 0.447 would be achieved.
- 6.12.32 All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species.
- 6.12.33 Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought.
- 6.12.34 Living roofs are supported in principle, subject to detailed design. Details for living roofs would be secured through recommended condition.

Biodiversity Net Gain (BNG)

- 6.12.35 The NPPF paragraph 187d) states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. NPPF section 192b states that plans should identify and pursue opportunities for securing measurable net gains for biodiversity.

6.12.36 The London Plan does not specifically require Biodiversity Net Gain (BNG) to be achieved (Policy G6 only states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain).

6.12.37 Under the Environment Act 2021 and the Town and Country Planning Act 1990 (as amended), all planning permissions granted in England (with a few exemptions) must deliver at least 10% BNG compared to the pre-development biodiversity value of the on-site habitat, resulting in more or better-quality natural habitats.

6.12.38 The Biodiversity Net Gain calculation for the Application 1 LBH proposals shows a net gain of 17.53%, which is above the 10% requirement as set out in the Environment Act 2021. However, BNG has been assessed for Application 2 over the whole project masterplan as it better reflects the real impact of the development as a whole.

6.12.39 Application 2 achieves a 0.21% increase because its existing baseline habitats are high in biodiversity units as BLPF is an area of green open space with large areas of grass, as well as scrub, vegetation, and trees. The Application 2 scheme could not achieve 10% BNG as it is seeking to remove some of the existing onsite biodiversity in order to provide enhanced sports facilities. So, whilst there would be gains, the overall percentage increase would be low.

6.12.40 The committee report to Enfield's Planning Committee advises that the intention would be to make the full 10% through a combination of utilising other land in London Borough of Haringey and the purchase of credits within the London Borough of Enfield. It states that the additional biodiversity units would be secured via a Section 106 for offsite credits and as such meets the mandatory target.

6.12.41 A condition is recommended which would secure a Biodiversity Monitoring Plan to ensure that the proposed gain in biodiversity identified for Application 1 within LBH is delivered and maintained for a 30-year period. The condition would also require details of management responsibilities, maintenance schedules, and a methodology to ensure the submission of monitoring reports during years 2, 5, 7, 10, 20 and 30.

### 6.13. Land Contamination

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

6.13.2 A Ground Condition Survey has been submitted with the application. The Council's Pollution Officer has reviewed the submitted documentation and has no

objections to the proposed development in respect to land contamination subject to recommended planning conditions relating to land contamination and unexpected contamination.

6.13.3 Therefore, the proposed development is acceptable in terms of its land contamination risks, subject to recommended conditions being attached.

#### **6.14. Archaeology**

6.14.1 Policy HC1 of the London Plan states that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Policy DM9 of the DM DPD states that all proposals will be required to assess the potential impact on archaeological assets and follow appropriate measures thereafter in accordance with that policy.

6.14.2 The application site lies adjacent to The Lea Valley Archaeological Priority Area (APA). The Greater London Archaeology Advisory Service (GLAAS) have advised that there is potential for deposits of archaeological significance to survive, and these would be negatively impacted by the scheme's foundations, drainage and service groundworks.

6.14.3 GLAAS have advised that a field evaluation is needed to determine appropriate mitigation. The NPPF envisages evaluation being undertaken prior to determination. However, in this case considering the nature of the development, the archaeological interest and/or practical constraints a two-stage archaeological condition could provide an acceptable safeguard.

6.14.4 Two conditions are therefore recommended which would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

#### **6.15. Fire Safety and Security**

6.15.1 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.

6.15.2 In line with Policy D12 of the London Plan the application is accompanied by a Fire Statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

6.15.3 Further to the above, the proposal meets the requirements of Policy D5 within the London Plan which seeks the incorporation of safe and dignified emergency evacuation for all building users in new developments. As a result, the fire statement complies with London Plan Policies D12 and D5. All proposed measures would be secured by recommended planning conditions.

## 6.16. **Employment and Skills**

6.16.1 Section 7 Economic Development, Employment and Skills Training of the Planning Obligations SPD March 2018 requires all major developments to contribute to local employment and training.

6.16.2 This is supported by policy E11 Skills and opportunities for all in the London Plan which states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate.

6.16.3 The following requirements and obligations would be secured through the Director's Letter relating to employment and skills:

- Produce and submit an Employment and Skills Plan (ESP), including project and local histogram to be approved by the Council at least 20 Working Days prior to commencement;
- Local labour – 20% of the peak workforce. Local is typically defined as Haringey only but to align with Enfield requirements, this shall be defined as Haringey and Enfield only to ensure Haringey residents are the primary beneficiaries;
- Apprenticeship – 1 (one) apprentice per £3million Development Cost, including an apprenticeship support fee of £1,500;
- Skills Training – 25% of the local labour target;
- STEM and career education workshops – a minimum of 5 sessions and the format of such sessions to be agreed with the Assigned Officer;
- Work Placement – the target is based on the construction cost and is agreed at the ESP stage;
- Work Experience – the target is based on construction cost and is agreed at the ESP stage;
- Local Procurement – not less than ten percent (10%) of the total construction spend on goods, product and services during the Construction Phase is spent with Local SME's;
- Local Supply Support – the provision of at least 1 (one) meet the buyer event and/or 1 (one) supplier engagement activity;
- Submission of monthly monitoring reports, including evidence and quarterly performance review meetings;
- Inclusion of ESP in tendering documents;

- Notification of vacancies – to advertise jobs with Haringey Council in-house employment and skills team, Haringey Works; and
- A skills contribution - a financial contribution towards the support of local people who have been out of work and/or do not have the skill set required for the jobs created. Of which, the sum is calculated in accordance with the Council's Planning Obligations Supplementary Planning Document March 2018 paragraphs 7.29 -7.30.

It is noted that there is typically a financial skills contribution as well as financial compensation for non-delivery.

## **6.17. Equalities**

- 6.17.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010.
- 6.17.2 In carrying out the Council's functions, due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not share it. Members must have regard to these duties when taking a decision on this application.
- 6.17.3 London Plan Policy GG1 highlights the diverse nature of London's population and underscores the importance of building inclusive communities that guarantee equal opportunities for all. It indicates that barriers should be minimised and facilities that meet the needs of specific groups and communities should be protected and enhanced.
- 6.17.4 Due regard must be had to the impact on residents with protected characteristics from the development. The Public Sector Equality Duty contained in the Equality Act is not a duty to eliminate discrimination but requires that where there are negative impacts, consideration must be given to the extent to which they can be mitigated.
- 6.17.5 An Equalities Impact Assessment has been submitted in support of the application. The proposal would support the delivery of a range of socio-economic outcomes, with provision of new high-quality social housing that would meet inclusive design standards, including wheelchair accessibility.
- 6.17.6 The proposal would also provide blue badge car parking spaces which would be allocated according to need. The development would also secure a new east / west pedestrian and cycle route between Bull Lane and Weir Hall Road and a north / south route to further unlock the site for active modes of transport.

6.17.7 The assessment has also identified negative impacts on all groups with protected characteristics which would arise during construction of the SUV project. The negative impacts largely relate to the loss of, and restricted access to, BLPF during construction.

6.17.8 Mitigation is proposed in the form of phasing the delivery and the early opening of the space and communication during the construction phase. The mitigation identified has been appropriately secured by Enfield through Application 2.

6.17.9 Overall, the Equalities Impact Assessment concludes that the proposals would result in long term positive impacts relating to community facilities, accessibility, active travel & inclusive design, security, provision of high-quality social housing, and employment and skills for a range of groups with protected characteristics.

## 6.18. **Conclusion**

6.18.1 In conclusion:

- The SUV project straddles the administrative boundary between the London Boroughs of Haringey (LBH) and Enfield (LBE) on land owned by LBH.
- The proposed scheme forms part of the Selby Urban Village (SUV) project - A partnership between Haringey Council and The Selby Trust to transform the Selby site and Bull Lane Playing Fields (BLPF) into a new accessible and well-connected neighbourhood, made up of new council homes, new sporting facilities, improved open space, play and a new Selby Centre at the heart of the community.
- Enfield's Planning Committee have made a resolution to grant the proposals for BLPF which include the new Selby Centre, sporting facilities, improved open space, and playspace.
- The proposed development would meet the requirements of Site Allocation SA62: 'The Selby Centre', by providing a new community centre for The Selby Trust on Bull Lane Playing Fields as well as high-quality new homes;
- The proposal, which would consist of 4 separate buildings (Blocks A, B, C and D) ranging from 4 to 6 storeys in height would provide 202 new homes, all of which would be affordable council homes let at low-cost social rents to Haringey residents on the housing waiting list. 79 (39%) of the homes would be family sized with 3 or 4 bedrooms;
- The development would be of a high-quality design including very well-designed buildings which respect the visual quality of the local area, respond appropriately to the local context, and would not adversely impact on local heritage assets. The development is also supported by the Council's Quality Review Panel (QRP);
- The development would provide high-quality homes of an appropriate size, mix, and layout within a well-landscaped environment that links into the adjacent Bull Lane Playing Fields, consisting of high-quality new public realm



- areas including an improved park edge, and would also provide new amenity and children's play spaces, 95% of homes would be dual aspect;
- The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers regarding loss of sunlight and daylight, outlook and privacy and excessive levels of noise, light or air pollution;
  - The development would provide 21 car parking spaces all of which would be wheelchair-accessible which meets the requirements of the London Plan and would be supported by other sustainable transport initiatives including improvements to access and active travel routes; and
  - The development would include a range of measures to maximise its sustainability and minimise its carbon emissions. The scheme would achieve an 91% reduction in carbon emissions. The development would achieve an Urban Greening Factor of 0.405, and a Biodiversity Net Gain of 17.53%.

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

- 7.1. The proposed development would be liable for the Mayor of London and Haringey CIL. Based on the information provided on the plans, the estimated Mayor's CIL charge would be £1,428,809.474 based on the current Mayor's CIL charge rate of £71.09/sqm (20,099sqm x £71.09). And the estimated Haringey CIL charge would be £1,178,153.34 based on the current Haringey CIL charge rate of £58.89/sqm for residential (20,006sqm x £58.89).
- 7.2. Non-residential development less than 100 square metres and social/affordable housing will usually not be liable, be exempt or qualify for relief from paying CIL (subject to meeting the detailed exemption/relief criteria).
- 7.3. Any CIL would be subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

## **8. RECOMMENDATION**

- 8.1. It is recommended Planning Permission is granted as set out in Section 2 (RECOMMENDATION) above.

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## Appendix 1: Plans and Documents List

### Proposed drawings:

#### *0001 SITE LOCATION PLAN:*

472-KCA-XX-00-DR-A-0001-P Site Location Plan LBH 1:1250 A1 C01

#### *0500 DEMOLITION PLANS:*

472-KCA-XX-00-DR-A-0500-P LBH Site Demolition Plan 1:500 A1 C01

472-KCA-XX-00-DR-A-0501-P LBH Selby Centre Demolition Elevations 1:500 A1 C01

#### *1000 SITE-WIDE PLANS:*

472-KCA-XX-00-DR-A-1001-P Proposed Site Layout LBH 1:1000 A1 C01

#### *1100 LBH SITE PLANS:*

472-KCA-XX-00-DR-A-1100-P LBH Site Plan Level 00 1:500 A1 C01

472-KCA-XX-01-DR-A-1101-P LBH Site Plan Level 01 1:500 A1 C01

472-KCA-XX-02-DR-A-1102-P LBH Site Plan Level 02 1:500 A1 C01

472-KCA-XX-03-DR-A-1103-P LBH Site Plan Level 03 1:500 A1 C01

472-KCA-XX-04-DR-A-1104-P LBH Site Plan Level 04 1:500 A1 C01

472-KCA-XX-05-DR-A-1105-P LBH Site Plan Level 05 1:500 A1 C01

472-KCA-XX-06-DR-A-1106-P LBH Site Plan Roof 1:500 A1 C01

#### *1400 BUILDING PLANS*

##### *Plot 5*

472-KCA-5X-00-DR-A-1400-P Plot 5 Plan Level 00 1:100 A1 C01

472-KCA-5X-01-DR-A-1401-P Plot 5 Plan Level 01 1:100 A1 C01

472-KCA-5X-02-DR-A-1402-P Plot 5 Plan Level 02 1:100 A1 C01

472-KCA-5X-03-DR-A-1403-P Plot 5 Plan Level 03 1:100 A1 C01

472-KCA-5X-04-DR-A-1404-P Plot 5 Plan Level 04 1:100 A1 C01

472-KCA-5X-05-DR-A-1405-P Plot 5 Plan Level 05 1:100 A1 C01

472-KCA-5X-RF-DR-A-1406-P Plot 5 Plan Roof Level 1:100 A1 C01

##### *Plot 6*

472-KCA-6X-00-DR-A-1400-P Plot 6 Plan North Level 00 1:100 A1 C01

472-KCA-6X-01-DR-A-1401-P Plot 6 Plan North Level 01 1:100 A1 C01

472-KCA-6X-02-DR-A-1402-P Plot 6 Plan North Level 02 1:100 A1 C01

472-KCA-6X-03-DR-A-1403-P Plot 6 Plan North Level 03 1:100 A1 C01

472-KCA-6X-04-DR-A-1404-P Plot 6 Plan North Level 04 1:100 A1 C01

472-KCA-6X-05-DR-A-1405-P Plot 6 Plan North Level 05 1:100 A1 C01

472-KCA-6X-RF-DR-A-1406-P Plot 6 Plan North Roof Level 1:100 A1 C01

472-KCA-6X-00-DR-A-1410-P Plot 6 Plan South Level 00 1:100 A1 C01

472-KCA-6X-01-DR-A-1411-P Plot 6 Plan South Level 01 1:100 A1 C01

472-KCA-6X-02-DR-A-1412-P Plot 6 Plan South Level 02 1:100 A1 C01

472-KCA-6X-03-DR-A-1413-P Plot 6 Plan South Level 03 1:100 A1 C01

472-KCA-6X-04-DR-A-1414-P Plot 6 Plan South Level 04 1:100 A1 C01

472-KCA-6X-05-DR-A-1415-P Plot 6 Plan South Level 05 1:100 A1 C01

472-KCA-6X-RF-DR-A-1416-P Plot 6 Plan South Roof Level 1:100 A1 C01

*Plot 7*

472-KCA-7X-00-DR-A-1400-P Plot 7 Plan Level 00 1:100 A1 C01  
472-KCA-7X-01-DR-A-1401-P Plot 7 Plan Level 01 1:100 A1 C01  
472-KCA-7X-02-DR-A-1402-P Plot 7 Plan Level 02 1:100 A1 C01  
472-KCA-7X-03-DR-A-1403-P Plot 7 Plan Level 03 1:100 A1 C01  
472-KCA-7X-04-DR-A-1404-P Plot 7 Plan Level 04 1:100 A1 C01  
472-KCA-7X-05-DR-A-1405-P Plot 7 Plan Level 05 1:100 A1 C01  
472-KCA-7X-RF-DR-A-1406-P Plot 7 Plan Roof Level 1:100 A1 C01

*Plot 8*

472-KCA-8X-00-DR-A-1400-P Plot 8 Plan Level 00 1:100 A1 C01  
472-KCA-8X-01-DR-A-1401-P Plot 8 Plan Level 01 1:100 A1 C01  
472-KCA-8X-02-DR-A-1402-P Plot 8 Plan Level 02 1:100 A1 C01  
472-KCA-8X-03-DR-A-1403-P Plot 8 Plan Level 03 1:100 A1 C01  
472-KCA-8X-04-DR-A-1404-P Plot 8 Plan Level 04 1:100 A1 C01  
472-KCA-8X-RF-DR-A-1405-P Plot 8 Plan Roof Level 1:100 A1 C01

*2000 - SECTIONS*

472-KCA-5X-ZZ-DR-A-2001-P Plot 5 Sections AA 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-2002-P Plot 5 Sections BB and CC 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-2001-P Plot 6 Sections AA North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-2002-P Plot 6 Sections AA South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-2003-P Plot 6 Sections BB and CC 1:100 A1 C01  
472-KCA-7X-ZZ-DR-A-2001-P Plot 7 Sections AA and BB 1:100 A1 C01  
472-KCA-8X-ZZ-DR-A-2001-P Plot 8 Sections AA and BB 1:100 A1 C01

*3000 - ELEVATIONS*

472-KCA-5X-ZZ-DR-A-3001-P Plot 5 Elevations West 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-3002-P Plot 5 Elevations North and South 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-3003-P Plot 5 Elevations East 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-3004-P Plot 5 Elevations Courtyard 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3001-P Plot 6 Elevations East North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3002-P Plot 6 Elevations East South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3003-P Plot 6 Elevations West North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3004-P Plot 6 Elevations West South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3005-P Plot 6 Elevations North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3006-P Plot 6 Elevations South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3007-P Plot 6 Elevations North Courtyard South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3008-P Plot 6 Elevations North Courtyard North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3009-P Plot 6 Elevations South Courtyard South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3010-P Plot 6 Elevations South Courtyard North 1:100 A1 C01  
472-KCA-7X-ZZ-DR-A-3001-P Plot 7 Elevations South and East 1:100 A1 C01  
472-KCA-7X-ZZ-DR-A-3002-P Plot 7 Elevations North and West 1:100 A1 C01  
472-KCA-8X-ZZ-DR-A-3001-P Plot 8 Elevations East and North 1:100 A1 C01  
472-KCA-8X-ZZ-DR-A-3002-P Plot 8 Elevations West and South 1:100 A1 C01

4000 - TYPICAL BAYS

472-KCA-5X-ZZ-DR-A-4001-P Plot 5 Typical Bays 1:50 A1 C01  
472-KCA-6X-ZZ-DR-A-4001-P Plot 6 Typical Bays 1:50 A1 C01  
472-KCA-7X-ZZ-DR-A-4001-P Plot 7 Typical Bays 1:50 A1 C01  
472-KCA-8X-ZZ-DR-A-4001-P Plot 8 Typical Bays 1:50 A1 C01

*OUTLINE PICTORIAL SPECIFICATIONS*

472-KCA-XX-XX-SP-A-0103-OTL Housing Outline Specification External Materials  
N/A A4 C01

*LANDSCAPE DRAWINGS:*

SV154-JCLA-DR-L-1006 Proposed Planting Plan: Haringey site - Area 6 P01  
SV154-JCLA-DR-L-1007 Proposed Planting Plan: Haringey site - Area 7 P01  
308\_220\_A7\_P01 Proposed Landscape Plan Drawing A7  
SV154-JCLA-DR-L-1005 Proposed Planting Plan: Haringey site - Area 5 P01  
308\_220\_A5\_P01 Proposed Landscape Plan Drawing A5  
308\_220\_A6\_P01 Proposed Landscape Plan Drawing A6  
308\_103\_P01 Proposed Site Plan Haringey  
KG214-JCLA-DR-L-0004 Proposed Planting Plan: Haringey site P01  
308\_181\_P01 Proposed Section through Courtyard  
308\_182\_P01 Proposed Section through Housing Scheme  
308\_183\_P01 Proposed Section through Street  
SV154-JCLA-DR-L-0002 Proposed Trees: Haringey site P01  
SV154-JCLA-DR-L-0006 UGF: Haringey site P01  
308\_210\_P01 Proposed Hardscape Plan  
308\_101\_P01 Proposed Site Plan

Tree Survey Plan (BS 5837) ref: 230845-P-10 Rev a

Supporting documents also approved:

Design & Access Statement 472-KCA-XX-XX-RP-A-0700-DAS September 2024 and Appendices  
Design and Access Statement Landscape & Public Realm by Adams & Sutherland September 2024 308-180924 A&S DAS SUV  
Selby Urban Village, Selby Centre & Bull Lane Park Lighting Strategy ST2268-01b 20 September 2024  
Arboricultural Impact Assessment dated September 2024 Ref: 230845-PD-11 by Tim Moya Associates  
Preliminary Ecological Appraisal July 2024 230845-ED-01 by Tim Moya Associates  
Bat Survey RP-BM120824-01 by JW Biodiversity  
Noise and Vibration Assessment prepared by XCO2 (dated September 2024)

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## Appendix 2 – Planning Conditions & Informatives

### 1. Time Limit (Compliance)

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

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

### 2. Approved Plans and Documents (Compliance)

The development hereby permitted shall be carried out in material compliance with the following approved plans, documents and specifications except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment:

#### Proposed drawings:

##### *0001 SITE LOCATION PLAN:*

472-KCA-XX-00-DR-A-0001-P Site Location Plan LBH 1:1250 A1 C01

##### *0500 DEMOLITION PLANS:*

472-KCA-XX-00-DR-A-0500-P LBH Site Demolition Plan 1:500 A1 C01

472-KCA-XX-00-DR-A-0501-P LBH Selby Centre Demolition Elevations 1:500 A1 C01

##### *1000 SITE-WIDE PLANS:*

472-KCA-XX-00-DR-A-1001-P Proposed Site Layout LBH 1:1000 A1 C01

##### *1100 LBH SITE PLANS:*

472-KCA-XX-00-DR-A-1100-P LBH Site Plan Level 00 1:500 A1 C01

472-KCA-XX-01-DR-A-1101-P LBH Site Plan Level 01 1:500 A1 C01

472-KCA-XX-02-DR-A-1102-P LBH Site Plan Level 02 1:500 A1 C01

472-KCA-XX-03-DR-A-1103-P LBH Site Plan Level 03 1:500 A1 C01

472-KCA-XX-04-DR-A-1104-P LBH Site Plan Level 04 1:500 A1 C01

472-KCA-XX-05-DR-A-1105-P LBH Site Plan Level 05 1:500 A1 C01

472-KCA-XX-06-DR-A-1106-P LBH Site Plan Roof 1:500 A1 C01

##### *1400 BUILDING PLANS*

###### *Plot 5*

472-KCA-5X-00-DR-A-1400-P Plot 5 Plan Level 00 1:100 A1 C01

472-KCA-5X-01-DR-A-1401-P Plot 5 Plan Level 01 1:100 A1 C01

472-KCA-5X-02-DR-A-1402-P Plot 5 Plan Level 02 1:100 A1 C01

472-KCA-5X-03-DR-A-1403-P Plot 5 Plan Level 03 1:100 A1 C01

472-KCA-5X-04-DR-A-1404-P Plot 5 Plan Level 04 1:100 A1 C01

472-KCA-5X-05-DR-A-1405-P Plot 5 Plan Level 05 1:100 A1 C01

472-KCA-5X-RF-DR-A-1406-P Plot 5 Plan Roof Level 1:100 A1 C01

*Plot 6*

472-KCA-6X-00-DR-A-1400-P Plot 6 Plan North Level 00 1:100 A1 C01  
472-KCA-6X-01-DR-A-1401-P Plot 6 Plan North Level 01 1:100 A1 C01  
472-KCA-6X-02-DR-A-1402-P Plot 6 Plan North Level 02 1:100 A1 C01  
472-KCA-6X-03-DR-A-1403-P Plot 6 Plan North Level 03 1:100 A1 C01  
472-KCA-6X-04-DR-A-1404-P Plot 6 Plan North Level 04 1:100 A1 C01  
472-KCA-6X-05-DR-A-1405-P Plot 6 Plan North Level 05 1:100 A1 C01  
472-KCA-6X-RF-DR-A-1406-P Plot 6 Plan North Roof Level 1:100 A1 C01

472-KCA-6X-00-DR-A-1410-P Plot 6 Plan South Level 00 1:100 A1 C01  
472-KCA-6X-01-DR-A-1411-P Plot 6 Plan South Level 01 1:100 A1 C01  
472-KCA-6X-02-DR-A-1412-P Plot 6 Plan South Level 02 1:100 A1 C01  
472-KCA-6X-03-DR-A-1413-P Plot 6 Plan South Level 03 1:100 A1 C01  
472-KCA-6X-04-DR-A-1414-P Plot 6 Plan South Level 04 1:100 A1 C01  
472-KCA-6X-05-DR-A-1415-P Plot 6 Plan South Level 05 1:100 A1 C01  
472-KCA-6X-RF-DR-A-1416-P Plot 6 Plan South Roof Level 1:100 A1 C01

*Plot 7*

472-KCA-7X-00-DR-A-1400-P Plot 7 Plan Level 00 1:100 A1 C01  
472-KCA-7X-01-DR-A-1401-P Plot 7 Plan Level 01 1:100 A1 C01  
472-KCA-7X-02-DR-A-1402-P Plot 7 Plan Level 02 1:100 A1 C01  
472-KCA-7X-03-DR-A-1403-P Plot 7 Plan Level 03 1:100 A1 C01  
472-KCA-7X-04-DR-A-1404-P Plot 7 Plan Level 04 1:100 A1 C01  
472-KCA-7X-05-DR-A-1405-P Plot 7 Plan Level 05 1:100 A1 C01  
472-KCA-7X-RF-DR-A-1406-P Plot 7 Plan Roof Level 1:100 A1 C01

*Plot 8*

472-KCA-8X-00-DR-A-1400-P Plot 8 Plan Level 00 1:100 A1 C01  
472-KCA-8X-01-DR-A-1401-P Plot 8 Plan Level 01 1:100 A1 C01  
472-KCA-8X-02-DR-A-1402-P Plot 8 Plan Level 02 1:100 A1 C01  
472-KCA-8X-03-DR-A-1403-P Plot 8 Plan Level 03 1:100 A1 C01  
472-KCA-8X-04-DR-A-1404-P Plot 8 Plan Level 04 1:100 A1 C01  
472-KCA-8X-RF-DR-A-1405-P Plot 8 Plan Roof Level 1:100 A1 C01

*2000 - SECTIONS*

472-KCA-5X-ZZ-DR-A-2001-P Plot 5 Sections AA 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-2002-P Plot 5 Sections BB and CC 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-2001-P Plot 6 Sections AA North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-2002-P Plot 6 Sections AA South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-2003-P Plot 6 Sections BB and CC 1:100 A1 C01  
472-KCA-7X-ZZ-DR-A-2001-P Plot 7 Sections AA and BB 1:100 A1 C01  
472-KCA-8X-ZZ-DR-A-2001-P Plot 8 Sections AA and BB 1:100 A1 C01

*3000 - ELEVATIONS*

472-KCA-5X-ZZ-DR-A-3001-P Plot 5 Elevations West 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-3002-P Plot 5 Elevations North and South 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-3003-P Plot 5 Elevations East 1:100 A1 C01  
472-KCA-5X-ZZ-DR-A-3004-P Plot 5 Elevations Courtyard 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3001-P Plot 6 Elevations East North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3002-P Plot 6 Elevations East South 1:100 A1 C01



472-KCA-6X-ZZ-DR-A-3003-P Plot 6 Elevations West North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3004-P Plot 6 Elevations West South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3005-P Plot 6 Elevations North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3006-P Plot 6 Elevations South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3007-P Plot 6 Elevations North Courtyard South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3008-P Plot 6 Elevations North Courtyard North 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3009-P Plot 6 Elevations South Courtyard South 1:100 A1 C01  
472-KCA-6X-ZZ-DR-A-3010-P Plot 6 Elevations South Courtyard North 1:100 A1 C01  
472-KCA-7X-ZZ-DR-A-3001-P Plot 7 Elevations South and East 1:100 A1 C01  
472-KCA-7X-ZZ-DR-A-3002-P Plot 7 Elevations North and West 1:100 A1 C01  
472-KCA-8X-ZZ-DR-A-3001-P Plot 8 Elevations East and North 1:100 A1 C01  
472-KCA-8X-ZZ-DR-A-3002-P Plot 8 Elevations West and South 1:100 A1 C01

#### 4000 - TYPICAL BAYS

472-KCA-5X-ZZ-DR-A-4001-P Plot 5 Typical Bays 1:50 A1 C01  
472-KCA-6X-ZZ-DR-A-4001-P Plot 6 Typical Bays 1:50 A1 C01  
472-KCA-7X-ZZ-DR-A-4001-P Plot 7 Typical Bays 1:50 A1 C01  
472-KCA-8X-ZZ-DR-A-4001-P Plot 8 Typical Bays 1:50 A1 C01

#### *OUTLINE PICTORIAL SPECIFICATIONS*

472-KCA-XX-XX-SP-A-0103-OTL Housing Outline Specification External Materials  
N/A A4 C01

#### *LANDSCAPE DRAWINGS:*

SV154-JCLA-DR-L-1006 Proposed Planting Plan: Haringey site - Area 6 P01  
SV154-JCLA-DR-L-1007 Proposed Planting Plan: Haringey site - Area 7 P01  
308\_220\_A7\_P01 Proposed Landscape Plan Drawing A7  
SV154-JCLA-DR-L-1005 Proposed Planting Plan: Haringey site - Area 5 P01  
308\_220\_A5\_P01 Proposed Landscape Plan Drawing A5  
308\_220\_A6\_P01 Proposed Landscape Plan Drawing A6  
308\_103\_P01 Proposed Site Plan Haringey  
KG214-JCLA-DR-L-0004 Proposed Planting Plan: Haringey site P01  
308\_181\_P01 Proposed Section through Courtyard  
308\_182\_P01 Proposed Section through Housing Scheme  
308\_183\_P01 Proposed Section through Street  
SV154-JCLA-DR-L-0002 Proposed Trees: Haringey site P01  
SV154-JCLA-DR-L-0006 UGF: Haringey site P01  
308\_210\_P01 Proposed Hardscape Plan  
308\_101\_P01 Proposed Site Plan

Tree Survey Plan (BS 5837) ref: 230845-P-10 Rev a

#### Supporting documents also approved:

Design & Access Statement 472-KCA-XX-XX-RP-A-0700-DAS September 2024 and  
Appendices

Design and Access Statement Landscape & Public Realm by Adams & Sutherland  
September 2024 308-180924 A&S DAS SUV  
Selby Urban Village, Selby Centre & Bull Lane Park Lighting Strategy ST2268-01b  
20 September 2024  
Arboricultural Impact Assessment dated September 2024 Ref: 230845-PD-11 by Tim  
Moya Associates  
Preliminary Ecological Appraisal July 2024 230845-ED-01 by Tim Moya Associates  
Bat Survey RP-BM120824-01 by JW Biodiversity  
Noise and Vibration Assessment prepared by XCO2 (dated September 2024)

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

### **3. Removal of permitted development rights for commercial space (Class E) (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 ground floor non-residential unit hereby approved shall be used for activities within Use Class E (a), (b), & (g) only and shall not be used for any other purpose unless approval is first obtained to a variation of this condition through the submission of a planning application or unless where suitable alternative details have been subsequently approved following an application for a non-material amendment.

REASON: In order to restrict the use of the premises to those compatible with the surrounding area and in order to comply with Policy DM1 and Policy DM23 of the Development Management Development Plan Document 2017 and Policy D14 of the London Plan.

### **4. Phasing Plan (PRE-COMMENCEMENT)**

Prior to the commencement of the development, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan(s) shall show the location of each phase (across the application site and the wider Selby Urban Village Masterplan) and include details of the order in which the development phases shall be commenced.

The development shall be carried out in accordance with the approved phasing plan.

REASON: To ensure the benefits of the scheme are secured and to assist with the identification of each chargeable development (being each Phase) and the calculation of the amount of CIL payable in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and to ensure that housing and other uses are delivered as proposed and in a co-ordinated way.

### **5. Accessible Homes (Compliance)**

(a) The buildings hereby permitted shall be constructed so that they can be entered and used safely, easily and with dignity by all; are convenient and welcoming (with

no disabling barriers); and provide independent access without additional undue effort, separation, or special treatment.

(b) The homes shall not be occupied until a minimum of 10% of the homes (21 homes) have been constructed in accordance with Part M4(3) 'Wheelchair User Dwellings' of Approved Document M of the Building Regulations. The remaining homes, as detailed in the submitted and approved drawings, shall not be occupied until they have been constructed in accordance with M4(2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards for the lifetime of the development.

(c) The M4(3) homes shall be distributed across the development as shown on page 186 in the Design & Access Statement (472-KCA-XX-XX-RP-A-0700-DAS September 2024) submitted in support of the application, unless otherwise agreed in writing in advance by the Local Planning Authority.

REASON: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Policy SP2 of the Local Plan 2017 and Policy D7 of the London Plan 2021.

#### **6. Commercial Unit - Opening Hours (Compliance)**

(a) The commercial use hereby permitted (Use Class E (a), (b), & (g)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity and in order to comply with Policy DM1 and Policy DM23 of the Development Management Development Plan Document 2017 and Policy D14 of the London Plan.

#### **7. Sustainability standards - non-residential unit (Pre-superstructure)**

(a) Within 6 months of commencement of above ground works on the relevant building, a BREEAM Pre-Assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate what sustainability measures shall be integrated within the commercial unit.

(b) At least two months prior to the occupation of the commercial unit, the employer requirements setting the sustainability requirements for the non-domestic unit shall be submitted to and approved in writing by the Local Planning Authority. This shall achieve the highest possible standard through measurable outputs to demonstrate how environmental sustainability has been integrated into the development, seeking to deliver as a minimum the credits as outlined in the BREEAM Pre-Assessment. These measures shall be maintained thereafter for the lifetime of the development.

(c) Within six months after occupation of the commercial unit, evidence of implementing the sustainability measures on site shall be submitted to and approved in writing by the Local Planning Authority.

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

**8. Residential – Noise Attenuation (Compliance)**

The residential element of the development shall not be occupied until it has been completed in accordance with the approved Noise and Vibration Assessment prepared by XCO2 (dated September 2024) and the limits contained therein - with all recommended mitigation measures incorporated into the scheme, unless otherwise agreed in writing in advance by the Local Planning Authority.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation, to protect residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017, and to ensure impacts from the adjacent existing noise and other nuisance-generating activities or uses are mitigated by the development in accordance with Policy D13 of the London Plan 2021.

**9. Fire Statement (Compliance)**

The development shall not be occupied/used until it has been carried out in accordance with the approved Fire Statement (London Plan Fire Statement Version 02 dated 01.10.2024 by BB7 reference KCA00001) submitted in support of the application, unless an alternative is submitted to, approved in writing by, the Local Planning Authority under this condition.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with Policies D5 and D12 of the London Plan 2021.

**10. Landscape Details (Pre-superstructure)**

(a) Prior to commencement of above ground works on each building or phase of the development, full details of both hard and soft landscape proposals (excluding the private amenity areas) shall be submitted to, and approved in writing by, the Local Planning Authority. The submitted details shall accord with the proposals contained in the approved drawings and shall include:

- i) Hard surfacing materials;
- ii) Proposed finished levels or contours;
- iii) Means of enclosure;
- iv) Car parking layouts and road layout changes including reconfiguration / reallocation of parking for existing residents;
- v) Other vehicle and pedestrian access and circulation areas;
- vi) Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting, etc.);
- vii) Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc);
- viii) Any relevant drainage/SuDS features including water butts;

- ix) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- x) Existing trees to be retained;
- xi) Existing trees which will require thinning, pruning, pollarding or lopping;
- xii) Any new trees and shrubs, including street trees, to be planted together with a schedule of exact species;
- xiii) Written specifications (including cultivation and other operations associated with plant and grass establishment); and
- xiv) Implementation and long-term management programmes (including a five-year irrigation plan and management regime for all new trees).

(b) 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 prior to occupation/use of the development.

(c) 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 for the lifetime of the development.

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 Development Plan Document 2017 and Policy SP11 of the Local Plan 2017.

#### **11. Playspace (Pre-occupation)**

Prior to the occupation of each residential building or phase of the development hereby permitted, exact details of the playspace to be installed within the building or phase, around the building or phase, and in other open spaces nearby shall be submitted to, and approved in writing by, the Local Planning Authority.

The approved playspace, including all associated landscaping and equipment / features, shall be laid out and installed prior to the occupation of the building or phase of the development and shall be maintained and retained as such thereafter for the lifetime of the development.

REASON: To secure the appropriate provision and design of children's playspace, and to meet the playspace requirements of Policy S4 of the London Plan 2021.

#### **12. Surface Water Drainage (LLFA) (Part PRE-COMMENCEMENT, part Pre-occupation)**

(a) Prior to the commencement of development hereby permitted (except for Site Preparation Works) a detailed Surface Water Drainage scheme for the site shall be

submitted to, and approved in writing by, the Local Planning Authority. The detailed Surface Water Drainage scheme shall demonstrate the following:

- i) Detailed calculations including the Network Diagram cross referencing all the drainage elements and 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 shall also include an allowance for climate change.
- ii) The mitigation measures to be implemented to manage the large volumes of flooding in the 1-in-100-year event plus climate change allowance. The measures shall identify that all flooding or exceedance routes shall be carefully managed onsite, ensuring that any floodwater is directed towards designated areas that are safe for flooding, and kept clear of sensitive infrastructure or buildings.

The development shall be constructed in accordance with the approved Surface Water Drainage scheme details and retained thereafter.

(b) Prior to occupation of each building or phase of the development, a detailed Management and Maintenance Plan shall be submitted to, and approved in writing by, the Local Planning Authority and shall include the following:

- i) Arrangements for adoption by an appropriate public body or statutory undertaker and management by a resident management company or other suitable arrangements to secure the operation of the drainage scheme throughout the lifetime of the development.

The Management and Maintenance Plan shall be implemented in accordance with the approved details and thereafter retained for the lifetime of the development.

REASON: As required by the Flood & Water Management Lead / Lead Local Flood Authority (LLFA) to ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter and to prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system. And in order to comply with Policies SI12, and SI13 of the London Plan 2021, Policy SP5 of the Local Plan 2017 and Policy DM24 of the Development Management Development Plan Document 2017.

### **13. Piling Method Statement (Thames Water) (Pre-piling)**

(a) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater 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.

(b) 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. And in order to comply with Policy DM29 of the Development Management Development Plan Document 2017.

**14. Foul Water drainage (Thames Water) (Pre-occupation)**

The development shall not be occupied/used until confirmation has been provided by the applicant in writing to the Local Planning Authority that:

- a) Foul water capacity exists off site to serve the development; or
- b) A development and infrastructure phasing plan has been agreed in writing with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation/use shall take place other than in accordance with the agreed development and infrastructure phasing plan; or
- c) All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

REASON: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). And in order to comply with Policy DM29 of the Development Management Development Plan Document 2017.

**15. Water network capacity (Thames Water) (Pre-occupation 50%)**

There shall be no occupation beyond 100 dwellings (up to domestic peak flow of 1.5 l/s) until written confirmation has been provided by the applicant to the Local Planning Authority that either:

- a) All water network upgrades required to accommodate the additional demand to serve the development have been completed; or
- b) 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. And in order to comply with Policy DM29 of the Development Management Development Plan Document 2017.

**16. Water Efficiency Condition (Compliance)**

All homes 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.

**17. Ecological Enhancement / Protection (Pre-occupation)**

(a) Prior to occupation of each building or phase of the development, details of ecological enhancement measures and ecological protection measures shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include an Ecological Constraints and Parameters Plan and details indicating 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 would be suitable for foraging and commuting bats, and support and protect local wildlife and natural habitats.

Due regard shall be had to the recommendations of the approved Preliminary Ecological Appraisal July 2024 230845-ED-01 by Tim Moya Associates and the Bat Survey RP-BM120824-01 by JW Biodiversity. The details shall demonstrate that appropriate mitigation measures and proportional compensation would be implemented to account for the impacts of the development. The details shall include a mitigation strategy to avoid impacts to bats and their roosts and include features such as the incorporation of bat boxes in order to provide suitable bat roost replacements.

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

(c) The development shall only be carried out in accordance with the approved details and the measures shall be retained for the lifetime of the development.

REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, S11 and S12 of the London Plan 2021 and Policies SP4, SP5, SP11 and SP13 of the Local Plan 2017.



### **18. Lighting (Pre-occupation)**

Prior to occupation/use of each building or phase of the development hereby permitted, details of all external lighting to building facades, street furniture, and communal & public realm areas shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Council's Principal Lighting Engineer and Nature Conservation Officer.

Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. Due regard shall be had to the recommendations of the approved Preliminary Ecological Appraisal July 2024 230845-ED-01 by Tim Moya Associates and the Bat Survey RP-BM120824-01 by JW Biodiversity.

The lighting scheme shall be sensitive to ensure that lighting-related impacts on bats using the site are minimised, with no increased light spillage on to suitable habitats, particularly onto mature trees and scrub habitat on the periphery of the site, where bats are most likely to forage and commute. Lighting shall be restricted to the interior of the site and shall be kept to the lowest level possible. New bat roosting features shall not be directly lit.

The agreed lighting scheme shall be installed as approved prior to occupation/use of each building or phase of the development and retained/maintained as such thereafter for the lifetime of the development.

REASON: To ensure the design, ecological and environmental quality of the development is protected and enhanced and also to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

### **19. External Materials and Details (Pre-superstructure)**

At least 6 months prior to installation, details and a schedule of all external facing materials to be used in the construction of each building or phase of the development hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. Samples and details of the following shall be provided:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Windows and doors (including plan, elevation, and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10);
- d) Details of entrances and porches (at a scale of 1:10);
- e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
- f) Details of balustrading including all screening features required for privacy;
- g) Facing brickwork, external facing materials, cladding materials, finishes and glazing;
- h) Details of cycle, refuse enclosures and plant room; and
- i) Any other external materials to be used;

- j) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- k) a full schedule of the exact product references for all materials;
- l) Material sample boards and/or full-size mock-ups showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be made available for Officers to view on site.

The development shall thereafter be carried out solely in accordance with the approved details and shall be maintained and retained as such thereafter for the lifetime of the development.

REASON: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

## **20. Living roofs (Pre-superstructure)**

(a) Prior to the above ground commencement of each building or phase of the development, details of the living roofs shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall identify that all living roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of year. That plants shall be grown and sourced from the UK and all soils and compost used shall be peat-free, to reduce the impact on climate change. The submission shall also 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 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with root ball of plugs 25cm<sup>3</sup>) 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;
- vii) Management and maintenance plan, including frequency of watering arrangements; and

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% (182) of the dwellings, evidence shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that the approved living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures.

If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure they comply with the condition within a timeframe agreed in writing with the Local Planning Authority. The living roofs shall be maintained and 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 Policies G1, G5, G6, SI1 and SI2 of the London Plan 2021 and Policies SP4, SP5, SP11 and SP13 of the Local Plan 2017.

### **21. Climate Change Adaptation (Pre-superstructure)**

Prior to the commencement of above ground works of each building or phase of the development hereby permitted, annotated plans and details shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating what measures shall be delivered to the external amenity areas to help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.

The details shall demonstrate what further work has been undertaken to ensure that the climate adaptation and resilience strategy has responded to the London Climate Resilience Review, and any forthcoming action plans.

REASON: In the interest of addressing climate change and securing sustainable development in accordance with Policies SI2, and SI7 of the London Plan 2021, and Policy SP4 of the Local Plan and Policy DM21 of the Development Management Development Plan Document 2017.

### **22. Urban Greening Factor (Pre-occupation)**

Prior to occupation/use of each building or phase of the development hereby permitted, an Urban Greening Factor calculation shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that the target factor of 0.4 has been met through greening measures. The development shall thereafter be retained and maintained in accordance with the approved details.

REASON: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5,

G6, SI1 and SI2 of the London Plan 2021 and Policies SP4, SP5, SP11 and SP13 of the Local Plan 2017.

### **23. Energy Strategy (Pre-superstructure)**

The development hereby approved shall be constructed in accordance with the Energy Statement by XCO2 (dated Oct 2024) delivering a minimum 91% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, connection to DEN, and a minimum 229 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 31% reduction;
- Details to thermal bridging and demonstrate a Y-value of 0.04-0.08 W/m<sup>2</sup>K or lower has been achieved.
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual energy generation (kWh/year); inverter capacity; and how the energy will be used onsite before exporting to the grid;
- Details of investigation into optimising the usage of electricity generated by PVs on site, in addition to using electricity in landlord areas with excess exported back to grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant; and
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first occupation/use of each building or phase of the development and shall be maintained and retained for the lifetime of the development.

(b) The solar PV arrays must be installed and brought into use prior to first occupation/use of the relevant block. Six months following the first occupation/use of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to, and approved in writing 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/use of each building or phase of the development, evidence shall be submitted to, and approved in writing by, the Local Planning Authority indicating that the development has been registered on the GLA's Be Seen energy monitoring platform.

(d) Within one year of first occupation/use of each building or phase of the development, evidence shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way possible, identifying how any issues have been dealt with. This shall include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

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 Policy SI2 of the London Plan 2021 Policy SP4 of the Local Plan 2017 and DM22 of the Development Management Development Plan Document 2017.

#### **24. District Heat Network (DEN) Connection (Pre-superstructure)**

Prior to the above ground commencement of construction work of each building or phase of the development hereby permitted, details relating to the future connection to the DEN shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include:

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

- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue; and
- Details of a future pipework route from the temporary boiler location to the plant room.

Each building or phase of the development shall then only be carried out in accordance with the approved details.

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 Policy SI2 and SI3 of the London Plan Policy SP4 of the Local Plan 2017 and Policy DM22 of the Development Management Development Plan Document 2017.

### **25. Overheating (Pre-superstructure)**

(a) Prior to the above ground commencement of each building or phase of the development hereby permitted, an updated Overheating Report shall be submitted to, and approved in writing by, the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Overheating Assessment by XCO2 (as attached in the Appendix A of the Energy Statement dated Oct 2024).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; this should include details to demonstrate sufficient depths have been allowed within the balcony and solid masonry construction to accommodate future external folding shutter;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to occupation of each building or phase of the development hereby permitted, details of internal blinds to all habitable rooms shall be submitted to, and

approved in writing by, the Local Planning Authority. This shall 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.

Each building or phase of the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Natural ventilation, with inward opening windows openable to at least 90°;
- External shade including slight recesses to windows and balconies where present, protruding lintels and external walkways and columns;
- Internal shading blinds via opaque blinds (while not included in compliance calculation in line with GLA guidance);
- Glazing g-value of 0.5;
- No active cooling;
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

If the heat network pipes result in higher heat losses and impact the overheating risk of any homes, a revised Overheating Strategy shall be submitted to, and approved in writing by, the Local Planning Authority prior to occupation/use of the relevant block; and the development shall be constructed in accordance with the approved details and retained as such for the lifetime of the development.

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

## **26. Energy Monitoring** (At superstructure)

(a) No development shall take place beyond the superstructure of each building or phase of the development hereby permitted until a detailed scheme for energy monitoring has been submitted to, and approved in writing by, the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the occupation/use of each building.

(b) Prior to the occupation of each building details shall be submitted to, and approved in writing by, the Local Planning Authority indicating updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.

(c) Upon completion of the first year of occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, accurate and verified annual in-use energy performance data shall be

submitted to, and approved in writing by, the Local Planning Authority indicating all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

(d) Upon completion of the first year of occupation or following the end of the Defects Liability Period (whichever is the later) all data and supporting evidence shall be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>). If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the causes of underperformance shall be identified and the potential mitigation measures set out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising the mitigation measures shall be submitted to, and approved in writing by, the Local Planning Authority within 6 months should it be required; the plan shall identify measures which would be reasonably practicable to implement and a proposed timescale for implementation. The approved action plan and measures shall then be implemented as approved by the Local Planning Authority.

REASON: To ensure the development can comply with the Energy Hierarchy in line with Policy SI 2 of the London Plan 2021 and Policy SP4 of the Local Plan 2021 before construction works prohibit compliance.

## **27. Sustainability Review (Pre-occupation)**

Prior to the occupation/use of each building, an assessment shall be submitted to, and approved in writing by, the Local Planning Authority which shall include an as built detailed energy assessment of each building prepared in accordance with London Plan and Local Plan policies which:

- a. explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;
- b. explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;
- c. calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;
- d. provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and
- e. such other information reasonably requested by the Local Planning Authority.

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 Policy SI2 of the London Plan 2021, Policy SP4 of the Local Plan and Policy DM22 of the Development Management Development Plan Document 2017.

**28. Circular Economy (Pre-occupation)**

Prior to the occupation of each building or phase of the development hereby permitted, a Post-Construction Monitoring Report shall be completed in line with the GLA's Circular Economy Statement Guidance. It shall demonstrate how the development would meet relevant London Plan targets in Policy SI 7 or demonstrate why meeting those targets would not be possible.

The relevant Circular Economy Statement shall be submitted to the GLA at: [circulareconomystatements@london.gov.uk](mailto:circulareconomystatements@london.gov.uk), along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation of each building or phase of the development.

REASON: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with Policies D3, SI2 and SI7 of the London Plan 2021, Policies SP4 and SP6 of the Local Plan 2017 and Policy DM21 of the Development Management Development Plan Document 2017.

**29. Whole Life Carbon (Pre-occupation)**

Prior to the occupation/use of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template shall be completed in line with the GLA's Whole Life Carbon Assessment Guidance.

The post-construction assessment shall provide an update of the information submitted at planning submission stage. This shall be submitted to the GLA at: [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk), along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority prior to occupation of the relevant building.

REASON: In the interests of sustainable development and to maximise onsite carbon dioxide savings in accordance with Policy SI2 of the London Plan, and Policy SP4 of the Local Plan and Policy DM21 of the Development Management Development Plan Document 2017.

**30. Secured by Design (Pre-superstructure)**

(a) Prior to the commencement of above ground works of each building or phase of the development hereby permitted, details shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that the relevant building or phase of the development 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.

The development shall only be carried out in accordance with the approved details.

(b) Prior to occupation of each building or phase of the development, 'Secured by Design' certification shall be obtained for such building or phase of the development and thereafter all relevant features used to gain certification are to be maintained and retained. The certificate shall be submitted to, and approved in writing by, the Local Planning Authority prior to occupation/use of each building or phase.

(c) The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, and details indicating this shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of business. Thereafter all approved features are to be maintained and retained.

REASON: To ensure a safe and secure development, in the interest of creating safer, sustainable communities, and to reduce crime. And to comply with Policies D1, D2, D3 and D8 of the London Plan and Policy DM2 of the Development Management Development Plan Document 2017.

### **31. Written Scheme(s) of Investigation for Archaeology (PRE-COMMENCEMENT)**

(a) No demolition or development shall take place until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to, and approved in writing by, the Local Planning Authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

(b) If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to, and approved in writing by, the Local Planning Authority. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

- i) The statement of significance and research objectives, the programme and methodology of site investigation, and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- ii) Where appropriate, details of a programme for delivering related positive public benefits;
- iii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the Stage 2 WSI.

REASON: To protect the historic environment and to comply with Policy HC1 of the London Plan and Policy DM9 of the Development Management Development Plan Document 2017.

### **32. Programme of Public Engagement for Archaeology (PRE-COMMENCEMENT)**

No demolition or development shall commence until details of an appropriate programme of public engagement including a timetable has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved programme.

REASON: To protect the historic environment and to comply with Policy HC1 of the London Plan and Policy DM9 of the Development Management Development Plan Document 2017.

### **33. Land Contamination (PRE-COMMENCEMENT)**

No development shall commence other than for investigative work and above ground demolition until:

- a) A desktop study has been 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 has been produced. The desktop study and Conceptual Model shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development.
- 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 for approval. Remediation shall only be carried out on site once the risk assessment, refined Conceptual Model, and the site investigation report have been approved in writing by the Local Planning Authority.
- 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/used.

REASON: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with Policy DM23 of the Development Management Development Plan Document 2017.

### **34. Unexpected Contamination (If identified)**

- (a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy

detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.

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

REASON: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 196 of the National Planning Policy Framework and to comply with Policy DM23 of the Development Management Development Plan Document 2017.

### **35. Car Parking Management Plan (Pre-occupation)**

Prior to the occupation/use of each building or phase of the development hereby permitted, a Car Parking Management Plan (CPMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The plan must include the following:

- Details indicating that 10% (21) accessible spaces (blue badge) shall be provided for residents which shall be for resident use only, leased not sold, and designated to accord with design guidance BS8300: Vol 1.
- Details demonstrating that the bays shall meet identified correct dimensions, including the 1.2m hatched area for bays.
- Details on the allocation and management of the accessible car parking spaces which shall be leased and allocated in the following order:
  - o To wheelchair accessible homes or to residents with a disability with the need for a car parking space;
  - o To family size homes: 4, then 3-bed homes;
  - o 2-bed four person homes;
  - o 2-bed three person homes; then
  - o Any other homes.
- Details indicating that 5 active and 16 passive electric vehicle charging points shall be provided to serve the onsite parking spaces.
- Details indicating changes to Dalby's Crescent including road layout changes and reconfiguration/reallocation of parking for existing residents – where applicable to the relevant building or phase.

The car parking provision and facilities shall be implemented in accordance with the approved details and provided prior to occupation/use of the development; this arrangement shall be maintained and retained thereafter for this use only for the lifetime of the development.

REASON: To ensure the development is in accordance with Chapter 5 Transport & Parking of the Development Management Development Plan Document 2017, Policies T6.1 and T6.5 of the London Plan and the Department for Transport's Inclusive Mobility guidance.

### **36. Cycle Parking (Pre-superstructure)**

Prior to above ground construction of each building or phase of the development hereby permitted, details regarding cycle storage (including long and short stay for both the residential and commercial uses where applicable) shall be submitted to, and approved in writing by, the Local Planning Authority.

The details shall include scaled drawings indicating the details, location, and dimensions of accessible, sheltered, and secure cycle parking facilities (to include 382 long stay and 7 short stay for the residential part of the development).

The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards (LCDS) where practicable.

The details must provide policy compliant storage for a mix of different types of cycle parking, including bicycles and scooters for children.

The two-tier spaces must be powered to enable ease of use and all access doors must have a minimum door width of 2m. The development shall not be occupied/used until it has been carried out in accordance with the approved details. The development shall thereafter be retained as such.

REASON: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards.

### **37. Delivery and Servicing Management Plan (Pre-occupation)**

Prior to the occupation of each building or phase of the development hereby permitted, a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved DSP(s). All DSP(s) shall demonstrate the following:

- The consolidation of deliveries and last mile deliveries using cargo bikes;
- How deliveries would take place without impacting on the public highway;
- Compliance with Transport for London's Delivery and Servicing Plan Guidance.

The approved DSP(s) shall be updated in writing and re-submitted and approved in writing by to the Local Planning Authority within the first 12 months of occupation/use or at 75% (152 homes) occupancy, whichever comes first. The final approved DSP(s) shall be reviewed annually in line with the Travel Plan for a minimum period of 3 years unless.

The development shall thereafter be implemented in accordance with the approved details and retained as such thereafter.

REASON: To enable safe, clean and efficient deliveries and servicing in accordance with Policy DM21 of the Development Management Development Plan Document 2017.

### **38. Vehicle Access Control (Pre-occupation)**

Prior to the occupation/use of the development hereby permitted, details of Vehicular Access Control Arrangements indicating the detailed management of the access controls (e.g. raising bollards) and appropriate safeguards in case of damage or lack of functionality shall be submitted to, and approved in writing by, the Local Planning Authority.

The details shall include information on bollard design, layout, spacing to enable larger cycles to pass through, management, maintenance, and rapid repairs and replacement in case of damage.

The details shall also identify any realignment of the highway including new road layouts on Selby Road and any new turning heads – the details shall identify how access to any new turning heads shall be maintained at all times.

Once approved, the works shall be implemented in accordance with the approved details and retained as such thereafter.

REASON: To ensure suitable access controls for vehicles are provided and to ensure the safety of the public highway in accordance with Policies T1, T3, T4 and T7 of the London Plan 2021.

### **39. Site Waste Management Plan (PRE-COMMENCEMENT)**

No demolition or development shall commence until a Site Waste Management Plan (SWMP) has been submitted to, and approved in writing by, the Local Planning Authority.

The objectives of the management plan shall be to ensure all waste arising from demolition and construction works is managed in a sustainable manner, maximising the opportunities to reduce, reuse and recycle waste materials, in line with the waste hierarchy. The SWMP shall also detail the compliance and assurance requirements to be maintained on the site during construction of each building or phase of the development including Site Preparation Works. The updated SWMP shall include as a minimum the following information:

- Classification of all waste including hazardous waste according to current legislative provisions;
- Waste forecast to estimate the type and quantity of waste generated during the excavation, demolition and construction works and an indication of the destination of each waste type (i.e. onsite/offsite reuse, recycling, recovery, disposal;
- Performance measurement and target setting (such targets shall be in accordance with any sustainability targets set of the development and shall be in line with national and local policy and guidance (e.g. the London Plan) against estimated waste forecasts;
- Reporting of project performance on quantities and options utilised;
- Measures to minimise or design out waste generation;
- Opportunities for re-use or recycling;

- Provision for the segregation of waste streams on the site in appropriate storage containers that are clearly labelled and colour coded (e.g. using the Institution of Civil Engineers (ICE) waste stream colour coding guidance). Waste storage arrangements shall meet the waste Duty of Care requirements;
- Licensing requirements for environmental permitting (or exemption) requirements for offsite waste management sites;
- An appropriate audit trail encompassing non-hazardous waste transfer notes and hazardous waste consignment notes, in line with waste Duty of Care requirements;
- Measures to avoid fly tipping by others on lands being used for demolition/construction;
- Measures to provide adequate training and awareness through toolbox talks; and
- Returns policies for unwanted materials.

The demolition and construction shall thereafter be carried out in accordance with the approved SWMP.

REASON: To ensure that the demolition and construction of the development minimises its environmental impacts, in terms of waste generation and waste management, in accordance with Policy SI 7 of the London Plan 2021.

#### **40. Operational Waste Management Plan (Pre-occupation)**

Prior to occupation of each building or phase of the development hereby permitted an Operational Waste Management Plan (OWMP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The OWMP shall include details to verify that the spatial provision, and arrangements for managing waste on the site meet the requirements of the Haringey waste guidelines. The OWMP shall include objectives and targets for waste reduction and recycling and how these will be achieved along with details of waste segregation, storage, waste collection and transfer, onsite waste treatment, provisions for offsite waste treatment and duty of care requirements. The development shall be operated in accordance with the approved details.

REASON: To ensure suitable provision for the occupiers of the development and to encourage the sustainable management of waste and in order to comply with Policy DM4 of the Development Management Development Plan Document 2017 and Policy SI 7 of the London Plan.

#### **41. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)**

(a) No demolition (except soft strip demolition) hereby permitted shall commence until a Detailed Demolition Phase Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

(b) No development hereby permitted shall commence (other than demolition) until a Detailed Construction Phase Construction Logistics Plan (CLP) has been submitted to, and approved in writing, by the Local Planning Authority.

(c) The Detailed CLP shall conform with Transport for London's Construction Logistics Planning Guidance (2021) and The CLOCS Standard, and shall include the following details (where applicable to each phase):

- i) Site access, swept paths for vehicle access and egress and car parking arrangements;
- ii) Site specific measures including any external loading bay requirements;
- iii) Delivery booking systems;
- iv) Construction phasing and agreed routes to/from the development;
- v) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.30 and 16.00 to 18.00 – where works are located in proximity to local schools or other sensitive receptors, revised timings are to be discussed and agreed in advance with LBH);
- vi) Consideration of major events at the Tottenham Hotspur Stadium which require road closures and may necessitate deliveries to be avoided during these times.
- vii) Travel plans for staff / personnel involved in construction;
- viii) Crane Lifting Management Plan (CLMP);
- ix) Crane Erection and Dismantling;
- x) Confirmation all fleet operators / suppliers have FORS Silver accreditation as a minimum; and
- xi) Approach to community engagement to ensure residents are advised about the phases of works, engagement activities and engagement plan prior to works commencing.

(d) The demolition phase and construction phase of works shall only be carried out in accordance with the relevant approved CLP.

REASON: To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety. And in order to comply with Policies T4 and T7 of the London Plan.

#### **42. Public Highway Condition (PRE-COMMENCEMENT)**

(a) No development (except soft strip demolition) hereby permitted shall commence until an existing condition survey of the carriageway, footway and crossovers (surrounding the site and on all nearby roads and highways used by construction traffic) has been undertaken in collaboration with the Council's Transport and Travel team and submitted to, and approved in writing by, the Local Planning Authority.

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

(c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of



the public highway is reinstated to the satisfaction of the Council's Transport and Travel team prior to the occupation of 90% (182) of the homes in the development.

All costs to undertake the surveys and carry out any highway works shall be paid in full by the applicant.

REASON: To ensure the construction works do not result in the deterioration of the condition of the public highway along the site and in order to comply with Policies T4 and T7 of the London Plan.

#### **43. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)**

(a) No development shall commence on a building or phase of the development hereby permitted until a Demolition Environmental Management Plan (DEMP) for that building or phase of the development has been submitted to and approved in writing by the Local Planning Authority.

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

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

- i) A construction method statement which identifies the stages and details how works will be undertaken;
- ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii) Details of plant and machinery to be used during demolition/construction works;
- iv) Details of an Unexploded Ordnance Survey;
- v) Details of community engagement arrangements;
- vi) Details of any acoustic hoarding;
- vii) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- viii) Details of external lighting, noise and dust emissions, and works to trees and how their impacts on biodiversity including bats would be appropriately mitigated; and
- ix) Details of any other standard environmental management and control measures to be implemented.

(e) Demolition and construction works shall only be carried out in accordance with the approved DEMP and CEMP or as otherwise agreed in writing with the Local Planning Authority.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality. And in order to comply with Policies T4 and T7 of the London Plan and with Policies DM19, DM21 and DM23 of the Development Management Development Plan Document 2017.

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

(a) No demolition or development hereby permitted shall commence, save for investigative work, until an Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to, and approved in writing by, the Local Planning Authority. The AQDMP shall be in accordance with the Mayor of London's The Control of Dust and Emissions During Construction and Demolition (2014) and shall include:

- i) Monitoring locations (including specific locations of PM10 dust monitors)
- ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- iii) Details confirming the site and 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>;
- iv) Evidence of Non-Road Mobile Machinery (NRMM) and plant registration which shall be made available on site during the course of the demolitions, site preparation, and construction phases in the event of Local Authority inspection (Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM);
- v) An inventory of NRMM currently on site (machinery shall be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- vi) A Dust Risk Assessment for the works; and
- vii) How results shall be made available to Haringey's Pollution team for ongoing assessment.

(b) The demolition and construction works shall only be carried out in accordance with the approved AQDMP.

REASON: To safeguard residential amenity and protect air quality and the amenity of the locality. And in order to comply with Policies SI 1, T4 and T7 of the London Plan.

#### **45. Combustion and Energy Plant (Compliance)**

Prior to installation of the temporary boiler strategy, the following details shall be submitted to, and approved in writing by, the Local Planning Authority:

- Details identifying why the temporary strategy must be implemented;
- The lifespan of the temporary boiler solution and the proposed programme/strategy for connecting to a District Energy Network; and
- Details identifying that the boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

The development shall be carried out in accordance with the approved details thereafter.

REASON: To prevent an increase in local problems with air quality within an Air Quality Management Area (AQMA) as required by The London Plan Policy SI 1.

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

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

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

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of the development.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development and enable compliance with London Plan Policy T7.

**47. Telecommunications (Compliance/pre-occupation)**

The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for each building, details of which are to be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation/use of each building hereby permitted. The approved provision shall be installed prior to occupation of each relevant building and retained as installed thereafter.

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

**48. Noise from building services plant and vents (Compliance)**

Noise emitted by all building services plant shall not exceed the existing measured lowest LA90(15min) background noise level at any time when all plant is in use. The noise emitted shall be measured or predicted at 1.0m from the facade of the nearest

residential window or at 1.2m above any adjacent residential garden, terrace, balcony or patio.

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

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

**49. Anti-vibration mounts for building services plant / extraction equipment**  
(Compliance)

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

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

**50. Arboricultural Method Statement** (Pre-superstructure)

Prior to the commencement of above ground works on site an Arboricultural Method Statement for works within root protection areas of trees shall be submitted to, and approved in writing by, the Local Planning Authority. The Method Statement shall be in accordance with the tree protection, management, and replacement measures and recommendations shown in the approved Arboricultural Impact Assessment dated September 2024 Ref: 230845-PD-11 by Tim Moya Associates and on drawing Tree Survey Plan (BS 5837) ref: 230845-P-10 Rev a.

The development shall only be carried out in accordance with the approved details.

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

**51. Design Guardian (PRE-COMMENCEMENT)**

No development shall commence on a building or phase of the development hereby permitted until details of an appropriate Design Guardian have been submitted to, and approved in writing by, the Local Planning Authority.

Once approved, the applicant must ensure that the approved Design Guardian is employed through the whole of the construction phase for the development. 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 Design Guardian; and written evidence to that effect shall have been submitted.

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

**52. Selby Centre made operational prior to commencement (PRE-COMMENCEMENT)**

Substantive demolition works (to buildings required by The Selby Trust to function effectively) hereby permitted shall not be commenced before and until the new Selby Centre comprised in application reference 24/03470/FUL made to the London Borough of Enfield has been constructed, made operational, and the community use(s) have relocated to its premises.

REASON: Demolition of the existing community centre is only acceptable if the Selby Trust have operational facilities to move into and operate from and to ensure compliance with Policy SP16 of the Local Plan 2017, Policy DM49 of the Development Management Development Plan Document 2017, and Policy S1 of The London Plan 2021.

**53. BLPF and LB Enfield features made operational prior to occupation of LBH homes (Pre-occupation)**

Occupation/use of the development hereby permitted shall not be commenced before and until all vehicular access routes, SuDS/drainage features, and playspace comprised in application reference 24/03470/FUL made to the London Borough of Enfield have been constructed / implemented and made operational.

REASON: Compliance with Policies S4, SI12, SI13, T1, T3, T4 and T7 of the London Plan 2021, Policy SP5 of the Local Plan 2017 and Policy DM24 of the Development Management Development Plan Document 2017 is dependent on these aspects being completed and made operational before residents move in and therefore occupation of the new homes can only take place once these features have been delivered off site as part of the wider Selby Urban Village project.

**54. Biodiversity Net Gain (BNG) (PRE-COMMENCEMENT)**

No development hereby permitted shall commence until a Biodiversity Net Gain Plan, in line with Table 2 of CIEEM Biodiversity Net Gain report and audit templates (July 2021), has been submitted to, and approved in writing by, the Local Planning Authority. The Biodiversity Net Gain Plan shall ensure that there is a minimum 10% net gain in biodiversity within a 30-year period as a result of the development, using the DEFRA Biodiversity Metric 3.0 or any successor.

The Biodiversity Net Gain Plan shall include 30-year objectives, management responsibilities, maintenance schedules, and a methodology to ensure the submission of monitoring reports, as well as the following:

- Baseline data collection and assessment of current conditions on site;
- A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG Principles have been applied to maximise benefits to biodiversity;
- Provision of the full BNG calculations, with detailed justifications for the choice of habitat types, distinctiveness and condition, connectivity and ecological functionality;
- Details of the implementation measures and management of proposals;
- Details of the monitoring and auditing measures.

The proposed enhancement measures shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Monitoring reports shall be submitted to, and approved in writing by, the Local Planning Authority at years 2, 5, 7, 10, 20 and 30 from commencement of development, unless otherwise stated in the Biodiversity Net Gain Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements, and any rectifying measures needed.

REASON: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in the interests of ensuring measurable net gains to biodiversity in accordance with paragraphs 187 and 192 of the National Planning Policy Framework 2024.

## INFORMATIVES

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Community Infrastructure Levy. The applicant is advised that based on the information given on the plans, the estimated Mayor's CIL charge would be £1,428,809.474 based on the current Mayor's CIL charge rate of £71.09/sqm (20,099sqm x £71.09). And the estimated Haringey CIL charge would be £1,178,153.34 based on the current Haringey CIL charge rate of £58.89/sqm for residential (20,006sqm x £58.89).

The applicant is advised that non-residential development less than 100 square metres and social/affordable housing will usually not be liable, be exempt or qualify for relief from paying CIL (subject to meeting the detailed exemption/relief criteria).

This will be collected by Haringey Council should the scheme 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. It will also be subject to indexation in line with the construction costs index.

These figures are approximate and are subject to change at the confirmation of liability stage and will need to consider the latest indexed figures in the Annual CIL Rate Summary and the ability to discount existing floorspace that is demonstrated to have been in use for a continuous 6 months in the past 36 months.

3. Hours of Construction Work. The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -
  - 8.00am - 6.00pm Monday to Friday
  - 8.00am - 1.00pm Saturday
  - and not at all on Sundays and Bank Holidays.
4. Party Wall Act. The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.
5. Naming and Numbering New Development. The new development will require numbering. The applicant should contact the Local Land Charges at least six

weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

6. Asbestos Survey prior to demolition. Prior to refurbishment or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that the effects of the construction work upon air quality is minimised.
8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.
9. Deemed Approval Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed approval under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
10. Historic England's Guidelines. Historic England's Guidelines for Archaeological Projects in Greater London provides advice on popular interpretation and presentation options.
11. Maximise Water Efficiency. Developers are encouraged to maximise the water efficiency of the development. Thames Water offer environmental discounts for water efficient development which reduce the connection charges for new residential properties. Further information on these discounts can be found at: <https://www.thameswater.co.uk/developers/charges>
12. Minimum Water Pressure. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
13. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: [www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection](http://www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection)
14. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development. 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.

15. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
16. Land Ownership. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within their ownership.
17. Site Preparation Works. These comprise site preparation and temporary works including, but not limited to, the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.
18. Director's Letter. This planning permission must be read in conjunction with the associated Director's Letter that secures financial and non-financial obligations.
19. Revised Fire Statement required with any revised submission. The applicant is advised that if there are any changes to the scheme which require subsequent Section 96a or Section 73 applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.
20. Building Control. All building work carried out should meet current building codes and regulation requirements. The Council's Building Control Service ensures that buildings are designed and constructed in accordance with the Building Regulations and associated legislation. Please Note: It is the responsibility of those carrying out the work to ensure that the provisions of the regulations are fully met. The role of Building Control is only to check that they do so.
21. Building Regulations – Soundproofing. The implementation of a suitable soundproofing scheme is required as part of the Building Regulations 1991 - Part E. The applicant is now therefore required to formally consult the Council's Building Control Department (Tel. 020 8489 5504).
22. Thames Water – Proximity to Assets. The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read their guide 'working near our assets' to ensure your workings are in line

with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

23. Thames Water - Developer Services. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement and to read their guide 'working near our assets' to ensure workings will be in line with the necessary processes that need to be followed if work is carried out above or near Thames Water pipes or other structures. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk); Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm); Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB; <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

24. Cadent Gas. The applicant is advised that Cadent Gas Ltd own and operate the gas infrastructure within the area of the development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting [cadentgas.com/diversions](http://cadentgas.com/diversions)

Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.

## Appendix 3: Internal and External Consultee Representations

Stakeholder	Comment	Response
<b>INTERNAL</b>		
Arboricultural Officer (Trees)	<p>From an arboricultural point of view, I hold no objections.</p> <p>An arboricultural report, arboricultural impact assessment, arboricultural method statements, tree constraints plan and tree protection plan has been submitted by Tim Moya Associates dated August 2024.</p> <p>The report has been carried out to British Standard 5837: 2012- Trees in Relation to Design, Demolition and Construction- Recommendations.</p> <p>I concur with most of the document including the tree quality classification.</p> <p>!9 trees are for removal.</p> <p>X1 category B and x2 category B groups. 16 are category C and two are category U.</p> <p>Removals include T2, 6, 7, 8, 12, 13, 15, 18, 19, 44 (B2), 52, 53, 54s17, S14, G49, G55.</p> <p>The loss of these trees will have little significance and be low impact on the surrounding area.</p> <p>A Biological Net Gain and Urban Green Plan have been carried out meeting above the set targets.</p> <p>An Ecological report and Bat report appear to mitigate for any loss of habitat. The Borough's Ecological Officer will need to confirm this.</p> <p>Landscape plans have been submitted with a gross gain, good diversity, urban fitness, and interest of new trees.</p> <p>Providing the whole report and drawings are conditioned I have no objections.</p>	<p>All Landscape plans and the report form part of the recommended approved drawings.</p> <p>Conditions would also secure an Arboricultural Method Statement.</p>
Carbon Management	<p><b>Carbon Management Response 22/11/2024</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy Statement prepared by XCO2 (dated Oct 2024)</li> <li>• Be Seen Spreadsheet</li> <li>• Overheating Assessment (included as Appendix A of Energy Statement)</li> <li>• Pre-Demolition Audit prepared by XCO2 (dated Sept 2024)</li> </ul>	<p>Conditions recommended and head of terms included.</p>

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>• Pre-Development Audit prepared by XCO2 (dated Sept 2024)</li> <li>• Circular Economy Statement prepared by XCO2 (dated Sept 2024)</li> <li>• Circular Economy Planning Spreadsheet</li> <li>• WLCA Planning Spreadsheet</li> <li>• Sustainability Statement prepared by XCO2 (dated Oct 2024)</li> <li>• Landscape UGF calculation combined sites prepared by JULA ltd (dated Sept 2024)</li> <li>• Biodiversity Net Gain Assessment prepared by TMA (dated Sept 2024)</li> <li>• Preliminary Ecological Appraisal prepared by TMA (dated July 2024)</li> <li>• Relevant supporting documents.</li> </ul> <p>Required missing information:</p> <ul style="list-style-type: none"> <li>• GLA's Carbon Emissions Reporting Spreadsheet</li> <li>• SAP worksheet of sampled units for Be Lean and Be Green stages</li> <li>• BRUKL worksheet for Be Lean and Be Green stages for the commercial unit</li> <li>• BREEAM Pre-Assessment.</li> </ul> <p><u>Application 1</u> concerns anything within the London Borough of Haringey boundary (Residential).  <u>Application 2</u> is the remaining Selby proposal within the London Borough of Enfield (Selby Centre, sports halls, playing fields).</p> <p><b>1. Summary</b>  The development achieves a side-wide reduction of 91% carbon dioxide emissions on site for application 1, of which domestic has also achieved 91% reduction and non-domestic has achieved 51% reduction, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy and Overheating Strategy.</p> <p>Carbon Management cannot currently support this application for the following reasons:</p> <ul style="list-style-type: none"> <li>• Overheating assessment should include additional sampling units to represent flats with high overheating risk.</li> </ul> <p><b>2. Energy Strategy</b>  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 CO<sub>2</sub> emissions for the development shows an improvement of approximately 91% site wide (91% for residential and 55% for non-residential) in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents a side-wide annual saving of approximately 181.3 tonnes of CO<sub>2</sub> from a baseline of 200 tCO<sub>2</sub>/year.</p>	

Stakeholder	Comment						Response																																																								
	London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations.																																																														
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Stakeholder	Comment		Response														
	Carbon offset contribution	£95 x 30 years x 18.9 tCO <sub>2</sub> /year = £53,900															
	10% management fee	Plus 10%															
	<u>Actions:</u>																
	<ul style="list-style-type: none"><li>- Please clarify the cumulative percentage savings for residential. The savings of different stages added up to 90%, not 91%. This is probably due to the way the applicant has rounded up the numbers but please can applicant clarify.</li><li>- Please submit the GLA's Carbon Emission Reporting Spreadsheet.</li><li>- Please submit SAP sheets for a representative selection of dwellings/ for the Baseline, Be Lean and Be Green scenarios.</li><li>- Please provide the calculated unregulated emissions.</li></ul>																
	<b>Energy Use Intensity (EUI) / Space Heating Demand (SHD)</b>																
	Applications are required to report on the total Energy Use Intensity (EUI) and Space Heating Demand (SHD), in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.																
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	<p>The EUI of the residential units is exceptionally high, which we cannot support.</p> <p>The applicant has explained the current calculation is based on simplistic assumptions used in the BREDEM methodology which overestimates the energy usage. It does not account for energy efficient white good which are proposed in this development and it assumes long hours of usage which would not match reality. In addition, the Meridian Heat Network has a low carbon factor resulting in low site-wide emissions, the applicant has further explained that the decentralised energy networks (DENs) must be modelled with a system efficiency of 100% impacting the associated energy consumption and EUI.</p> <p>However, the EUI based on BREDEM methodology does provide an indication of energy usage. The proposed EUI is over than double of the GLA benchmark. Applicant needs to provide a more accurate method of EUI estimation and/or explore ways to reduce the EUI to align with GLA benchmark.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"><li>- The reason that the methodology currently overestimates the energy usage is insufficient to provide an explanation on why EUI is over than double of the GLA benchmark. Applicant to provide more detailed explanation.</li><li>- Please can further explain why the DENs must be modelled with a system efficiency of 100% and that would impact on the EUI.</li><li>- Applicant to explore ways to reduce the EUI to align with the GLA benchmark and to provide a more accurate method of EUI estimation to demonstrate the alignment if necessary.</li><li>-</li></ul> <p><b>Energy – Lean</b></p> <p>The applicant has proposed a saving of 62.2 tCO<sub>2</sub> in carbon emissions (31 %) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% reduction set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table><tr><td>Floor u-value</td><td>0.10 W/m<sup>2</sup>K</td></tr><tr><td>External wall u-value</td><td>0.15 W/m<sup>2</sup>K</td></tr><tr><td>Roof u-value</td><td>0.10 W/m<sup>2</sup>K</td></tr><tr><td>Door u-value</td><td>1.00 W/m<sup>2</sup>K</td></tr><tr><td>Window u-value</td><td>1.20 W/m<sup>2</sup>K</td></tr><tr><td>G-value</td><td>0.50</td></tr><tr><td>Air permeability rate</td><td>3 m<sup>3</sup>/hm<sup>2</sup> @ 50Pa</td></tr><tr><td>Ventilation strategy</td><td>Mechanical ventilation with heat recovery for both residential and non-residential</td></tr></table>	Floor u-value	0.10 W/m <sup>2</sup> K	External wall u-value	0.15 W/m <sup>2</sup> K	Roof u-value	0.10 W/m <sup>2</sup> K	Door u-value	1.00 W/m <sup>2</sup> K	Window u-value	1.20 W/m <sup>2</sup> K	G-value	0.50	Air permeability rate	3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa	Ventilation strategy	Mechanical ventilation with heat recovery for both residential and non-residential	
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Stakeholder	Comment		Response																								
	Waste Water Heat recovery	TBC																									
	Thermal bridging	Y-value of 0.04-0.08 W/m²K																									
	Low energy lighting	All are low energy lighting including LED, compact fluorescent or fluorescent luminaires.																									
	Heating system (efficiency / emitter)	TBC																									
	Thermal mass	TBC																									
	Improvement from the target fabric energy efficiency (TFEE)	12.9% improvement, from 33.20 (TFEE) to 29.93 (DFEE) MWh/year																									
	Proposed percentage of glazed area:																										
	Table 3: Percentage of glazed area for each façade orientation for the proposed development																										
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<ul style="list-style-type: none"><li>- Please specify the heating strategy and ventilation system assumed under the Baseline and Be Lean scenarios (including the gross efficiency figure(s)). For residential applications the baseline should be a gas boiler. 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.</li><li>- While the U-value of external walls is better than that of the notional dwelling, but the proposed U-value of external walls can be improved further.</li><li>- Please confirm if waste water heat recovery is proposed.</li><li>- Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. This detail can also be conditioned.</li><li>- Applicant to confirm if lighting will be 100% LED light fittings instead of compact fluorescent or fluorescent luminaires as the latter have lower luminous efficacy (lm/W).</li><li>- The ES has indicated the development will aim to achieve a Y-value of 0.04-0.08 on average exceeding the Y-value of 0.08 for the notional building. This is to be achieved by focusing on using hi-therm lintels and materials with thermal breaks. This will be conditioned.</li></ul>																											



Stakeholder	Comment	Response									
	<p>- What is the construction of the building and what is the assumed thermal mass?</p> <p>Overheating is dealt with in more detail below.</p> <p><b>Energy – Clean</b>  London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a site-wide 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 development is within 600 meters of a planned future DEN, so the development is expected to secure a connection subject to demonstration of technical feasibility and financial viability.</p> <p>The applicant has proposed a connection to the planned Meridian Water Heat Network in Enfield to supply the full space heating and hot water demand. This is supported.</p> <p>Rather than a single site wide system, two separate systems are proposed for the non-residential and residential areas due to differences in management and phasing. It is also worth noting that because connection to MWHN has been confirmed, it is essentially a single system. This is therefore acceptable.</p> <p>The applicant has provided evidence of conversation with the energy provider, Energetik, who have confirmed a connection to the network is viable and potentially in line with the construction programme of the proposed development (November 2026). If the connection to the heat network is not available when required, the development has proposed a temporary boiler back-up strategy.</p> <table border="1"> <tr> <td><b>Carbon saving</b></td><td>126.9 tCO<sub>2</sub> (63%)</td><td>Site wide (Application 1)</td></tr> <tr> <td><b>Carbon factor</b></td><td>0.025, assuming a 'new' network (after accounting for primary and secondary heat losses)</td><td>Provided by Energetik using waste heat when the heat network commences operation in November 2026.</td></tr> <tr> <td><b>Distribution loss factor (DLF)</b></td><td>1.27</td><td>Details in Appendix G – assumes 15% losses within secondary network which should be secured through condition/obligation</td></tr> </table>	<b>Carbon saving</b>	126.9 tCO <sub>2</sub> (63%)	Site wide (Application 1)	<b>Carbon factor</b>	0.025, assuming a 'new' network (after accounting for primary and secondary heat losses)	Provided by Energetik using waste heat when the heat network commences operation in November 2026.	<b>Distribution loss factor (DLF)</b>	1.27	Details in Appendix G – assumes 15% losses within secondary network which should be secured through condition/obligation	
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Stakeholder	Comment			Response
	<b>Heating substation location</b>	Plot 5, to supply heat to all proposed residential plots.	Separate heating substations are proposed for the Selby Centre, and the future sports hall which is being considered under Application 2.	
	<b>Temporary heating strategy if connection is not yet available</b>	Temporary gas boilers; north of Plot 5 within the red line	Details in Appendix H. Applicant to confirm if they are not permanent or they will function as permanent backup boilers to provide resilience if heat from the DEN is not available.	
	<p>The applicant has submitted location plans showing proposed locations of the temporary backup boilers and Energetik substations.</p> <p>The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:</p> <ul style="list-style-type: none"> <li>a) Details of the buried primary (MWHN) pipe (dry and filled with nitrogen) the GF plant rooms to the boundary of the site and evidence of any obstructions in highway adjacent to connection point;</li> <li>b) A good quality secondary network within the housing development – e.g. 60/40 Flow &amp; Return, &lt;60W/dwelling losses from the network – ideally to an agreed standard in the S106 (noting that a 60W/dwelling heat loss is consistent with the assumed 15% losses included in the DLF of 1.27 assuming 3500kWh per dwelling);</li> <li>c) A clear plan for QA of the network post-planning approval through to operation, based on CP1;</li> <li>d) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set.</li> </ul> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>– We understand a temporary boiler back-up strategy is provided in case the construction phase of the development is out of sync with the DEN extension.</li> <li>– Please confirm if the construction phase is in line with DEN extension planned for November 2026.</li> <li>– What are the assumed heat losses from main network to site, within the secondary and tertiary networks (e.g. in corridors in W/sqm and by dwelling in W/dwelling)?</li> <li>– Please confirm if the DEN network will also provide space and water heating to the commercial unit.</li> </ul>			

Stakeholder	Comment	Response
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Stakeholder	Comment	Response
	<div data-bbox="533 140 1079 805"></div> <p>Figure 6. Proposed PV layout for the Selby Centre development.</p> <ul style="list-style-type: none"><li>- What are the PV requirements of the notional dwelling in kgCO2p.a. and kWh/m2? We are trying to understand the shortfall of PV output.</li><li>- Applicant to confirm the proposed PV layout has taken considerations of the technical requirements of the biosolar roof beneath, as well as the roof maintenance access and fall restraint system. Would the gap highlighted below be sufficient for maintenance access?</li></ul>	

Stakeholder	Comment	Response
	<div data-bbox="504 140 1198 774" data-label="Image"> <p>The image is a detailed architectural floor plan of a building. It shows multiple rooms and corridors. Two areas are labeled 'PV Panels' with red arrows pointing to them. Other labels include 'Lift Overrun', 'Plant and Maintenance Access Areas', and 'Storage'. There are also some red markings on the plan, possibly indicating specific features or areas of interest.</p> </div> <ul style="list-style-type: none"> <li>- The electricity generated from PV is proposed to supply to the domestic landlord areas only. This contradicts to the section about “flexibility and peak energy demand” in the ES which has stated the installation of PV will directly supply the residential units with electricity. Applicant to clarify.</li> <li>- If the electricity generated from PV is proposed to supply to landlord areas only. Applicant to review if this can be supplied to residents and the commercial unit directly as well before surplus is exported potentially back to the grid?</li> </ul> <p><b>Energy – Be Seen</b>  London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>A monitoring strategy will be put in place to ensure that the actual energy performance of the development can be monitored and reported post-occupation. Performance and output of PV system will also be monitored.</p>	

Stakeholder	Comment	Response
	<p>Heating controls in dwellings will comprise of a charging system linked to the use of community heating and programmers and space conditioning in the non-domestic areas will be controlled by local time control and local temperature control.</p> <p>The applicant has confirmed that the smart meters will be installed to monitor the heat and electricity consumption of each dwelling; the display board will demonstrate real-time and historical energy use data and will be installed at an accessible location within the dwellings.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Please confirm if smart meters will also be installed to the commercial unit too.</li> <li>- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<a href="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">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</a>)</li> </ul> <p><b>3. Carbon Offset Contribution</b></p> <p>A carbon shortfall of 18.9 tCO<sub>2</sub>/year remains. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years plus 10% maintenance fee.</p> <p><b>4. Overheating</b></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 TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. Out of the total 202 dwelling units, the report has modelled 57 units with an overall 270 habitable spaces including 116 kitchen / living / dining rooms (KLDs), 133 double bedrooms, 21 single bedrooms, and shared communal rooms and common spaces under the London Weather Centre files.</p> <p>The commercial unit has not been modelled.</p> <p>6 iterations have been modelled with 2020s weather files and 3 further iterations have used DSY1 2050's. Due to the noise constraints of this site being adjacent to an industrial site to the East, an analysis has been undertaken assuming all windows are able to open to a maximum of 10% of the floor area, other than the windows to the eastern façade of Block 5 which must remain closed overnight. This is represented in iteration 04.</p>	

Stakeholder	Comment	Response																																				
	<p>Given the East façade of Block 5 is the most acoustically restricted and therefore the windows on this façade have been modelled as closed at night, the associated flats will have higher overheating risk. However only a small portion of these flats on the East façade has been sampled, therefore the scope of the sample flats should be adjusted to include flats with higher overheating risk.</p> <p>All spaces in iteration 04 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"><li>- Natural ventilation, with inward opening windows openable to at least 90°.</li><li>- External shade including slight recesses to windows and balconies where present, protruding lintels and external walkways and columns</li><li>- Internal shading blinds via opaque blinds (while not included in compliance calculation in line with GLA guidance)</li><li>- Glazing g-value of 0.5</li><li>- No active cooling</li></ul> <p>Proposed future mitigation measures include:</p> <ul style="list-style-type: none"><li>- Movable external shutters</li><li>- Cooling coils to the MVHR system</li></ul> <p>Results for domestic units are listed in the table below:</p> <table><tr><th rowspan="3">Domestic: CIBSE TM59</th><th rowspan="3">Design parameters</th><th colspan="3">Predominantly naturally ventilated</th></tr><tr><th>Criterion A KLDS (&lt;3% hours)</th><th>Criterion A Bedrooms (&lt;3% hours)</th><th>Criterion B for bedrooms (less than 33 hours)</th></tr><tr><th colspan="3">No. of rooms not meeting criteria</th></tr><tr><td colspan="5">DSY1 2020s</td></tr><tr><td>Iteration 01</td><td>Baseline including all external shading</td><td>109/116</td><td>129/154</td><td>154/154</td></tr><tr><td>Iteration 02</td><td>Increased natural ventilation with KLD windows open 24 hrs</td><td>0/116</td><td>0/154</td><td>0/154</td></tr><tr><td>Iteration 03</td><td>It_02 with 50% reduction to effective free area for required security measures to accessible KLD windows</td><td>0/116</td><td>0/154</td><td>0/154</td></tr><tr><td>Iteration 04</td><td>It_03 plus acoustic restrictions (EFA 10% of floor area and windows on east</td><td>0/116</td><td>0/154</td><td>0/154</td></tr></table>	Domestic: CIBSE TM59	Design parameters	Predominantly naturally ventilated			Criterion A KLDS (<3% hours)	Criterion A Bedrooms (<3% hours)	Criterion B for bedrooms (less than 33 hours)	No. of rooms not meeting criteria			DSY1 2020s					Iteration 01	Baseline including all external shading	109/116	129/154	154/154	Iteration 02	Increased natural ventilation with KLD windows open 24 hrs	0/116	0/154	0/154	Iteration 03	It_02 with 50% reduction to effective free area for required security measures to accessible KLD windows	0/116	0/154	0/154	Iteration 04	It_03 plus acoustic restrictions (EFA 10% of floor area and windows on east	0/116	0/154	0/154	
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Stakeholder	Comment					Response																		
		façade of Block 5 are close). This reflects the current design proposal.																						
	<b>DSY2 2020s</b>																							
	Iteration 05	It_04 with DSY 2 weather file	104/116	1/154	154/154																			
	<b>DSY3 2020s</b>																							
	Iteration 06	It_04 with DSY 3 weather file	115/116	1/154	154/154																			
	<b>DSY1 2050s</b>																							
	Iteration 07	It_04 with DSY 1 2050s weather file	82/116	1/154	154/154																			
	Iteration 08	It_07 plus external shading	9/116	0/154	154/154																			
	Iteration 09	It_08 plus cooling coils to MVHR system	7/116*	0/154	0/154																			
	* Seven units have marginally failed by 0.1-0.4% and applicant has explained they therefore do not post a significant overheating risk.																							
	Results for communal corridor are listed in the table below:																							
	<table><tr><th rowspan="2">Domestic: CIBSE TM59</th><th rowspan="2">Design parameters</th><th colspan="2">Mechanical ventilation</th></tr><tr><th>% Annual hours &gt; 28C</th><th>Criteria Met</th></tr><tr><td>Iteration_01</td><td>Mechanical ventilation 15 L/s in <b>DSY1</b> 2020s</td><td>0.13%</td><td>Y</td></tr><tr><td>Iteration 02</td><td>Mechanical ventilation 15 L/s in <b>DSY2</b> 2020s</td><td>1.55%</td><td>Y</td></tr><tr><td>Iteration 03</td><td>Mechanical ventilation 15 L/s in <b>DSY3</b> 2020s</td><td>2.06%</td><td>Y</td></tr></table>						Domestic: CIBSE TM59	Design parameters	Mechanical ventilation		% Annual hours > 28C	Criteria Met	Iteration_01	Mechanical ventilation 15 L/s in <b>DSY1</b> 2020s	0.13%	Y	Iteration 02	Mechanical ventilation 15 L/s in <b>DSY2</b> 2020s	1.55%	Y	Iteration 03	Mechanical ventilation 15 L/s in <b>DSY3</b> 2020s	2.06%	Y
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The submitted overheating strategy is not considered acceptable, additional sample units are required to include units with high overheating risk.																								
<u>Actions:</u>																								
<ul style="list-style-type: none"><li>- Sampling units should include more flats on the East façade with windows closed at night due to acoustic restrictions.</li><li>- Please can you confirm if the scope of the sampling units has covered the following:<ul style="list-style-type: none"><li>o All single-aspect rooms facing west, east, and south;</li><li>o At least 50% of rooms on the top floor;</li><li>o 75% of all modelled rooms facing South or South/West;</li><li>o Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (with cross reference to the Noise and the Air Quality Assessments to demonstrate the most sensitive receptors and the <a href="#">AVO Residential Design Guide</a>);</li></ul></li><li>- Please provide the number and scope of the communal corridor modelled.</li></ul>																								



Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>- Please confirm if there are windows in communal corridors for natural ventilation? If so, please provide modelling of communal corridor with natural ventilation prior to mechanical ventilation.</li> <li>- Windows to the eastern façade of Block 5 have been modelled as closed, please can applicant clarify if the associated habitable rooms will be modelled as mechanically ventilated?</li> <li>- Please model mechanical ventilation with MVHR as proposed in the development before the incorporation of cooling coils in iteration 09, this helps to identify the extent of cooling coils needed.</li> <li>- Please confirm if the MVHR system has summer by-pass function.</li> <li>- Please demonstrate how the external shutters can be installed in the retrofit plan for future</li> <li>- Please confirm if the cooling coils in the retrofit fit plan do not form part of the current proposal and confirm the extent of this requirement.</li> <li>- Please specify the specification and the energy requirement of the cooling coil.</li> <li>- Identify communal spaces (indoor and outdoor) where residents can cool down if their flats are overheating.</li> <li>- This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants.</li> </ul> <p><b>5. Sustainability</b></p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>The following sustainability measures have been proposed:</p> <ul style="list-style-type: none"> <li>• Water efficiency measures such as water efficient sanitary fittings, provision of water butt to reduce water consumption to less than 105 litres per person per day.</li> <li>• 4 SUDS measures including green roofs on all buildings, rain gardens, permeable pavement and attenuation basins (in Application 2) will be incorporated.</li> <li>• A total 400 long stay cycle spaces within buildings or courtyards and 15 short stay spaces for visitors have been provided.</li> <li>• The Ecological Appraisal has set out the recommendations to incorporate bird boxes, bat boxes, hedgehog boxes and invertebrate boxes.</li> </ul> <p><u>Action:</u></p> <ul style="list-style-type: none"> <li>- The recommendations from the Ecological Appraisal have not been incorporated into the drawings. Please set out the proposed locations and number of wildlife boxes.</li> </ul>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>- Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system. Please confirm if water butts will be provided.</li> <li>- Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer.</li> </ul> <p><b><i>Non-Domestic BREEAM Requirement</i></b>  Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has not submitted a BREEAM Pre-Assessment Report for the commercial unit.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Submit the BREEAM Pre-Assessment report, or an alternative accreditation scheme.</li> <li>- 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.</li> </ul> <p><b><i>Urban Greening / Biodiversity</i></b>  All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The Biodiversity Net Gain calculation shows a net gain of 17.53%, which is above the 10% requirement as set out in the Environment Act 2021.</p> <p>The development has achieved an Urban Greening Factor (UGF) of 0.405 for Application 1. This has achieved the minimum requirement of 0.4 for residential development in line with London Plan Policy G5.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- The proposed UGF has just reached the minimum requirement, applicant is encouraged to further improve the UGF. For example, applicant can further introduce planting along the main pedestrian route.</li> </ul>	

Stakeholder	Comment	Response				
	<p><b>Living roofs</b></p> <p>All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p> <p>The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p><b>Climate Change Adaptation</b></p> <p>Developments of this size should have a climate change adaptation strategy in place for residents and visitors to help the area become more resilient against the impacts of climate change. This should include adaptation to increased risk of flooding and wind-based impacts from more frequent and severe storm events, longer periods of drought (in relation to the soft landscaping and limiting occupant water use), more intense and longer heatwaves. The development should allocate publicly accessible 'cool spaces', following the <a href="#">GLA's criteria for cool spaces</a> and to form part of the wider <a href="#">cool spaces map</a>.</p> <p>The Sustainability Statement has referred to the Overheating Section of the Energy Statement and the SUDS proposal in the Flood Risk Assessment as their strategies for Climate Change Adaptation.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"><li>- Identify in what ways the development will increase the resilience of residents and businesses and adapt their public realm to the impacts of climate change.</li></ul> <p><b>Whole Life-Cycle Carbon Assessments</b></p> <p>Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.</p> <p>The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table><tr><td></td><td><b>Estimated carbon emissions</b></td><td><b>GLA benchmark RESIDENTIAL</b></td><td><b>Embodied carbon rating (Industry-wide)</b></td></tr></table>		<b>Estimated carbon emissions</b>	<b>GLA benchmark RESIDENTIAL</b>	<b>Embodied carbon rating (Industry-wide)</b>	
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Stakeholder	Comment				Response
	<b>Product &amp; Construction Stages</b> Modules A1-A5 (excl. sequestration)	827kgCO <sub>2</sub> e/m <sup>2</sup>	Meets GLA benchmark (<850 kgCO <sub>2</sub> e/m <sup>2</sup> ) but misses the aspirational target (<500 kgCO <sub>2</sub> e/m <sup>2</sup> ).	Modules A1-A5 achieve a band rating of 'E', not meeting the LETI 2020 Design Target.	
	<b>Use and End-Of-Life Stages</b> Modules B-C (excl. B6 and B7)	490kgCO <sub>2</sub> e/m <sup>2</sup>	Does not meet GLA target (<350 kgCO <sub>2</sub> e/m <sup>2</sup> ) and aspirational benchmark (<300 kgCO <sub>2</sub> e/m <sup>2</sup> ).		
	Modules A-C (excl B6, B7 and incl. sequestration)	1193kgCO <sub>2</sub> e/m <sup>2</sup>	Meets GLA target (<1200 kgCO <sub>2</sub> e/m <sup>2</sup> ) but missed the aspirational benchmark (<800 kgCO <sub>2</sub> e/m <sup>2</sup> ).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'E', not meeting the RIBA Built Target.	
	<b>Use and End-Of-Life Stages</b> Modules B6 and B7	554kgCO <sub>2</sub> e/m <sup>2</sup>	N/A		
	<b>Reuse, Recovery, Recycling Stages</b> Module D	-25kgCO <sub>2</sub> e/m <sup>2</sup>	N/A		
	<p><b>Circular Economy</b></p> <p>Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>The Circular Economy Statement has acknowledged the six circular economy principles in accordance with the GLA's Circular Economy Statements Guidance. The Circular Economy Statement is fairly high level.</p> <p>The following project specific strategies have been employed:</p> <ul style="list-style-type: none"><li>At least 95%of demolition and excavation waste will be used and/or recycled. Special attention will be given to topsoil from excavation activities, such as no topsoil is sent to landfill.</li></ul>				

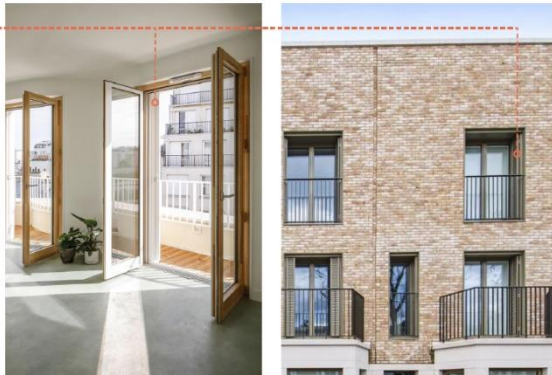
Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>• 100% of the timber will be sourced from FSC or PEFC source.</li> <li>• Main contractor will be required to prioritise products holding EM/ISO14001 responsible sourcing certification.</li> <li>• 100% concrete will be BES 6001 certified.</li> <li>• Steel reinforcement to contain 87% recycled content.</li> <li>• The stacked design of the units contributes to the efficient use of materials and minimize construction waste.</li> <li>• Use of lime mortar has been considered.</li> <li>• Assumed 30% GGBS replacement for concrete within the superstructure.</li> </ul> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Applicant is strongly encouraged to develop further project-specific strategies in line with the circular economy principles.</li> <li>- The demand of GGBS has outstripped the supply in UK, currently GGBS is imported as noted in the CE report. This diminishes the benefits of using GGBS. Applicant is encouraged to explore alternative along with GGBS.</li> <li>- Use of lime mortar is encouraged.</li> </ul> <p><b>6. Planning Conditions</b> To be secured (with detailed wording TBC)</p> <ul style="list-style-type: none"> <li>- Energy strategy</li> <li>- Overheating</li> <li>- BREEAM Certificate</li> <li>- Living roof(s)</li> <li>- Circular Economy (Pre-Construction report, Post-Completion report)</li> <li>- Whole-Life Carbon</li> <li>- Biodiversity</li> <li>- Be Seen commitment to uploading energy data</li> <li>- Energy Plan</li> <li>- Sustainability Review</li> </ul> <p><b>7. Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Estimated carbon offset contribution (and associated obligations) of £53,900 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages.</li> <li>- DEN connection (and associated obligations)</li> <li>- Heating strategy fall-back option if not connecting to the DEN</li> <li>- Deferred offset contribution, if an alternative low-carbon heating strategy is implemented.</li> </ul>	

Stakeholder	Comment	Response		
	<p><b>Carbon Management Response 19/02/2025</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"><li>• Written response prepared by the applicant dated 23<sup>rd</sup> Jan 2025 (this superseded the written response prepared by XCO2 dated 23<sup>rd</sup> Oct 2024)</li><li>• SAP worksheet for Be Lean and Be Green stages</li><li>• GLA Carbon emission reporting spreadsheet</li><li>• Proposed heat network site plan (20049-LHE-ZZ-XX-DR-C-HEAT-08 - SELBY PROPOSED HEAT.pdf)</li><li>• Plot 5 Typical Bays</li><li>• Plot 6 Typical Bays</li><li>• Plot 7 Typical Bays</li><li>• 2. Selby urban Village_GLA CE Memo_Stage 1_12.11.2024</li><li>• 2. Selby Urban Village_GLA WLC Memo_12.11.24</li><li>• 20240568 Selby Urban Village - GLA consultation (Stage 1) - Energy Memo 2024</li></ul> <p><b>1. Summary</b></p> <p>The development achieves a side-wide reduction of 91% carbon dioxide emissions on site for application 1, of which domestic has also achieved 91% reduction and non-domestic has achieved 51% reduction, which is supported in principle. Planning conditions have been recommended to secure the benefits of the scheme.</p> <p>It is understood that applicant will address GLA’s comments on Circular Economy, WLCA and Energy Memo separately in Stage 2 of the GLA’s referral process.</p> <p><b>2. Energy Strategy</b></p> <p>Applicant has clarified the cumulative percentage for residential is 91%, the mathematical discrepancy to the GLA carbon emission reporting spreadsheet was due to the rounding up of numbers. Therefore there is no change to the percentage reduction as shown in the table above.</p> <p>Applicant has further explained the high EUI was due to the default overestimation of unregulated energy from BREDEM methodology. In addition, the carbon factor benefit has not accounted for as the DEN must be modelled with an efficiency of 100% to be in line with BRE guidance.</p> <p><b>Energy – Lean</b></p> <p>The applicant has provided the following updates:</p> <table><tr><td>Waste Water Heat recovery</td><td>Not proposed as it is incompatible with DHN system.</td></tr></table>	Waste Water Heat recovery	Not proposed as it is incompatible with DHN system.	
Waste Water Heat recovery	Not proposed as it is incompatible with DHN system.			

Stakeholder	Comment		Response
	Low energy lighting	All lighting will be LED	
	Heating system (efficiency / emitter)	Residential: Gas-boilers with efficiency of 89.5%. Commercial: DEN for space heating and hot water (carbon factor of 0.23 kg CO <sup>2</sup> /kWh and a primary energy factor of 1.05 kWhPE/kWh)	
	Thermal mass	250kJ/m <sup>2</sup> K (concrete framed building with a solid brick façade)	
	<b>Energy – Clean</b>		
	Applicant has confirmed the following:		
	<ul style="list-style-type: none"><li>- DHN has confirmed the connection will be feasible. A temporary energy strategy has also been developed if any delays occur.</li><li>- Secondary network losses will be designed to meet CP1 criteria of less than 100W per dwelling. In the absence of specific HIU data, tertiary losses based on SAP 1.46kWh/day standing heat loss from HIU (equivalent to 60W per HIU).</li><li>- Commercial unit is shell and core fit out only. Capped off connection points will be provided. Modelling has assumed connection to the DEN network.</li><li>- Site plan (drawing number - 20049-LHE-ZZ-XX-DR-C-HEAT-08 - SELBY PROPOSED HEAT NETWORK.pdf) has been provided to show the location of pipe layout between the connection point and plant room.</li></ul>		
	Actions:		
	<ul style="list-style-type: none"><li>- The standing heat loss from HIU is too high, it should be ideally below maximum 50W. Applicant to revise their strategy to reduce the standing heat loss.</li></ul>		
	<b>Energy – Green</b>		
	Applicant has confirmed the following:		
<ul style="list-style-type: none"><li>- In response to the integrating additional PV panels to the lower roofs on Block 6 and 8, safe access to roof cannot be provided in those roofs as there are no cores underneath. In addition, the parapets of those roofs are deliberately low to reduce perceived massing and not overshadow the school playing fields.</li><li>- Calculations for the shortfall of PV output compared with notional building: Calculation of notional PV is based on 40% of dwelling floor area / (6.5 x number of storeys in block). Total building savings per annum: notional PV 19.6tCO<sub>2</sub>, proposed PV 11.8tCO<sub>2</sub>.</li><li>- Roof access around PVs: Applicant has confirmed they have spoken to specialist suppliers. No fall restraint system on roof is needed as the proposed parapet height is high enough to provide fall protection.</li><li>- Applicant has confirmed electricity generated by the PVs will be supplied to the landlord areas with excess sold to the grid, instead of supplying to the residential units. As the implementation</li></ul>			

Stakeholder	Comment	Response
	<p>of sharing PV generated electricity would be too complex and costly at this point. However in detailed development stage applicant will investigate alternative utilisation of the PV array to support heating system for pumps / buffer vessels or directly into each flat.</p> <p>Further investigation into the utilisation of electricity generated by PVs on site in later design stage is encouraged.</p> <p><b>Energy – Be Seen</b> Applicant has confirmed the following:</p> <ul style="list-style-type: none"> <li>- Commercial unit is shell and core fit out only, therefore it is unknown if the occupant will install smart meters.</li> <li>- Planning stage Be Seen webform will be submitted after planning stage carbon emissions have been agreed.</li> </ul> <p>Applicant is encouraged to integrate the requirement of smart meter installation into the lease agreement for the commercial unit.</p> <p><b>4. Overheating</b> Applicant has clarified only the East façade of Plot 5 has risk of acoustic issues and all the habitable rooms on this façade are living rooms and kitchens, hence they are not required by Part O to be modelled closed at night due to noise restraints.</p> <p>The scope of the sampling units has been clarified as follows:</p> <ul style="list-style-type: none"> <li>- Only Plot 5 has one single aspect unit typology and they have modelled the worst-scenario of this single-aspect on the top floor.</li> <li>- 58% of top floor rooms were modelled.</li> <li>- 75% of S/SW were modelled.</li> <li>- There are no significant sources of air pollution for this site. All habitable rooms on site had window restrictions of 10% effective free area relative to floor area, which was found to be sufficient to mitigate acoustic issues as per the Acoustic Assessment. Over 28% of all units were captured within the modelled sample.</li> <li>- Only the worst-case corridor on the top floor of plot 7 was sampled and it is modelled on mechanical ventilation, as there are no openable windows are proposed for the communal corridors as the responsibility of opening the communal windows cannot be placed on an individual resident.</li> </ul> <p>Applicant has confirmed the following:</p> <ul style="list-style-type: none"> <li>- MVHR will have summer by-pass function.</li> <li>- The depth of the façade and masonry construction will be deep enough to accommodate the folding shutters in the future. Examples of folding shutters have been included as below:</li> </ul>	



Stakeholder	Comment	Response
	<p><b>FUTURE PROOFING SHUTTERS</b> Robust construction and deep facade</p> <p>Depth of facades and strength of solid masonry construction means that, if necessary, in the future, metal concertina shutters could be fitted to the residential facades</p>  <p><i>Metal concertina shutters, Jean-Cristophe Quinton, Paris</i>      <i>Metal folding shutters, Elephant and Castle, London</i></p> <ul style="list-style-type: none"> <li>-</li> <li>- Cooling coils are only required for the future retrofit scenario. The cooling coil specification is Nuaire MR-ECO-COOL-V unit and the energy requirement is 1.73kW.</li> <li>- Communal spaces where residents can cool down: Units include balcony spaces and communal courtyards. Residents will have access to the playing fields on the adjacent site.</li> <li>- Haringey Housing to provide the building user guide to mitigate overheating risk for occupants.</li> </ul> <p><b>Sustainability</b> The incorporation of recommendations from Ecological Appraisal and water butts will be conditioned.</p> <p><b>Non-Domestic BREEAM Requirement</b> The applicant has not carried out a BREEAM Pre-Assessment as the commercial unit is only 85m2 and they have stated that a BREEAM assessment would compromise the viability of the unit.</p> <p>On balance, the site-wide has achieved an overall 91% carbon reduction, therefore it is acceptable that the BREEAM certification is not required. However applicant is required to submit a pre-assessment and ensure the benefits are integrated into the design. This will be conditioned.</p> <p><b>Climate Change Adaptation</b> The following strategies have been proposed to increase the climate resilience of the residents and businesses:</p> <ul style="list-style-type: none"> <li>- Planting includes drought resistant species; green roofs reduce urban heat island effect; building user guide to include section on overheating mitigation; balconies provide residents with external</li> </ul>	

Stakeholder	Comment	Response
	<p>shaded spaces during warmer periods; MVHR includes summer by-pass function; street trees and tree planting provide shading in courtyards and reduce local temperatures</p> <ul style="list-style-type: none"> <li>- The team is proposing future retrofit strategy for more extreme weather, such as installation of cooling coils as part of the MVHR and/or window shutters.</li> </ul> <p>Further work should be undertaken to ensure that the climate adaptation and resilience strategy responds to the London Climate Resilience Review, and any forthcoming action plans.</p> <p><b><i>Circular Economy</i></b></p> <p>A range of project specific strategies were developed, and will be continued to be developed throughout the detailed design stage to ensure compliance with all GLA targets:</p> <ul style="list-style-type: none"> <li>- The site was developed to be cut and fill neutral.</li> <li>- Basements were avoided for all residential elements to avoid excavation.</li> <li>- Structural grids were optimised to minimise the requirement for transfer structures. Loadbearing walls have been avoided where possible, maximises flexibility for future redevelopment.</li> <li>- Standardised window sizes were used throughout to minimise waste.</li> <li>- SWMP and OWMP have been produced to provide guidance on waste minimisation.</li> <li>- The energy strategy proposes connection to the district heating network, reducing requirement for new plant.</li> </ul> <p>In response to the supply issue of GGBS, applicant has clarified other supplementary cementitious materials options such as calcined clays and limestone fines will also be explored in the detailed design stage.</p> <p>Applicant has confirmed lime mortar will only be used for the Bull Lane playing fields element of the masterplan, but not for the residential part of the project due to differing design requirements and concern over costs. This is regrettable as applicant should explore the feasibility of the use of lime mortar in detailed development stage instead of rejecting the use of it from the outset due to concern over costs. Applicant is encouraged to reconsider the use of lime mortar when opportunities arise.</p> <p><b><i>Planning Conditions</i></b></p> <p><u><i>Energy Strategy</i></u></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy Statement by XCO2 (dated Oct 2024) delivering a minimum 91% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, connection to DEN and a minimum 229 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</li> <li>- Confirmation of the necessary fabric efficiencies to achieve a minimum 31% reduction;</li> <li>- Details to thermal bridging and demonstrate a Y-value of 0.04-0.08 W/m<sup>2</sup>K or lower has been achieved.</li> <li>- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</li> <li>- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual energy generation (kWh/year); inverter capacity; and how the energy will be used on-site before exporting to the grid;</li> <li>- Details of investigation into optimising the usage of electricity generated by PVs on site, in addition to using electricity in landlord areas with excess exported back to grid;</li> <li>- Specification of any additional equipment installed to reduce carbon emissions, if relevant;</li> <li>- A metering strategy</li> </ul> <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 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>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</p> <p>Reason: To ensure the development reduces its impact on climate change by reducing carbon</p>	

Stakeholder	Comment	Response
	<p><i>emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>DEN Connection</i></u>  <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p> <ul style="list-style-type: none"> <li><i>Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);</i></li> <li><i>Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i></li> <li><i>Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i></li> <li><i>A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</i></li> <li><i>Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i></li> <li><i>Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i></li> <li><i>Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i></li> <li><i>Details of a future pipework route from the temporary boiler location to the plant room.</i></li> </ul> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Energy Monitoring</i></u></p>	

Stakeholder	Comment	Response
	<p><i>No development shall take place beyond the superstructure of the development until a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. The details shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/ low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building and the monitored data for each block shall be submitted to the Local Planning Authority, at daily intervals for a period of 5 years from final completion.</i></p> <p><i>Within six months of first occupation of any dwellings, evidence shall be submitted in writing to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</i></p> <p><u><i>Overheating</i></u>  <i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Overheating Assessment by XCO2 (as attached in the Appendix A of the Energy Statement dated Oct 2024).</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <li><i>- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;</i></li> <li><i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;</i></li> <li><i>- Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i></li> <li><i>- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; this should include details to demonstrate sufficient depths have been allowed within the balcony and solid masonry construction to accommodate future external folding shutter;</i></li> </ul>	

Stakeholder	Comment	Response
	<p>- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</p> <p>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</p> <p>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</p> <ul style="list-style-type: none"> <li>- Natural ventilation, with inward opening windows openable to at least 90°;</li> <li>- External shade including slight recesses to windows and balconies where present, protruding lintels and external walkways and columns;</li> <li>- Internal shading blinds via opaque blinds (while not included in compliance calculation in line with GLA guidance);</li> <li>- Glazing g-value of 0.5;</li> <li>- No active cooling;</li> <li>- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</li> </ul> <p>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.</p> <p>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</p> <p><u>Living roofs</u></p> <p>(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:</p> <ul style="list-style-type: none"> <li>i) A roof plan identifying where the living roofs will be located;</li> <li>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);</li> <li>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</li> </ul>	

Stakeholder	Comment	Response
	<p>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;</p> <p>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with root ball of plugs 25cm<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</p> <p>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vii) Management and maintenance plan, including frequency of watering arrangements.</p> <p>viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</p> <p>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</p> <p><u>Sustainability standards for non-residential unit</u></p> <p>(a) Within 6 months of commencement of above ground works, a BREEAM Pre-Assessment should be submitted to demonstrate what sustainability measures will be integrated within the commercial unit.</p> <p>(b) At least two months prior to the occupation of the commercial units, the employer requirements setting the sustainability requirements for the non-domestic units should be submitted to and approved by the planning authority. This should achieve the highest possible standard through measurable outputs to demonstrate how environmental sustainability has been integrated into the development, seeking to deliver as a minimum the credits as outlined in the BREEAM Pre-Assessment. These measures shall be maintained thereafter for the lifetime of the development.</p> <p>(c) Within six months after occupation, evidence of implementing the sustainability measures on site shall be submitted to the Local Planning Authority.</p>	

Stakeholder	Comment	Response
	<p><i>Reasons: 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</i></p> <p><u><i>Biodiversity Measures</i></u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u><i>Urban Greening Factor</i></u></p> <p><i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.4 has been met through greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u><i>Climate Change Adaptation</i></u></p> <p><i>Prior to the commencement of above ground works, submit annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts. It should also demonstrate further work has been undertaken to ensure that the climate adaptation and resilience strategy has responded to the London Climate Resilience Review, and any forthcoming action plans.</i></p>	



Stakeholder	Comment	Response
	<p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Circular Economy</i></u>  <i>Prior to the occupation of the development, a Post-Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance.</i></p> <p><i>The relevant Circular Economy Statement shall be submitted to the GLA at: <a href="mailto:circulareconomystatements@london.gov.uk">circulareconomystatements@london.gov.uk</a>, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation [of any phase / building/ development.</i></p> <p><i>Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.</i></p> <p><u><i>Whole Life Carbon</i></u>  <i>Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: <a href="mailto:ZeroCarbonPlanning@london.gov.uk">ZeroCarbonPlanning@london.gov.uk</a>, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.</i></p> <p><i>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><b>Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Estimated carbon offset contribution (and associated obligations) of £53,900 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages.</li> <li>- Deferred offset contribution</li> <li>- DEN connection (and associated obligations)</li> <li>- Heating strategy fall-back option if not connecting to the DEN</li> <li>- Deferred offset contribution, if an alternative low-carbon heating strategy is implemented</li> </ul> <p>Emailed comments sent 20/03/2025</p>	

Stakeholder	Comment	Response
	<p><b>Can you please add this extra condition? As this is only for council schemes to replace non-financial s106 obligations.</b></p> <p><u>Sustainability Review (condition)</u>  <i>Prior to the occupation of the relevant building, an assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:</i></p> <ul style="list-style-type: none"> <li><i>a. explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;</i></li> <li><i>b. explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;</i></li> <li><i>c. calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;</i></li> <li><i>d. provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and</i></li> <li><i>e. such other information reasonably requested by the Council.</i></li> </ul> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><b>Can you please also replace the Energy Monitoring condition with the wording below? As this is only for council schemes to replace non-financial s106 obligations.</b></p> <p><u>Energy Monitoring</u>  <i>(a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.</i></p> <p><i>(b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.</i></p>	

Stakeholder	Comment	Response
	<p><i>(c) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).</i></p> <p><i>All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<a href="https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance">https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance</a>). ) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.</i></p> <p><i>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</i></p>	
Conservation Officer	<p>The proposed development at Selby road does not directly affect any heritage asset and does not raise any concern in term of indirect impact to heritage assets.</p> <p>There is no objection to this application from the heritage conservation stance.</p>	Noted.
Design Officer	<p><b><u>Site Location &amp; Context</u></b></p> <p>The site is located In the north-east of the borough, and is for a project that crosses the border into Enfield, with the portion of the project on the Enfield side of the border treated as a separate planning application. The site comprises the existing "Selby Centre", a former secondary school converted into a community centre on the Haringey side of the border, along with "Bull Lane Playing Fields", a public open space on the Enfield side of the border. The existing former school buildings date from the</p>	Support noted.

Stakeholder	Comment	Response
	<p>1950s/60s and are of no townscape or architectural merit, whilst the open space is largely run down and overgrown.</p> <p>The proposals will refurbish the park to provide new sports pitches including a circular grass cricket pitch, gardens, childrens playspace, trees and other buffering vegetation, car and coach parking and a new Selby Centre community building. This is all in the London Borough of Enfield, so will not be commented on further here, save to say both appear to be of high quality design and will be of tremendous benefit to neighbouring and further afield residents of both boroughs. The former Selby Centre (originally school) buildings, in Haringey and therefore subject to this application, will all then be demolished and redeveloped for residential, save for the sports hall in the south-eastern corner of the site. This is considered to be of sufficiently good condition to be retained for now, as a cost saving, although outline planning permission is sought from Enfield for its intended future location in the park, with the intention, albeit not applied for in this permission, that when budgetary constraints allow this will relocate and be redeveloped for further housing. It is considered capable of being managed from the relocated Selby Centre, and does not impinge much on the proposed housing in this application.</p> <p>The site is surrounded by a mixture of generally low rise housing and industrial premises. The northern and western boundaries of the park are the back gardens of low rise, inter-war, “Homes for Heroes” Haringey council Weir Hall Estate (despite being in Enfield) that continues several blocks north and west. Its east side is the street known here as Bull Lane, which changes name to Queen Street where it crosses the border into Haringey. The street continues to the North Middlesex Hospital some 350m to the north and the North Circular 600m north, 300m south to White Hart Lane, with the Overground station 650m south-east. East of Bull Lane is industrial, as is the south side of the park, east of the existing Selby Centre that will become the new residential neighbourhood, including its immediate neighbour the “Booker” site recently granted planning permission for 3no. modern logistics units (<a href="#">HGY/2024/1203</a>). The potential impact of <i>this application</i> on that and vice versa was considered at the time of that permission to be acceptable, as a back-to-back relationship, except that the logistics “estate would open onto and present a more attractive frontage to the park to its north, when both are complete.</p> <p>To the south, south-east and south-west of the Selby Centre is a variety of inter and post war housing estates, including 1950s 3-storey flatted blocks east of Selby Road, continuing as two attractive crescents in Trafalgar and Allington Avenues to its east, 1980s flatted blocks on Dalbys Crescent tight to the south western corner of the Selby Centre, a further low rise, inter-war, cottage estate to its south west and the playing fields of Devonshire Hill Primary School immediately to its west, with the school buildings to its south. Beyond, across Weir Hall Road, The Weymarks are a pair of higher rise, seven storey, 1960s slab blocks. There is an established informal footpath from Weir Hall Road to the Selby Centre and park along the northern boundary of the school playing fields, with will be improved and regularised as part of this application.</p>	

Stakeholder	Comment	Response
	<p>The borough boundary runs along a slight ridge, with the land sloping gently to the north into the Edmonton area of Enfield and south to the Tottenham area of Haringey.</p> <p><b><u>Planning Policy Context</u></b></p> <p>The application site is Allocated in the adopted Site Allocations DPD (adopted June 2017) as “SA62: <b>The Selby Centre</b>”. The adopted Site Allocation is for “<i>Community use-led mixed use development including consolidation of community uses with potential housing development.</i>”. Site requirements include “<i>The future consolidated reprovion of all of the existing community uses should be secured before redevelopment can occur.</i>”</p> <p>••<i>Land should be restructured to make the best use of the land, with the potential for reprovion / enhancement of a community use taking account of existing uses.</i>”. There are no other nearby allocated sites in Haringey.</p> <p>Development Guidelines include “<i>There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the Borough through the Green Grid network.</i>”.</p> <p>Other than the site allocation, no other planning designation apply.</p> <p><b><u>Streetscape Character &amp; Pattern of Development</u></b></p> <p>The proposals are laid out in a simple street layout of exemplary clarity and usefulness. The existing Selby Road is to be extended through the site, up to the edge of the borough, providing an approach route to the new Selby Centre and park, which will also be accessible from Bull Lane. Pedestrians and cycles will be able to continue through the park, and refuse vehicles only will be able to pass through the service yard proposed for the rear of the Selby Centre building, but otherwise the new residential neighbourhood will remain a cul-de-sac for vehicles, whilst being better connected to more attractive through pedestrian and cycle routes.</p> <p>To provide a double sided street, with residential blocks on either side, Selby Road will “kink” slightly to the west on entering the new neighbourhood, whilst maintaining the possibility of through views to the new Selby Centre from further down the street. The kink is effected through an “entrance square”, animated by new residential blocks enclosing and looking onto it, with the primary “gateway” block closing the vista north up Selby Road containing a ground floor “corner shop” business unit to further animate the square; this is considered to resolve QRP concerns in their last report on this proposal.</p> <p>The primary street, continuation of Selby Road, then continues north, formally lined with elegant new residential blocks of consistent height and regularly spaced entrances, as well as street trees and landscaped pavements and parallel parking, to terminate in a park entrance square straddling the</p>	

Stakeholder	Comment	Response
	<p>borough boundary, overlooked and addressed by the main entrance to the new Selby Centre, new playspace in the park and the terminus of the improved path west to Weir Hall Road. The residential block on the west side turns to run alongside and face this path until it reaches the site boundary, enclosing that block's private communal centra court, and the block on the east side similarly turns east, facing and addressing the Selby Centre. Further south, this block turns to corm a C-shaped block in plan, with its southern wind facing a small street on the north side of the pavilion-like "gateway block" forming a route to the retained sports hall. The block on the western side of the main north-south street is E-shaped in plan, with a centra wing as well as a southern wind facing a secondary street running west from the entrance square, connecting to the end of Dalbys Crescent, a final L-shaped in plan block on the south side of this street resolves the complex relationship the proposed development has with Dalbys Crescent, with its north wing double sided onto this east-west street to its north and Dalbys Crescent's parking square to its south, while its easter wing being single sided facing Dalbys Crescent parking square and backing onto the Dalbys Crescent block that bridges the entrance to this 80s estate and has a back garden to back garden relationship to those houses north of the archway, in resolution of the QRP concern.</p> <p>Complex though some of the street and block relationships sound, especially where against Dalbys Crescent, the proposal is triumphant in resolving relationship with its neighbourhood and forming what should be an elegant, coherent, legible and logical relationship between residential blocks, public streets and squares and private gardens and courtyards. All public street and square frontages are animated by regularly spaced residential front doors and overlooked by residential windows, whilst all homes, even ground floor flats, are provided with appropriate levels of privacy to habitable rooms especially ground floor bedrooms. QRP concerns about legibility, character and quality of streets and spaces, relationship of blocks to existing neighbours, as well as landscaping, are considered to be very successfully met.</p> <p><b><u>Form, Bulk, Height, and Massing</u></b></p> <p>The proposals are for mansion blocks of remarkable consistency and quality of design. There are no longer any towers or blocks of over six storeys in the proposals, this being the consistent height proposed throughout the development (and for the entrance / south-western corner of the new Selby Centre), except where blocks step down to 5 and then 4 storeys to the west and south-west to be a more gentle, compatible neighbour to the school playing fields and existing 3 storey blocks in Dalbys Crescent. The QRP's concerns over the design of the towers is therefore no longer relevant.</p> <p>This consistency of height is nevertheless something of an increase over the prevailing one, two and three storey existing surroundings, but this is considered acceptable as the site is large enough to create its own context, there are buildings of seven storeys a short distance away (The Weymarks 200m to the west) and a little further, of over 20 storeys, closer to the centre of Tottenham (500m to the east). The development is intended to form a new local landmark and, in the case of the new Selby</p>	

Stakeholder	Comment	Response
	<p>Centre a new heart, which it would be appropriate to build up in height to, and the park, playing fields and Booker industrial/logistics site provide neighbours that are not harmed by these proposed blocks higher, yet still modest height, whilst the stepping down, and careful design mean it should be a good neighbour, not harming privacy and amenity, to the nearest residential neighbours in Dalbys Crescent.</p> <p>Despite being only of four, five and (generally) six storeys, the proposed blocks also have distinct base, middle and top, with engineering brick bases below ground floor cills and around entrance doors, and part recessed top floors in a lighter brick below raised cornices in stack-bonded brick.</p> <p><b><u>Elevational Treatment, Fenestration, Balconies, Materials &amp; Detailing</u></b></p> <p>Any concern at monotony of these proposed consistent-height residential blocks is comprehensively avoided in elegant residential composition and detailing of the proposed blocks. Corners are marked with recessed balconies, generally with cycle stores on the ground floor providing subtle activity and animation, with the length of longer blocks broken up with further stacks of recessed balconies, establishing a rhythm of verticality. Communal entrances are recessed and celebrated in welcoming special materials, generally off the central green spine, clearly visible from the street and signposted, with the gateway block further embellished with a projecting pre-cast concrete canopy uniting with the shopfront, and with communal entrances leading to “joyful lobbies”; safe, welcoming and well-lit spaces with distinctive colour palettes to give individual identity.</p> <p>Ground floor flats and maisonettes wherever possible have their own front doors off the street, generally paired with immediate neighbours to add conviviality and reflect local precedent. “Deck access” dual aspect flats to the upper floors of most blocks are accessed off open access decks looking onto sociable private communal courtyards containing playspace and landscaping. The gateway block, in contrast, is a “point block”, with five flats per floor off a central internal core, and a 360°, outward facing character reflecting its more public location facing the entrance square and sports hall.</p> <p>Each block is further distinguished by being detailed in a different brick-based materials palette, with a different tone of primary brick to each block; a light buff to the gateway pavilion, richer red to the long block on the west side of the main street, and a darker buff to the shorter blocks on the east side and south west corner. In each case these are embellished and contrasted with consistent secondary materials and detailing, with pre-cast concrete cills, lintels, parapets, and balcony soffits and the lower half of their balustrades, light brick to recessed top floors and darker engineering brick to bases. Metal railings and balustrading are used consistently to the top part of balcony balustrades and to allow taller windows safely, allowing more elegant, vertically proportioned fenestration and more generous glazing, and ensuring balconies provide residents with privacy and hide their clutter whilst maintaining elegant proportions and good daylight access.</p> <p><b><u>Residential and Commercial Quality</u></b></p>	

Stakeholder	Comment	Response
	<p>All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected, with flat layouts having been further refined since the last QRP to alleviate any concern at any flats being too cramped. Similarly, all residential units are provided with private amenity space in compliance with London Plan and Mayoral Housing SPG requirements.</p> <p>Considerable care has been taken in the layout of flats within blocks and in the layout of flats themselves to multiple aspect flats whilst preserving privacy to the proposed dwellings and existing neighbours. Where windows directly face neighbouring dwellings, they are never the only windows to those habitable rooms, so they do not overlook or are overlooked by neighbouring dwellings but get higher ventilation and a view of the sky. All flats are at least dual aspect, even those in the point block where that would normally not be possible, thanks to the double south-west corner over its entrance; indeed in other blocks, several flats are triple aspect. Whilst there are north-south oriented blocks, the majority are the optimal east-west orientation, evidence the QRP concern in this respect has also been allayed.</p> <p>As noted above, all flats benefit from private outdoor amenity space in the form of private gardens or balconies, as well as a shared communal courtyard / street containing childrens play space and seating, as well as pleasant, car-free, short walking access to nearby public parks and amenities including of course the new park and Selby Centre. Overall, for a relatively high density, yet relatively low-rise development in a tightly constrained site surrounded by neighbours, the proposal is a truly impressive achievement for residential quality.</p> <p><b><u>Daylight &amp; Sunlight</u></b></p> <p>Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p><i>“...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</i></p> <ol style="list-style-type: none"> <li><i>Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i></li> <li><i>Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”</i></li> </ol> <p>The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings and the day and sunlight levels achieved in the proposed development. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (3<sup>rd</sup> Edition, Littlefair, 2022), known as “The BRE Guide”.</p>	



Stakeholder	Comment	Response
	<p>The assessment finds that the day and sunlight received by all neighbouring properties would spectacularly meet the BRE recommended guidance. Of the 330 neighbouring residential windows tested, only 3 fail to meet the BRE Guide recommendations, and those three only by very narrow margins, the proposed office space in the recent planning permission for the Booker site would continue to receive good daylight levels, and all neighbouring outdoor amenity spaces would continue to receive excellent access to sunlight over the BRE Guide recommendations.</p> <p>The applicants' assessment also finds the habitable rooms in the proposals would achieve very good levels of day and sunlight at or above the BRE Guide recommended levels, with the majority of the proposed habitable rooms tested achieving the full BRE recommendations, and those that do not generally being on the ground floor and obstructed by landscape features or overshadowed by balconies above. In such cases it is considered a reasonable achievement, given that such rooms would benefit from ready access to outdoor amenity space receiving good levels of day and sunlight. All of the proposed communal amenity space / play space within the centre of the development would also receive plentiful sunlight as defined in the BRE Guide.</p> <p>As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, close to the full BRE Guide recommendations, is convincingly predicted to be achieved.</p> <p><b><u>Conclusions</u></b></p> <p>The proposed "Selby Urban Village" development would create a new residential heart to an emerging neighbourhood adjacent to new excellent community sport and outdoor recreation facilities. The proposed new housing should be of very high quality, to very high standards, and in a very elegant, well composed, attractive, durable and robust series of residential blocks set in a series of legible, attractive and pedestrian friendly new and extended streets that will connect well and seamlessly integrate into their surrounding existing neighbourhood.</p> <p>The proposals have been enthusiastically welcomed by the Council's Quality Review Panel, and all their outstanding concerns at their last review have been comprehensively alleviated.</p>	
Drainage / Lead Local Flood Authority (LLFA)	Having reviewed the applicant's submitted Flood Risk Assessment and SuDS strategy report document reference number 20049-LHE-ZZ-XX-RP-C-01 Revision P2 dated 13 <sup>th</sup> September 2024 as prepared by Lewis Hubbard Engineering Consultant,	Conditions recommended.

Stakeholder	Comment	Response
	<p><b><u>Surface Water Drainage condition</u></b></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p> <ul style="list-style-type: none"> <li>a. Detailed calculations including the Network Diagram cross referencing all the drainage elements and 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.</li> <li>b. The Causeway Calculations output submitted by the applicant for the combined catchment areas A1 and A4, covering a 1-in-100-year event plus climate change allowance, indicates a significant level of flooding. Given the site's location and extent of impermeable surfaces, this level of flooding is unacceptable. Therefore, appropriate mitigation measures must be implemented at the site. All flooding or exceedance routes should be carefully managed on-site, ensuring that any floodwater is directed towards designated areas that are safe for flooding, and kept clear of sensitive infrastructure or buildings.</li> </ul> <p><b>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter</b></p> <p><b><u>Management and Maintenance condition</u></b></p> <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p><b>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</b></p>	
Education	We have a surplus of school places in the local area, long-term falls in birth rates and less than 40% of the development is 3-4 bed so I think we'll be fine from a school place planning perspective.	Noted.

Stakeholder	Comment	Response
Employment And Skills	<p>Please find the S106 requirements below.</p> <ul style="list-style-type: none"> <li>Produce an submit an Employment and Skills Plan (ESP), including project and local histogram to be approved by the Council at least 20 Working Days prior to commencement.</li> <li>Local labour – 20% of the peak workforce. <i>Local is typically defined as Haringey only but to align with Enfield requirements, I suggest we define it as Haringey and Enfield only . This removes Enfield's flexibility of accepting neighbouring boroughs. We can be more flexible at the delivery stage, but I think the agreements should be as per my suggestion to ensure our residents are the primary beneficiaries.</i></li> <li>Apprenticeship – 1 (one) apprentice per £3million Development Cost, including an apprenticeship support fee of £1,500</li> <li>Skills Training – 25% of the local labour target</li> <li>STEM and career education workshops – a minimum of 5 sessions and the format of such sessions to be agreed with the Assigned Officer</li> <li>Work Placement – the target is based on the construction cost and is agreed at the ESP stage.</li> <li>Work Experience – the target is based on construction cost and is agreed at the ESP stage.</li> <li>Local Procurement – not less than ten percent (10%) of the total construction spend on goods, product and services during the Construction Phase is spent with Local SME's.</li> <li>Local Supply Support – the provision of at least 1 (one) meet the buyer event and/or 1 (one) supplier engagement activity.</li> <li>Submission of monthly monitoring reports, including evidence and quarterly performance review meetings</li> <li>Inclusion of ESP in tendering documents</li> </ul> <p>Please note that there is typically a financial skills contribution as well as financial compensation for non-delivery.</p>	Obligations recommended.
Environmental Health - Noise	[Having reviewed the submitted Noise and Vibration Assessment the Noise & Nuisance Officer made the following comment] - Looks a standard assessment. And I agree with the findings.	Noise and Vibration Assessment conditioned.
Health in All Policies Officer (Public Health)	<p>The Public Health team have read through the Design and Action Statement, Health Impact Assessment, Equalities Impact Assessment and relevant drawings. We would like to acknowledge the work that has gone into this major application to address health inequalities, and the application recognises the relationship between planning and health and wellbeing, mitigating against potential health harming development.</p> <p>We welcome a scheme that delivers high quality, affordable housing with access to green and blue space, and sustainable transport options.</p> <p>Positive aspects of the scheme:</p>	Noted.

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>The inclusion of food-growing spaces will promote access to healthier and more affordable foods, promoting healthier lifestyles.</li> <li>The development will contribute to local job creation, which has positive economic and social impacts for the community.</li> <li>The provision of 590 new Council homes will increase housing availability and help address local housing needs.</li> <li>The planned upgrade of childcare facilities offers support for parents/ carers whilst strengthening development opportunities for children.</li> <li>HIA</li> </ul> <p>Key considerations:</p> <ol style="list-style-type: none"> <li>Updated obesity figures are available through the Fingertips data platform. Ensure these are referenced to provide the most current information on local obesity rates and trends. (<a href="https://fingertips.phe.org.uk/profile/national-child-measurement-programme">https://fingertips.phe.org.uk/profile/national-child-measurement-programme</a>)</li> <li>The pond adds significant aesthetic value to the development, but it's important to assess whether it is safe for children and young people. It would be useful to clarify what measures are in place to ensure the safety of children around this area.</li> <li>Developers should be made aware of the risks related to suicide prevention in high-rise buildings. Are there any design features (e.g., barriers, safe spaces) that mitigate this risk?</li> <li>Review the potential health impacts of artificial turf, particularly regarding toxicity, as highlighted in studies (<a href="#">Health impacts of artificial turf: Toxicity studies, challenges, and future directions - PubMed</a>). Ensure the developers have considered these impacts in their design and maintenance plans.</li> <li>Ensure there is a detailed accessibility report, which should cover physical and sensory access for all residents, including those with mobility challenges or neurodivergent conditions.</li> <li>Ensure that street lighting is not overly bright, as excessive lighting can disrupt sleep patterns, especially in homes of children, neurodivergent individuals, and people with mental health concerns. Consider the impact of light pollution on residents.</li> <li>The Health Impact Assessment (HIA) should take into account a broader range of climate change determinants, beyond just energy use. Consider the effects of factors such as flooding, heatwaves, and environmental sustainability on public health.</li> <li>Although the HIA acknowledges single-parent families as a vulnerable group with a specific need, throughout the document this is not referenced or addressed. This is an important demographic to consider, particularly in terms of access to childcare, housing affordability, and support services.</li> </ol>	
Lighting	<p>I assume Haringey will be maintaining the lighting on this development, if so all lighting will need to be 4000K not 3000k and controlled by our central management system and equipment should comply with our specification.</p> <p>The public footpaths should be illuminated to P1 and roads to P2</p>	<p>The applicant has confirmed that everything is available in 4000k lighting would</p>

Stakeholder	Comment	Response
	<p>We do use bollard lighting or Kingfisher floodlights; all we do not use wall mounted lighting units to illuminate public highway or footpaths.</p>	<p>be used for the residential area.</p> <p>All products are also Digital Addressable Lighting Interface (DALI) and so should be compatible with the central system.</p> <p>The public footpaths would be illuminated to P1 and roads to P2 with the exception of the footpaths running along the residential roads.</p> <p>The residential area uses bollard lighting or Kingfisher floodlights. Wall mounted lighting is only to be used in the park area on the back and sides of the Selby building and changing pavilion.</p>
<p>Pollution / Air Quality / Contaminated Land</p>	<p>Having considered the applicant submitted information including: Design and Access Statement with reference 472-KCA-XX-XX-RP-A-0700-DAS, prepared by Karakusevic Carson Architects, dated September 2024; Phase 2 GeoEnvironmental Ground Investigation with reference 22/34764, prepared by Site Analytical Services Ltd., dated March 2022, taking note of section 3 (Site Details), 4 (Scope of Work) and 5 (Contamination Testing); Air Quality Assessment prepared by XCO2, dated September 2024 taking note of section 4 (Methodology), 5 (Baseline Air Quality and Exposure Assessment), 6 (Potential Impacts and Exposure), 7 (Air Quality Neutral Assessment), 8 (Mitigation), 9 (summary and Conclusions), Appenxdix A-D; Energy Statement prepared by XCO2, dated October 2024 taking note of the proposal to connect the development to the Meridian Heat Network and install PV panels with a contingency temporary boiler strategy if connection to the heat network is not available when required; <b>please be advised that we have no objections to the proposed development in respect to air</b></p>	<p>Conditions included.</p>

Stakeholder	Comment	Response
	<p><b>quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.</b></p> <p><b>1. <u>Land Contamination</u></b>  Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p><b><u>Reason:</u></b> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><b>2. <u>Unexpected Contamination</u></b>  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>	

Stakeholder	Comment	Response
	<p><b><u>Reasons:</u></b> 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><b>3. <u>NRMM</u></b></p> <ul style="list-style-type: none"> <li>a) Prior to the commencement of the development, evidence of site registration at <a href="http://nrmm.london/">http://nrmm.london/</a> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.</li> <li>b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.</li> <li>c) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</li> </ul> <p><b><u>Reason:</u></b> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p><b>4. <u>Management and Control of Dust</u></b></p> <p>While we take note of the Dust Management Plan outlined in Air Quality Assessment prepared by XCO2, dated September 2024, no works shall be carried out on the site until the specific locations of PM10 dust monitors and how these results will be made available to the Pollution for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.</p> <p><b><u>Reasons:</u></b> To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).</p> <p><b>5. <u>Considerate Constructors Scheme</u></b></p> <p>Prior to the commencement of any works the site or Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.</p> <p><b><u>Reason:</u></b> To Comply with Policy 7.14 of the London Plan.</p> <p><b>6. <u>Combustion and Energy Plant</u></b></p>	

Stakeholder	Comment	Response
	<p>Where the temporary boiler strategy is implemented, prior to installation, details of the gas boilers to be provided for space heating and domestic hot water shall be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%). The development shall be carried out in accordance with the approved details thereafter.</p> <p><b><u>Reason:</u></b> To prevent an increase in local problems with air quality within an Air Quality Management Area (AQMA) as required by The London Plan Policy SI 1.</p> <p><b><u>Informative:</u></b></p> <ol style="list-style-type: none"> <li>1. Prior to refurbishment or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</li> </ol>	
Transportation	<p><b>Transportation Planning Comments</b></p> <p><b>HGY/2024/2851, Community Centre, Selby Centre, Selby Road, Tottenham, London, N17 8JL</b></p> <p><b>Date:</b> 24/02/2025</p> <p><b>Proposal:</b> 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), &amp; (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.</p> <p><b>Description</b> An application has been received seeking planning permission to demolish the existing structures within the current Selby Centre and erect four new buildings. The new building will be comprised of new residential units (Use Class C3) and an ancillary commercial unit (Use Class E (a), (b), &amp; (g)). Car and cycle parking will be provided, along with new pedestrian and cycle routes through the site.</p> <p>The site is currently used by the Selby Centre who provide a hub for the local community. It offers services such as an indoor sports hall, offices, community hall, education, and a</p>	Conditions and heads of terms included where reasonable and necessary.



Stakeholder	Comment	Response
	<p>restaurant. The site employs 152 fulltime and 167 part-time staff. The centre has a car park which has capacity for 143 spaces and is only accessed from Selby Road. The Selby Centre would be relocated inside the London Borough of Enfield and would have parking for 50 general spaces, 10 disabled bays and 2 minibus spaces.</p> <p>The proposal includes a commercial unit that is envisaged to be used as a supermarket and to build 202 new residential units. The applicant is proposing to provide a total of 21 disabled car parking spaces with electric vehicle charging points to support the residential aspect of the development. Further parking would be provided in the form of 2 blue badge bays for the sports centre. Provision would be made for 382 long-stay and 7 short-stay cycle parking.</p> <p>The proposal site has a PTAL rating of 2 as stated on Transport for London's WebCAT tool, this indicates that its access to public transport is poor when compared to London as a whole suggesting that there will be a strong reliance on vehicular trips to access the site. A manual PTAL calculation was undertaken by the applicant's transport consultants which concluded that based on the public transport service and distance from the site the PTAL of the site is 3 which is medium.</p> <p>The site is located within the Tottenham Event Day CPZ which is only in operation when there is a major event at the stadium. Therefore, currently there are no parking controls in operation to restrict any potential parking demand generated by the development proposal.</p> <p>The main entrance to the site will be from Selby Road which forms part of Haringey Councils adopted highways network. Selby Road and the surrounding residential streets have a speed limit of 20mph. The carriageway on Selby Road has a width of around 3.6m where there is on-street parking on both sides of the road. It should be noted that this site and the adjacent Bull Lane Sport Centre application are in close proximity to the Bull Lane bus gate which is enforced by a camera and restricts access north of the site to the A406 to buses only.</p> <p>The development is located near to the A1010 High Road that provides future residents with convenient access to shops, services, and transport links. The nearest station to the site is White Hart Lane Overground Station, it is around a 11min walk and a 2min bike ride from the development. Residents will have access to some bus services, nearby bus stops are served by the W3 which is a high frequency route traversing from west to east of the borough and the 318 that provides a vital service to North Middlesex University Hospital.</p>	

Stakeholder	Comment	Response
	<p><b>Unit mix</b> Proposed: 44 x 1 bedroom, 79 x 2-bedroom, 67 x 3 bedroom, and 12 x 4 bedrooms dwellings.</p> <p><b>Commercial floor space</b> Proposed: 91 sqm</p> <p><b>Trip generation</b> Trip information for the proposed development was generated based upon sites from the TRICS database. The tip generation data is based on 3 sites within London which are local authority, affordable housing developments. Only one of these sites has a similar PTAL to the site (PTAL 3) with the other sites have PTAL of 5 and 6A.</p> <p>The current site trip information has been based on following uses: sports hall, community centre, and offices. Many of the sites used to forecast the existing facility trip generation are not located within London and so trip information will be very much different based upon connection to public transport and surrounding road networks.</p> <p>Existing two-way trips:</p> <ul style="list-style-type: none"> <li>• Pedestrian: 196</li> <li>• Cyclists: 36</li> <li>• Public transport: 873</li> <li>• Vehicle: 678</li> </ul> <p>The proposed multi-modal trip information has been rebalanced within the TA to reduce car and passenger trips in line with the sites car parking provision based on bus and rail trip from the 2011 census data. It should be noted that the proposal is likely to generate a higher number of car trips compared to the forecasted number of 28 vehicular trips due to the lack of any mechanisms to restrict the over spill of parking into the local area.</p> <p>Proposed two-way trips:</p> <ul style="list-style-type: none"> <li>• Pedestrians: 790</li> <li>• Cyclists: 28</li> <li>• Public transport: 528</li> <li>• Vehicle: 99</li> </ul> <p>Overall, the above data demonstrates that the new development will make impacts on decreasing the number of vehicles to/from the site, but this would be down to the overall number of car parking spaces being limited to only 21 disabled bays and 2 disabled bays</p>	

Stakeholder	Comment	Response
	<p>associated with the moved Selby Centre. But the number of pedestrian movements will be significantly increased as result of the redistributed trips from the site. additionally, any public transport trip may include walking trip given that residents will need to reach local bus stops and station by foot.</p> <p><b>Car parking</b>  Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 44 x 1 bedroom, 79 x 2-bedroom, 67 x 3 bedroom, and 12 x 4 bedrooms dwellings with a PTAL rating of 3. 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 medium PTAL.</p> <p>Given the Medium PTAL of the site and its proximity to White Hart Lane train station and the W3 and 41 bus routes, the development will be designated as car capped development meaning the onsite car parking must 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, where:</p> <ul style="list-style-type: none"> <li>• There are alternative and accessible means of transport available.</li> <li>• Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index.</li> <li>• A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development.</li> <li>• Parking is provided for wheelchair accessible units.</li> </ul> <p>In order for the above site to fully accord with the development management policies, additional parking restrictions are required in the form of changes to the existing CPZ proposal from an event day only CPZ to an all week CPZ and additional restriction in any tenancy or lease to restrict occupiers (tenants and residents) from applying for any on-street car parking permit. The applicant/developer has agreed that they would be open to signing up to a S106 obligation to make the development Car-Capped.</p> <p>In line with DM32 and the published London Plan 2021 T6.1, 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</p>	

Stakeholder	Comment	Response
	<p>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.</p> <p>As part of our ongoing effort to ensure that this policy can be complied with LBH Transport Planning would require that, the applicant demonstrate from the outset that the full 10% of wheelchair accessible space can provided from the onset. The applicant has demonstrated that the development proposal will be able to provide the required number of 21 accessible parking spaces. All accessible bays associated with the development must be for resident use only, leased not sold, and be designated according to the design guidance BS8300vol.1. Finally, all submitted plans received will need to demonstrate and show the correct dimensions for the bays, which includes the 1.2m hatched area for bays which current plans do not display.</p> <p>The site would include workspace/commercial floorspace with an area of 91 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 '<i>all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided</i>'. Consequently, given the relatively small size of both the commercial units and its possible uses it is felt in this instance that they would not generate enough demand to justify the provision of a dedicated disabled bay.</p> <p>Two disabled bays within this application site would be created and for the sole use of the Sports Hall located in the London Borough of Haringey. Given that this could generate events and is outside the use of the residential element LBH Transport Planning will require a planning condition for the submission of an Event Management Plan which will help the council better understand how the bays will be used, reduce the impact on neighbouring residential streets and help support the use of sustainable forms of transport.</p> <p><b>Future parking demand</b></p> <p>A parking survey was conducted in September 2023, which utilised the Lambeth Methodology covering an area of 200m, and utilised 5m bay widths. Surveys were conducted over 5 days in total and were done either in the morning or later in the afternoon/evening.</p> <p>The developer/applicant has sent over further information which demonstrates that in worst case scenario the 202 dwellings could generate demand for up to 55 new parking spaces.</p>	

Stakeholder	Comment	Response
	<p>The survey conducted during the day demonstrated parking stress to be between 53% to 57%, with the levels in the evening being recorded at 54%. Additionally, there is 273 space spaces located within a 200m radius of the site. In all, the above levels show that there is sufficient on-street capacity to accommodate an increase in some parking from the development.</p> <p>Selby and Sport Centre include the reprovion 50 general spaces, 10 disabled bays, the existing car park has capacity for up to 123 spaces. The provision is a reduction when compared to the existing, in addition no assessment has been presented on how this reduction may impact on the local highway network.</p> <p>As above whilst we support a car-capped development and encourage the reduction in car parking demand to encourage the uptake of more sustainable modes of transport. For the development proposal to be in accordance with these policies, LBH Transport Planning requires a contribution towards parking management measures to ensure that the surrounding residential streets are not negatively affected by parking displacement generated by the proposal.</p> <p><b>Electric vehicle charging</b>  Policy T6.1 Residential Parking requires that <i>'20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'</i>. The applicant will be providing EV charging in line with the London Plan.</p> <p>The published London Plan 2021 does not contain any specific guidance on the provision of electric charging points for community and sports hall. However, Haringey Council's Development Management DPD, Chapter 5 Transport &amp; Parking 5.5 states that <i>'the Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles'</i>. Therefore, LBH Transport Planning would require that full provision of active charging points is provided from onset for the Selby Centre and Sports hall disabled parking spaces in an endeavour to maximise the support of electric vehicles travelling to/from site in the future. The above issues will be addressed via a pre-commencement planning condition.</p> <p><b>Cycle parking</b>  The sites total proposed cycle parking for both elements of the site were assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5</p>	

Stakeholder	Comment	Response
	<p>Cycle requires that developments <i>'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards</i>. Residential is as follows: 1 space per 1 bedroom dwelling, 1.5 spaces 2-person 1 bedroom, 2 spaces per all other dwellings long-stay, and short-stay 5 to 40 dwellings: 2 spaces and thereafter 1 space per 40 dwellings. The residential use proposes to make provision for 382 long-stay cycle parking and 7 short-stay cycle parking, the commercial unit has none proposed. Given the size of the commercial unit, cycle parking will be required in line with the London Plan 2021.</p> <p>Cycle parking will be provided via mixture of enlarged accessible stands, tow-tier, and Sheffield Stands. Currently no dimensions have been supplied which at this stage would allow for them to be compared with the guidance within the London Cycle Design Standards (LCDS).</p> <p>The location of the proposed long-stay spaces has been given, it will see cycle parking being located within multiple locations including inside homes, independent bike stores, and block stores. Furthermore, all long-stay bike stores have a single access into them, though the means of access are not currently known. The development meets the requirement for all new developments to have 5% of its cycle parking enlarged to accommodate larger adapted cycles within the LCDS. The short-stay cycle parking will be located across 6 areas and visitors will be able to lock their bikes against Sheffield stands, 6 stands are located adjacent to the Sport Halls.</p> <p>Details relating to the bike store will be secured by a pre-commencement planning condition requiring the applicant to submit details and plans of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.</p> <p><b>Access</b>  An Active Travel Zone (ATZ) has been produced and submitted as part of the Transport Assessment. 6 walking routes to key destinations were analysed and assessed against the Healthy Streets indicators. All walking routes started from the Enfield application site location, rather than the site main entrance on Selby Road for this application.  These routes were:</p> <ul style="list-style-type: none"> <li>• Route 1: Enfield site to North Middlesex University Hospital via Bull Lane</li> <li>• Route 2: Enfield site to White Hart Lane Overground Station via Haringey Sixth</li> <li>• Route 3: Enfield site to Tottenham Town Centre</li> </ul>	

Stakeholder	Comment	Response
	<ul style="list-style-type: none"> <li>Route 4: Enfield site to The Devonshire Hill Nursery and Primary School</li> <li>Route 5: Enfield site to Duke Aldridge Academy</li> <li>Route 6: Enfield site to Northumberland Park Railway Station</li> </ul> <p>Some of the recommendations for improvements to these routes include the installation of a dropped kerb, extra lighting, footway resurfacing on White Hart Lane, new formal crossing near to the college, promotion of active travel with the college, widening of footways, improved landscaping and hedge removal, and new seating.</p> <p>LBH Transport Planning have sourced collision data that has been sourced from Transport for London (TfL). It covers a period from January 2017 – September 2024. Pedestrians and cyclists are the only modes of transport, and all casualty types included.</p> <p>The following has been observed near to the site:</p> <ul style="list-style-type: none"> <li>Junction/roundabout with White Hart Lane and Creighton Road south-west of the site 3 slight collisions.</li> <li>White Hart Lane 3 slight collisions.</li> <li>Creighton Road 1 serious and 3 slight collisions.</li> </ul> <p>As the above ATZ routes have not assessed any walking routes to the west of the site including the main access on Selby Road. LBH Transport Planning will require as part of the scope of a S.278 agreement for footways on Selby Road to be resurfaced given that the site will generate 790- trips by foot from the site, which is a significant increase from the present usage, and as this will be the primary access it stands to reason that many will use it.</p> <p><b>Highways works.</b></p> <p>The development will include some changes to the adopted highway on Selby Road. These works include removal of existing vehicles access, new footways, new highway realignment, car club bay, removal of on-street resident bays on Selby Road, and new vehicular accesses. The application did include a proposal within the Transport Assessment for part of Selby Road to be stopped up via a s247 of the Town and Country Planning Act 1990. However, as the land is not being directly developed on a stopping up order will not be needed, but rather a S.278 agreement instead. The realignment to the highway on Selby Road would remove the existing turning head, however as there are existing residents on Selby Road this turning head is more than likely used for larger vehicles to turn round without becoming stuck. Subsequently, it</p>	

Stakeholder	Comment	Response
	<p>cannot be removed, and the plans will need to be updated to reflect this. The development would also look to create a new walking and cycling route through the site connecting from Bull Lane in the east to Weir Hall Road in the west. This new route will require the creation of a new access on Weir Hall Road. Changes are also being made to Dalby's Crescent estate; this includes road layout changes and reconfiguration/reallocation of parking for existing residents. As Dalby's Crescent is not an adopted highway but rather housing land it cannot be considered within any subsequent S.278 agreement.</p> <p>LBH Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the council and applicant.</p> <p><b>Service and Delivery</b></p> <p>A draft service and delivery plan was submitted with the application which concluded that the scheme would generate 59 two-way movement for LGVs and 6 two-way HGV trips, this has been based upon comparable TRICs sites within London within similar sizes to this site over a 13-hour period. The existing servicing trips have been provided which show that there are only 16 LGV two-way trips over a 12-hour period, subsequently demonstrating that this site is producing a significantly higher number of trips on the local highway and on the site itself. It should be highlighted that the service and delivery plan does not mention the commercial unit and how it will be effectively serviced in order to prevent it from interfering with the normal operation of the residential element. Nor is any trip information and the location of where it would be served been provided. The above trip generation for the residential component could be higher as there has been a growth in online shopping since covid 19 this number may grow or see increases at different stages of the day.</p> <p>No proposal has been given on how the development will help to mitigate or control how deliveries are being made to residents nor the commercial unit. Swept path drawings have been sent through only showing how a 7.2m panel van using the turning head at the northern end of the development can leave in a forward gear. Drawings have been sent showing how a 7.2m panel van stopping and unloading at specific bays within the development road, although it is not clear how these bays will be distinguished from other existing bays through either material or markings.</p>	



Stakeholder	Comment	Response
	<p>Refuse vehicles should be able collect from the bin stores without the council operatives travelling further than 10m. The vehicles will travel north through the development to the turning head where bollards will be dropped for them to proceed to the relocated Selby Centre and Sport Centre in one direction.</p> <p>We will require a revised 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, in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.</p> <p><b>Travel Plan</b>  A draft Travel Plan has been received only covering the sites residential use. Adjusted data from the 2011 census has been used to demonstrate the resident's mode of transport split over a 12-hour period and during the AM/PM peaks. LBH Transport Planning recommend that the 2021 census data be used in the analysis to establish mode split for developments given that the data is much more recent than the legacy data within the 2011 census. For simplicity the 12-hour data will be assessed which demonstrates the following two-way trips:</p> <ul style="list-style-type: none"> <li>• Pedestrians: 790</li> <li>• Cyclists: 28</li> <li>• Bus: 251</li> <li>• Rail:</li> <li>• 277</li> <li>• Vehicle (drivers and passengers): 99</li> </ul> <p>As the above shows travel by foot is likely to be the highest mode of transport, though it cannot be understood if trips by foot include to destinations including where transport links would be taken for further travel. Vehicle trips generated by residents is still high at 99, this is especially astonishing for a site that would only provide 21 disabled bays. Three targets have been given which looks to decrease car use by 10%, increase cycling and walking by 5% all within five years. Some of these targets maybe slightly unrealistic due no real hard measure being given on how this will happen in practice.</p> <p>Overall, LBH Transport Planning find the current submitted Travel Plan draft not to be fully sufficient for a site of this size as some elements have been omitted from the document. Therefore, there will be a Travel Plan Monitoring Fee to be paid per year for the first 5 years for</p>	

Stakeholder	Comment	Response
	<p>the separate submission of residential and commercial travel plans that will be secured by way of a S.106 obligation.</p> <p><b>Car clubs</b>  The Transport Assessment includes a proposal to have a single car club bay installed on Selby Road. Given the scale of this proposal which is for 202 residential dwellings and a small commercial unit and to ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car usage the developer will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of.</p> <p>This will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when as the CPZ restrictions do not fully operate all of the time and there is potential for the site to increase on-street parking demand. The applicant will also be required to provide 2 years of car club membership for each residential unit, along with £100 driving credit for each resident this will be secured via S.106 obligation. Full details on the car club provision must be submitted to the local authority for approval at least 6 months before the development is occupied as part of the travel plan.</p> <p><b>Construction and logistics</b>  A draft Construction Logistics Plan has been received as part of the Transport Assessment. The programme of works is expected to take at least 18 months. Vehicle routing for the site is proposed via White Hart Lane/Creighton Road including HGVs. Previous highways feasibility work conducted by the council concluded that these roundabouts are not unsuitable for large vehicles movements, especially those of 16.5m HGVs without damaging infrastructure or creating unsafe road conditions for other road users.</p> <p>More information is required on trip generation, swept paths, and possible forms of mitigation to offset construction. All routing will need to be agreed as part of the revised CLP which must be secured via a S.106 obligation.</p> <p>A staff construction travel plan will need to be created, effective monitoring is needed to ensure that no worker is travelling by car to the site and parking locally given.</p>	

Stakeholder	Comment	Response
	<p>Any parking restrictions or closure of the footways/suspensions of parking bays if required will need licenses that the developer/applicant will need to apply from the council and will need agreement on how these will be undertaken by the developer in a safe manner.</p> <p>Finally, before construction can begin a general highway survey will need to be carried at to ascertain the condition of the footway and highway to determine if vehicle accesses will need to be reinforced. A further survey will need to be undertaken after works has been completed to determine if the condition of the highway has deteriorated during construction.</p> <p>A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management and Transport Planning teams. The outcomes of these conversations will need to inform the finished CLP.</p> <p>A CLP should include the following:</p> <ul style="list-style-type: none"> <li>• High provision of cycle parking for workers for all phases of construction to promote uptake of cycling to/from the site.</li> <li>• Givens the sites excellent connectivity to public transport which is demonstrated through its close proximity to public transport, and local parking restrictions no on-site car parking should be provided for workers.</li> <li>• The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times and peak road congestion.</li> <li>• Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the sites location.</li> </ul> <p>LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the site's construction activities.</p>	

Stakeholder	Comment	Response
	<p><b>Recommendation</b> There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p><b>Conditions</b></p> <p><u>1. Delivery and Servicing Plan and Waste Management</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with <a href="#">TfL guidance</a>.</p> <p>The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority. REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p> <p><u>2. Cycle Parking</u> The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 382 long-stay and 7 short-stay for residents. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in accordance with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p> <p>REASON: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>3. Electric Vehicle Charging</u></p>	

Stakeholder	Comment	Response
	<p>Subject to a condition requiring the provision of 6 active and 17 passive electric vehicle charging points to serve the on-site parking spaces from the onset.</p> <p>REASON: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport &amp; Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><u>4. Disabled parking bays</u>  The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 21 residential and 2 Selby Sport Hall on-site car parking spaces.</p> <p>REASON: to ensure the development is in accordance with the published London Plan 2021 Policies T6.1 Residential parking, T6.5 Non-residential disabled persons parking, and the Department for Transport's Inclusive Mobility guidance.</p> <p><u>5. Car Parking Management Plan</u>  The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <ol style="list-style-type: none"> <li>1) Wheelchair accessible units or residents with a disability with the need for a car parking space</li> <li>2) Family size units 4/3 bed units</li> <li>3) 2 bed four person units</li> <li>4) 2 bed 3 person units</li> <li>5) Any other units</li> </ol> <p><u>6. Event Management Plan</u>  The applicant will be required to provide an event management plan/ local area management plan which includes the following information:</p> <ol style="list-style-type: none"> <li>a) Crowd management and dispersal including Stewarding.</li> </ol>	

Stakeholder	Comment	Response
	<p>b) Travel Demand Management Plan in line with the Travel Plan which promotes travel by sustainable modes of transport to reducing travel by car and local car parking demand.</p> <p>c) Signage strategy to local transport interchange</p> <p>d) Taxi collection strategy including drop off and collection.</p> <p>REASON: To enable visitors to consider sustainable transport options, as part of the measures to limit any net increase in travel movements by car.</p> <p><b>S.106 obligations</b></p> <p><u>1. Car-capped Agreement</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car capped " and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>REASON: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Construction Logistics and Management Plan</u></p> <p>The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, residents, and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <p>a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.</p> <p>b) The estimated number and type of vehicles per day/week.</p> <p>c) Estimates for the number and type of parking suspensions that will be required.</p>	

Stakeholder	Comment	Response
	<p>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</p> <p>e) The undertaking of a highways condition survey before and after completion.</p> <p>f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.</p> <p>g) The applicant will be required to contact LBH Highways to agree condition on surveys.</p> <p>h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.</p> <p>i) Swept path drawings.</p> <p>REASON: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.</p> <p><u>3. Car Club Membership</u></p> <p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 2 years.</p> <p>REASON: To enable residential and student occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>4. Commercial Travel Plan</u></p> <p>A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included to maximise the use of public transport.</p> <p>a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.</p>	

Stakeholder	Comment	Response
	<p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>REASON: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p><u>5. Residential Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan to maximise the use of sustainable modes of transport.</p> <ul style="list-style-type: none"> <li>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</li> <li>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</li> <li>c) The applicant is required to pay a sum of, £3,000 (three thousand pounds) per year per travel plan for a period of five years. £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.</li> <li>d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.</li> </ul> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>6. Parking Management Contribution.</u></p> <p>We will require a contribution of £80,000 (Eighty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Selby Road and other roads contained within the Tottenham Event Day CPZ for the implementation of parking and loading measures and potential changes to the CPZ operational hours.</p>	



Stakeholder	Comment	Response
	<p>REASON: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.</p> <p><u>7.Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section:</p> <p>38 and 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to:</p> <ol style="list-style-type: none"> <li>1) The provision of a new Car Club Bay on Selby Road which is to be supported with a separate electric vehicle charging facility, type of EV charge to be agreed by the highway authority.</li> <li>2) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development on Selby Road.</li> <li>3) The creation of a new pedestrian and cycle access onto Weir Hall Road footway/highway in order to connect with the developments new active travel link.</li> <li>4) Reinstatement of footways where the current vehicle crossovers are no longer needed, as they will become redundant as result of the development on Selby Road</li> <li>5) Realignment of the highway including a new road layout on Selby Road which looks to retain the existing turning head to allow for current residents to be effectively served by vehicles greater than 7m.</li> </ol> <p>The scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority. The applicant will be required to submit detailed drawings and a Stage 1, and 2 road safety audit of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p>	

Stakeholder	Comment	Response
	<p>REASON: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway works to facilitate future access to the development site.</p>	
Waste / Cleansing	<p>Thank you for contacting Haringey's waste team about this application. The comments about this proposal at Community Centre, Selby Centre, Selby Road, Tottenham, London, N17 8JL, relate to the refuse and recycling arrangements of the completed development as outlined in the operational waste management strategy. They do not cover the demolition and construction waste produced during the building works.</p> <p>The operational waste management strategy outlines how the annual municipal waste quantities estimated to be generated by the development have been calculated. This equates to 916 tonnes of municipal waste although the volume of waste is expected to be lower.</p> <p>Consideration of further waste separation and waste minimisation measures have been included as part of this strategy which is welcome, as legislation and LB Haringey contracts may change in the future.</p> <p>Table 3-5 pg. 11 outlines the waste storage requirements for the properties with communal waste storage. These meet Haringey's waste supplementary planning guidance in terms of numbers, types, locations and configuration. The DAS confirms that drag distances from the bin stores to the refuse vehicles are within the 10m threshold and that surfaces are step free. Efforts to ensure unimpeded vehicle access to the bin stores and measures in place that mean there is no need for reversing and turns is also welcome.</p> <p>A full swept path analysis for the RCV manoeuvres within the Proposed Development is provided with this application and has been shared with Haringey's appointed waste contractor Veolia. They have not raised any concerns.</p> <p>L B Haringey does not have waste guidance for commercial waste. Collections from these premises are chargeable and can be provided either with Haringey / Veolia, or a private waste collector. We would ask that whoever is used, is a registered waste carrier, complying with the waste duty of care code of practice and can produce the relevant documentation if requested.</p>	<p>Noted that waste proposals are accepted.</p> <p>Conditions recommended securing Operational Waste Management Plan and Site Waste Management Plan.</p>
<b>EXTERNAL</b>		
Cadent Gas	<p><b>Your planning application – No objection, informative note required</b></p> <p>We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets.</p>	<p>Informative recommended.</p>

Stakeholder	Comment	Response
	<p>We have no objection to this proposal from a planning perspective, however we need you to take the following action.</p> <p><b>What you need to do</b></p> <p>To prevent damage to our assets or interference with our rights, please add the following <b>Informative Note</b> into the <b>Decision Notice</b>:</p> <p><i>Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.</i></p> <p><i>If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting <a href="http://cadentgas.com/diversions">cadentgas.com/diversions</a></i></p> <p><i>Prior to carrying out works, including the construction of access points, please register on <a href="http://www.linerearchbeforeudig.co.uk">www.linerearchbeforeudig.co.uk</a> to submit details of the planned works for review, ensuring requirements are adhered to.</i></p> <p><b>Your responsibilities and obligations</b></p> <p>Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.</p> <p>This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.</p> <p>Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.</p>	

Stakeholder	Comment	Response
	If you need any further information or have any questions about the outcome, please contact us at <a href="mailto:plantprotection@cadentgas.com">plantprotection@cadentgas.com</a> or on 0800 688 588 quoting your reference at the top of this letter.	
Environment Agency	There are no constraints that we would comment on with regards to this application. Therefore, we have classed this an inappropriate consultation, and we have no formal comments to give.	Noted.
Greater London Archaeology Advisory Service (GLAAS)	<p><u>Assessment of Significance and Impact</u></p> <p>The planning application lies adjacent to an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: [77751] The Lea Valley.</p> <p>The floodplain of the River Lea has been a focus of activity since the prehistoric period and accordingly it has the potential to contain archaeological remains from all periods. The submitted DBA (MOLA 2024) incorporates the results of a borehole survey which demonstrated that the top of River Terrace Gravel Deposits were encountered at depths which will be impacted by the development, and in one location contained peat. Such deposits have the potential to hold information about past human activity and the environment in prehistory. Moreover, the site has been relatively undeveloped until the 20th century, and the northern half has remained open throughout.</p> <p>There is therefore potential for deposits of archaeological significance to survive, and these would be negatively impacted by the scheme's piled foundations, drainage and service groundworks, as well as the inclusion of a basement.</p> <p><u>Planning Policies</u></p> <p>NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 200 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.</p> <p>NPPF paragraphs 195 and 203 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.</p> <p>If you grant planning consent, paragraph 211 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.</p>	Conditions recommended.

Stakeholder	Comment	Response
	<p><u>Recommendations</u></p> <p>I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.</p> <p>I therefore recommend attaching two (2) conditions as follows:</p> <p><b>Condition 1</b>  <i>No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.</i></p> <p><i>If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</i></p> <p><i>A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</i></p> <p><i>B. Where appropriate, details of a programme for delivering related positive public benefits</i></p> <p><i>C. The programme for post-investigation assessment and subsequent analysis, publication &amp; dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</i></p> <p>Informative  Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p><b>Condition 2</b>  <i>No development shall commence until details of an appropriate programme of public engagement including a timetable have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved programme.</i></p>	

Stakeholder	Comment	Response
	<p>Informative: Historic England's Guidelines for Archaeological Projects in Greater London provides advice on popular interpretation and presentation options.</p> <p>These pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to these pre-commencement conditions, please let us know their reasons and any alternatives suggested. Without these pre-commencement conditions being imposed the application should be refused as it would not comply with NPPF paragraph 211.</p> <p>I envisage that the archaeological fieldwork would comprise the following:</p> <p>Evaluation An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p>The development is split into two application sites between LBs Enfield (24/03470/FUL) and Haringey (HGY/2024/2851), but one archaeological contractor should be instructed to cover both. Specialist geoarchaeological and palaeoenvironmental advice should be sought.</p> <p>You can find more information on archaeology and planning in Greater London on our website.</p>	
Greater London Authority (GLA) / The Mayor of London	<p>The full Stage 1 response can be found in Appendix 9 – The Strategic issues summary is included below:</p> <p><b>Land use principles:</b> The redevelopment and enhancement of the social infrastructure and sports and recreational facilities on site is strongly supported.</p> <p><b>Affordable housing:</b> The proposal delivers 202 affordable homes (100% by habitable room), at low cost rent, which is strongly supported.</p> <p><b>Urban design:</b> Whilst the development doesn't meet the locational requirements of policy D9, the proposed height, massing and design of the development is supported in principle. A</p>	General support noted. Conditions recommended

Stakeholder	Comment	Response
	<p>conclusion regarding compliance with part C of policy D9 will be made at the Mayors decision making stage.</p> <p>Other issues on <b>transport, energy, whole life carbon and circular economy</b> also require resolution prior to the Mayor's decision making stage.</p>	
London Borough of Enfield (LBE)	<p>Thank you for consulting the London Borough of Enfield LPA on the above application.</p> <p>I can confirm that we raise <b><u>no objection</u></b> to the submission as there would be no strategic implications to the Borough of Enfield.</p>	Noted.
Metropolitan Police - Designing Out Crime Officer (DOCO)	<p><b><u>Section 1 - Introduction:</u></b></p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>At this stage I can confirm we have held meeting with the project design team at all stages of design and the project has embraced our concerns and these in the main are included within the application DAS.</p> <p>Whilst in principle we have no objections to the application intent, it's our experience that value engineering can remove many of the required security layers that would enable the project to achieve the required level of Secured by Design compliance.</p> <p>We therefore recommend the attachment of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p>	Condition and informative recommended.

Stakeholder	Comment	Response
	<p><b><u>Section 2 - Secured by Design Conditions and Informative:</u></b></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><b><u>Conditions:</u></b></p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p><b><u>Informative:</u></b></p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><b><u>Section 3 - Conclusion:</u></b></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> <p><b>Appendix 1: Concerns and Comments</b></p>	



Stakeholder	Comment	Response
	<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>It has been noted that there have been several meetings with minutes and recommendations documented by the architects which facilitate early pre-application advice given by our department. Should this advice be taken, then SBD accreditation will be achieved.</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 pre-application.</p> <p><b>Note</b> - That the pre-application phase concentrated on the design of the layout of the development, the following also provides the material aspect of the physical target hardening requirements to achieve Secured by Design accreditation and this has not been discussed in detail with the architects or developers.</p> <p>Site specific advice may change depending on further information or site limitations as the project develops:</p>	

Stakeholder	Comment		Response
	<b>A- Boundary Treatment</b>		
	<b>Height</b>	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.	
	<b>Party Boundary</b>	Fencing between rear gardens should be at least 1800mm high and designed to avoid climbing aids. Any vertical transom (support) should be inward facing.	
	<b>Fencing Material Wood</b>	If wood material, ensure panels are vertical with no support beams allowing climbing opportunities. Panels to be mechanically secured in place to prevent lift removal.	
	<b>Fencing Material Metal</b>	Metal fabrication, should be robust, have an unfinished top rail (exposed tops), to deter loitering, sitting and climbing.	
	<b>Railing Fencing</b>	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.	
	<b>Railing Fencing</b>	Any perimeter boundary treatment (railings) should be between 1.1m and 1.35m - ideally designed to provide visual permeability.	
	<b>Gating</b>	Designed level to the front building line, any locking mechanism, hinges 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.	
	<b>Recess</b>	Where possible building lines should be flush to allow natural surveillance, any recesses should not exceed 600mm.	

<b>Anti- Climb</b>	If anti-climbing measures are introduced then signage should be used to comply with Occupiers Liability Act 1984.
<b>Fencing Type</b>	Any boundary treatments should be UKAS certified as recommended by a DOCO
<b>Low Height boundaries</b>	All low defensive wall/railings to be designed to deter sitting, loitering and climbing.

#### Access Control

<b>Access Control</b>	Access control at the vehicle and pedestrian gate is required to maintain security in communal areas. All panels to have audio/visual capability.
<b>Access Panel</b>	Access control panels (anti-vandal) should achieve the Secured by Design required standard – UL293.
<b>Trades Button</b>	<b>No</b> Trades Button on control panel
<b>Audio/Visual Entry (Camera)</b>	DDA (Part M) compliant camera alone is insufficient for first entry door. Primary camera location on access control panel to be considered to capture all visitors. Secondary camera will be required to the side/height that provides the resident a clear image of the visitor.
<b>Data Retention Fob Access</b>	Data retention of access control activations should be utilised throughout the site with the facility to store data for one calendar month before over writing. This data should be available to Police within 24 hours for evidential purposes should it be required. *Consideration to be given to appropriate and sufficient hard drive storage*
<b>Integrated (Part B/ ADQ) Compliance</b>	Access control systems should be Integrated to utilise both fire and security systems.
<b>Emergency Release (Push To Exit)</b>	Vehicle gate should be fob both ways with no induction plate and pedestrian gate should be access controlled for both residents and visitors. Any Green Break Glass panels must be a self-resettable type.
<b>Plant Room/ Service Rooms</b>	All service/plant door set/s accessible by public realm are required to be one of the following UKAS certified products subject to a crime risk assessment by a DOCO: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SR2 B+ or Equivalent certification * Service/plant door/s should be self-closing, self-locking single doors*
<b>Pedestrian &amp; Vehicular Gates</b>	Access controlled external pedestrian and vehicular gates that provide entry to the development should be accredited to LPS1175 SR2 or equivalent and include Magnetic locks - 2 x 500kg (minimum) resistance (1200lbs/psi) placed a third from the top and a third from the bottom. Designed level to the front building line, be anti-climb and fitted with a dampened stop.
<b>Internet Of Things (IoT)</b>	Due consideration to be given to the security/risk management to access control systems dependent upon how they interact with IoT.

#### Fire Access - Gates

<b>Access Control Box(ACB)</b>	<p>If the cause and effect of a fire over ride switch (FOS) activation poses a crime risk consideration to an Access Control Box should be made.</p> <p>The project fire consultant should be made aware of any Part B Security v's Safety conflicts</p>
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<b>Doors</b>	
<b>Recessed Areas</b>	Any recesses should not exceed 600mm, but consideration can be given to the Disability Discrimination Act (DDA) requirements. Be advised further by borough occupational therapist.
<b>Accessible Doors Apartment and Townhouses</b>	<p>All accessible residential Doors are required to be the following UKAS certified minimum standard: PAS24:2016</p> <p>This includes sliding and bi-fold door sets not designated as the primary access/egress routes.</p>
<b>Street Opening Front Doors</b>	Flat/Duplex/House front doors to meet a minimum standard of PAS24:2016 and ideally have a split spindle handle mechanism (requires key to gain access from outside of property) with internal thumb turn.
<b>Residential Door Fittings</b>	The security door viewer should be integral to the product specification. Awareness to DDA requirements for height and number of door viewers.
	The door chain or opening limiter should be affixed to the door set framing not cosmetic architrave.
	Any mail delivery letter plate with-in a PAS24:2016 door set should be compliant to TS008 and where possible incorporate and anti-fish cowl.
<b>Locks</b>	All locks are to be part of the accredited PAS24:2016 specification.

<b>Postal Strategy</b>	
<b>External Secure Mailboxes</b>	Secure mailboxes to serve each property should preferably be fixed to the external face of the building. External post boxes should be covered by CCTV and meet TS009 standards or MPS robust mailbox specification.

<b>Windows</b>	
<b>Accessible Windows &amp; Roof Lights</b>	<p>All easily accessible windows (anything under 2m from another surface treatment) should be certificated to either:</p> <ul style="list-style-type: none"> <li>*PAS24:2016 with BS EN356:2000 min. P2A glazing (consider P3A)</li> <li>*STS204 Issue 6:2016,</li> <li>*STS202 Issue 7:2016 Burglary Rating 1</li> <li>*LPS1175 Issue 7.2:2014 Security Rating 1 or</li> <li>*LPS1175 Issue 8:2018 A1 Security Rating 1 or</li> <li>*LPS 2081 Issue 1.1:2016 Security Rating A.</li> </ul> <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 and be fitted with a restrictor)</p>

<b>Glazed Apertures</b>	All glazing in and adjacent to: *Residential, communal, front, back doors and ground floor windows *Communal windows that are easily accessible above ground floor level Should incorporate security glazing to the equal standard of the agreed door specification.
<b>Lockable Window Handles</b>	Any window within 2m of an accessible surface should have key operated locks. Where windows form an escape route, Part B (Fire) compliance should be adhered to. All ground floor, vulnerable and accessible windows must have a lockable window restrictor to prevent unauthorised access.
<b>Access control</b>	
<b>Access Control Layers</b>	<b>Vehicle gate</b> – Fob access both way for residents only <b>Pedestrian Gate</b> – Fob access for residents and Audio-visual access control for visitors
<b>CCTV</b>	CCTV can be used to support access control measures where access is gained into communal areas such as the rear garden and the front area
<b>Cycle Stores</b>	
<b>External Cycle and Bulk Storage</b>	Positioned as not to provide climbing aids to other vulnerable areas such as accessible window/s, door/s, balconies, flat roofs and podiums.
<b>Timber Storage/Shed</b>	Such timber sheds, 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.
<b>Cycle Storage Lighting</b>	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.  This development / application has cycle storage facilities and / or areas that may require the charging and storage of Lithium-ion powered vehicles or devices, within the building or the wider site footprint. The developer or developer's agent must be aware that it is their responsibility to inform the Responsible Person(s), Fire and Rescue Service and Building Control of these storage facilities and areas, to ensure that the necessary fire suppression measures for the charging and storage of lithium-ion products have been considered and specified.
<b>Signage</b>	No signage to be erected externally which would provide opportunity for offenders to identify cycle storage.
<b>Bicycle Registry Management</b>	Access to the cycle store should be prohibited. Only residents or users that register (name, address etc.) that information should be given access to the storage facility.
<b>CCTV</b>	CCTV must be installed around in cycle stores in public areas. Should have unhindered views of the racking at all times and should be vandal resistant.
<b>Locking Points</b>	There should be 3 locking points for cycles on the racks/stands provided. Cycle racking should be secured with anti-tamper fixings

<b>Viewing Panel</b>	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).
<b>Internal Signage</b>	Ideally signage should be placed inside the store to reinforce importance of securing cycles by residents.

#### Balconies / Terraces & Door Canopies

<b>Balconies</b>	Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies. If a free standing/bolt on balcony system is to be used, consideration must be given to the risk posed by climbing. To prevent this the design should incorporating physical obstructions to frustrate the climber.
<b>Raised Planters</b>	Raised planters should be designed to avoid space beneath to store items such as drugs or weapons and so they do not provide climbing aids to vulnerable areas or balconies
<b>Door Canopies</b>	Where possible, door canopies should be free standing and offer no means of climbing. They also should be of lightweight construction that would not support a person if climbed. If 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.

#### Lighting

<b>Public Realm lighting</b>	Whether adopted highways/footpaths/private estate roads or car parks should meet BS 5489:2020 standard.
<b>Declaration of Conformity</b>	See Secured by Design Homes 2024 section 19.5 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.
<b>Internal lighting</b>	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 non-activity, higher level once movement is detected)
<b>Lux levels</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Office interior (security) 05 Lux</li> <li>• Private car parks 10 Lux</li> <li>• Exterior Rural location 10 Lux</li> <li>• Exterior Urban location 20 Lux</li> <li>• Walkways 30 Lux</li> <li>• Loading bays 50 Lux</li> </ul> <p>Further guidance is available in the "Lighting against crime" manual.</p>
<b>Uniformity (Uo)</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Values of between 0.25 and 0.40</li> <li>• Using lamps with a rating of at least 60 (minimum) on the Colour Rendering Index.</li> <li>• Good lighting will use energy efficient lamps in suitable luminaries.</li> </ul>



Stakeholder	Comment		Response
	Dusk-Till-Dawn Lighting	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. On Residential units: • All residential entrances (front, back, side doors) should also have dusk till dawn lighting, via a photo electric cell with a manual override. Allowing residents/the user local control.	
	Bollard lighting	Shall be avoided due to its history of vandalism and ease of been covered over. 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.	
	Directional lighting	Can be used to support pedestrian routes. Should robust and vandal resistant and be part of an overall lighting strategy (as shown above) Directional lighting should not be a standalone solution to illumination.	
	Gates		
	Gate/s	Ideally gated full height or with infill panels above. Access control and gate/s to be as close to the forward building line as possible. There should be minimal gap beneath the gate. Designed to deter or prevent climbing. House and Duplex gates to include Self closer on the entrance leading to the street door Any gate design to be submitted and approved by DOCO	
	Ironmongery	All gates should be fitted using anti tamper proof hinges. All hinges and brackets must be fitted in such a way so as not to create a climbing aid.	
	Push to Exit	Egress button to be minimum of 1.5 metres away from gate and fully shrouded. Any associated cabling to be out of sight.	
	Pedestrian Gate/s	Designed to deter or prevent climbing. All pedestrian gates to have a minimum of 2 x 500kg resistance magnetic locks. Ideally positioned 1/3 from top and 1/3 from bottom. To be single leaf, self-closing and self-locking.	
	Climbing Points		
	Rain Water Pipes	External rain water pipes should be square/rectangular, flush to the wall or recessed – if round they should be shrouded up to 3m minimum from ground level and have close/flush fitting brackets.	
	Balcony to Balcony vulnerabilities	Consideration should also be given for opportunities to climb balcony to balcony both up and across Balustrade should be secured to the floor of the balcony and flush to the front removing any vulnerable grip points.	

Stakeholder	Comment		Response
	<b>Balconies and adjacent features</b>	Consider vulnerability of balconies by boundary walls along with <ul style="list-style-type: none"><li>• Trees.</li><li>• Door canopies.</li><li>• Street furniture.</li><li>• Neighbouring properties.</li><li>• ACB and utility meters.</li><li>• Any outbuildings such as cycle and refuse store.</li><li>• Vehicles in parking areas.</li></ul>	
	<b>Utility Meters</b>		
	<b>Utility Meters</b>	All utility meters should be positioned where possible in external risers or cupboards removing the requirement for an official to enter the building to read them. Smart meters should be the default requirement for all developments.	
	<b>Management Plan</b>	If utility meter is to be located within residential unit representatives must have a scheduled appointment made with the concierge or Management Company to gain access to the building.	
	<b>Car Parking</b>		
	<b>Location</b>	Positioned as close as possible to buildings and overlooked by active windows. Should not be located close to boundary walls allowing vehicles to be used to climb into properties.	
	<b>Lighting</b>	Should be well lit to the latest standard of BS5489 (consider Park Mark guidance)	
		<a href="https://www.britishparking.co.uk/write/Documents/safer%20parking/SPS%20New%20Build%20Guidelines%20-%20web%20version.pdf">https://www.britishparking.co.uk/write/Documents/safer%20parking/SPS%20New%20Build%20Guidelines%20-%20web%20version.pdf</a>	
	<b>Alarm / C.C.T.V</b>		
	<b>Alarm Consideration</b>	If an alarm is to be installed should meet BS EN 50131 (as minimum) which can include wireless systems. If an alarm is not fitted installers should provide a labelled 13amp fused spur on consumer unit for future use.  <a href="https://www.policesecuritysystems.com/">https://www.policesecuritysystems.com/</a>	



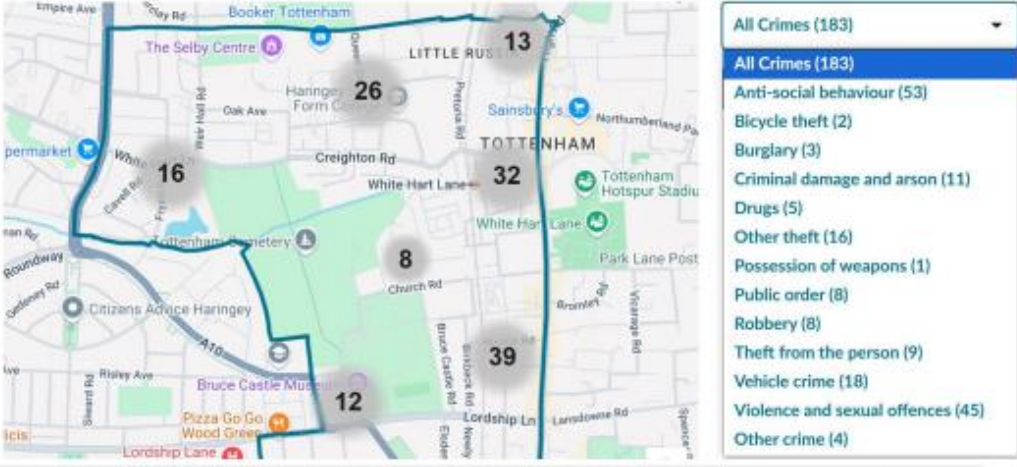
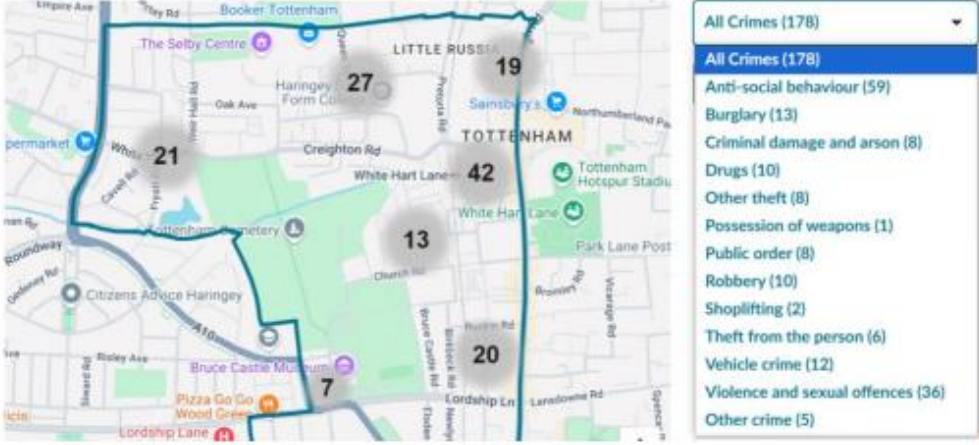
	<b>CCTV Installation</b>	<p>Please note where a development requires CCTV, this facility is to compliment other security measures, not to replace them. As a minimum police recommend coverage of the following areas:</p> <ul style="list-style-type: none"><li>• Entrance &amp; exit points including secondary coverage of call points,</li><li>• Foyer / Lobby areas,</li><li>• Post boxes and Postal rooms,</li><li>• Cycle stores,</li><li>• Refuse stores,</li><li>• Underground or covered parking areas,</li><li>• Top of stair cores</li></ul> <p>Due consideration to be given to other areas suitable for CCTV throughout the development as part of a site specific risk assessment.</p> <p>Homes 2019 (55.3.7) requests the system conforms to BS EN 62676: 2014 - video surveillance systems - and where applicable BS7958: 2015 CCTV management and operation codes of practice (COP) as outlined by the requirements of the Information Commissioner's Office.</p>	
	<b>Quality</b>	Should be of good facial recognition and colour HD quality in both daylight and night vision.	
	<b>Housing &amp; Signage</b>	CCTV housing to be anti-vandal and potentially shrouded. Signage highlighting use of CCTV should displayed throughout the development.	
	<b>Storage &amp; Access</b>	<ul style="list-style-type: none"><li>• Footage should be preserved for a minimum of 31 days.</li><li>• Any CCTV system that captures footage of public areas must comply with the regulations outlined by the Information Commissioner's Office.</li><li>• 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.</li><li>• Police access to footage must be within a minimum of 24 hours and a maximum of 48 hours for evidential purposes.</li></ul>	
<b>Party Walling</b>			
	<b>Communal to Apartment Walling Preferred System</b>	<p>Light weight framed walls either side of a secure door set (including 600mm around the whole door set) and partitioned walls between two dwellings or communal space shall meet the requirements below:</p> <ul style="list-style-type: none"><li>• LPS1175 (Issue 7.2) SR1</li><li>• LPS1175 (Issue 8) SR1/A1</li><li>• STS202 Issue 7 BR1</li></ul>	
	<b>Apartment to Apartment Party Walling Alternative</b>	<p>All avenues must be explored to meet the standards above, however the following are potential alternatives if the above cannot be achieved. To be agreed by DOCO.</p> <ul style="list-style-type: none"><li>• E-WT-2 Timber Wall</li><li>• E-WS-3 Light Steel Wall</li><li>• E-WM-20 Masonry Wall</li></ul> <p>Installation of 9mm (min) timber sheathing or expanding metal in the areas concerned. Wherever possible C-Studs should have 300mm staggered centres.</p>	
<b>Public Realm &amp; Landscaping</b>			
	<b>Permeability</b>	<ul style="list-style-type: none"><li>• Routes for pedestrians, cyclists and vehicles must be open, direct and not unnecessarily separated from one another.</li><li>• Footpaths should not run to the rear of, and or provide access to gardens, rear yards or dwellings. If this is the case further mitigation will need to be discussed with the DOCO.</li></ul>	
	<b>Communal Areas</b>	Communal areas such as playgrounds, seating or amenity areas should be designed to allow natural surveillance from nearby dwellings with safe routes for users to come and go.	

Stakeholder	Comment	Response										
	<table><tr><td></td><td></td></tr><tr><td>Playground Areas</td><td><p>Due consideration to be given to child safeguarding including preventing dogs entering, abductions and children walking out unnoticed by guardian/s. Playgrounds should be:</p><ul style="list-style-type: none"><li>• Located to allow natural surveillance from nearby dwellings.</li><li>• Clear signage stating age restrictions for specific areas and equipment (i.e. under 5's).</li><li>• Ideally be fully enclosed with 1.2m open top railings or planting, to prevent casual users.</li><li>• Should be a single dedicated entrance/exit point to enable parent/guardian supervision</li><li>• Dedicated entrance/exit point to be gated with self-closer.</li><li>• Ideally designed to be secured at night, if so boundary heights to be raised.</li><li>• Vandal resistant equipment to be installed.</li><li>• Historically playgrounds located at the rear of dwellings create ASB flashpoints and where possible should be avoided.</li><li>• Lighting needs to be a consideration. 24/7 lighting implies a suggestion of use out of hours (Site specific)</li></ul></td></tr><tr><td>Landscaping Scheme</td><td>A full landscaping scheme plan should be submitted and discussed with the DOCO.</td></tr><tr><td>Sight lines</td><td><ul style="list-style-type: none"><li>• Bushes and shrubs maximum 1m high.</li><li>• Trees should a canopy height of 2m minimum and maintained to allow clear sight lines.</li><li>• Landscaping and trees, should be designed to complement CCTV or lighting plans with long term maturity a consideration.</li></ul></td></tr><tr><td>Defensive Planting</td><td><p>Used to create distance from vulnerable areas such as patios, balconies and windows. The usage of defensive planting can complement perimeter boundaries. Defensive planting recommendations:</p><ul style="list-style-type: none"><li>• Plants with flowers for aesthetics and to deflect harsh appearance.</li><li>• To be mature planting from installation and reach a maximum height of 1m where sight lines need to maintained. Depth of planting will be site specific recommendations.</li><li>• Positioned beneath windows and next to fences to deter potential offenders.</li><li>• Require regular maintenance to prevent getting overgrown.</li><li>• May require signage to warn of risk of injury (Occupiers Liability Act).</li></ul></td></tr></table>			Playground Areas	<p>Due consideration to be given to child safeguarding including preventing dogs entering, abductions and children walking out unnoticed by guardian/s. Playgrounds should be:</p> <ul style="list-style-type: none"><li>• Located to allow natural surveillance from nearby dwellings.</li><li>• Clear signage stating age restrictions for specific areas and equipment (i.e. under 5's).</li><li>• Ideally be fully enclosed with 1.2m open top railings or planting, to prevent casual users.</li><li>• Should be a single dedicated entrance/exit point to enable parent/guardian supervision</li><li>• Dedicated entrance/exit point to be gated with self-closer.</li><li>• Ideally designed to be secured at night, if so boundary heights to be raised.</li><li>• Vandal resistant equipment to be installed.</li><li>• Historically playgrounds located at the rear of dwellings create ASB flashpoints and where possible should be avoided.</li><li>• Lighting needs to be a consideration. 24/7 lighting implies a suggestion of use out of hours (Site specific)</li></ul>	Landscaping Scheme	A full landscaping scheme plan should be submitted and discussed with the DOCO.	Sight lines	<ul style="list-style-type: none"><li>• Bushes and shrubs maximum 1m high.</li><li>• Trees should a canopy height of 2m minimum and maintained to allow clear sight lines.</li><li>• Landscaping and trees, should be designed to complement CCTV or lighting plans with long term maturity a consideration.</li></ul>	Defensive Planting	<p>Used to create distance from vulnerable areas such as patios, balconies and windows. The usage of defensive planting can complement perimeter boundaries. Defensive planting recommendations:</p> <ul style="list-style-type: none"><li>• Plants with flowers for aesthetics and to deflect harsh appearance.</li><li>• To be mature planting from installation and reach a maximum height of 1m where sight lines need to maintained. Depth of planting will be site specific recommendations.</li><li>• Positioned beneath windows and next to fences to deter potential offenders.</li><li>• Require regular maintenance to prevent getting overgrown.</li><li>• May require signage to warn of risk of injury (Occupiers Liability Act).</li></ul>	
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<p><b>London Plan 2021</b> <b>Policy D11: Safety, Security and Resilience to Emergency</b> This policy links design out crime, counter terrorism prevention measures and acknowledges fire safety issues.</p> <p><b>Section B</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><b>Section C</b> 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 <b>resilient</b> to all of these threats.</p>												

Stakeholder	Comment	Response
	<p><b>Paragraph 3.11.3</b> Measures to <b>design out crime</b>, 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><b>Paragraph 3.11.4</b> 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><b>Paragraph 3.12.10</b> <b>Fire safety and security measures</b> 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><b>DMM4 (Policy DM2) Part A(d)</b> "Have regard to the principles set out in 'Secured by Design'"</p> <p><b>DMM5: Para 2.14</b> - "Proposals will be assessed against the principles of secured by design'. The latest published guidance in this respect should be referred."</p> <p><b>An Independent Sustainability report by AECOM on Tottenham area action plan states:</b> <i>"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"</i>.</p> <p><b>12.3 of same report states:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• There are no references to crime in the <b>overarching policies</b>, although it is recognised that housing and economic policies 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. <b>AAP 06</b> 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.</li> <li>• There are no references to crime in the <b>neighbourhood area sections</b>; 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.</li> <li>• In <b>conclusion</b>, 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.</li> </ul>	

Stakeholder	Comment	Response
	<div>Appendix 3 : Crime Figures</div> <p>The crime figures provided below are publicly available on the Internet at <a href="http://www.met.police.uk/">http://www.met.police.uk/</a>. 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> <div><div><div>Overview</div><div>Crime map</div><div>Stop and search</div><div>Statistics</div></div><div>All Crimes (185) All Crimes (185) Anti-social behaviour (59) Burglary (7) Criminal damage and arson (6) Drugs (14) Other theft (10) Possession of weapons (1) Public order (15) Robbery (4) Shoplifting (1) Theft from the person (10) Vehicle crime (18) Violence and sexual offences (40)</div><div>July 2024</div><div><div>Overview</div><div>Crime map</div><div>Stop and search</div><div>Statistics</div></div></div>	



Stakeholder	Comment	Response
	<div><p>August 2024</p></div> <div><p>September 2024</p></div>	

Stakeholder	Comment	Response
	<p>Whilst we cannot provide information down to street area the above information does indicate the level of ASB and associated crime that is typical for the ward, which should be a consideration when designing a development to ensure the reduction in fear of crime as well as crime itself.</p> <p><b>Anti-Social Behaviour (ASB)</b></p> <p>Particular attention must be drawn to the most prevalent type of incident that will be experienced – <b>Anti-Social Behaviour (ASB)</b>. This category covers a multitude of types of incident that can range from what appears quite trivial annoyance to serious criminal acts. Often victims are able to shrug off the minor incidents and do not have the time or energy to report every occurrence, however en-mass these create a significant problem.</p> <p>Research by Ward, Thompson and Tseloni (2017) which was quoted in the victim commissioners report on ASB in 2019 stated:</p> <p><i><b>Less than a third of ASB incidents were reported to the three main reporting agencies - According to the 2015/16 CSEW, approximately 31% of ASB incidents were reported to the police, local authority or housing association/private landlord. Of those reported, most were reported to the police (of all agencies).</b></i></p> <p>It is therefore reasonable to assume that the statistics regarding ASB misrepresents the true scale of the problem – the actual figure of incidents is likely to be well over 150 incidents of ASB per month.</p>	
Natural England	<p>Given the amount of proposed new housing within this scheme (202 new homes) we would have no specific comments to make at this moment in time and can confirm that this would not require an HRA.</p> <p>Although we've not commented on other natural environment issues specifically that doesn't mean there might not be any however, we would suggest considering comments submitted by other interested parties on these matters.</p>	Noted.
Thames Water	<p><b>Waste Comments</b></p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.  <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a></p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater 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</p>	Piling Method Statement, Foul Water, and Water conditions and informatives recommended.

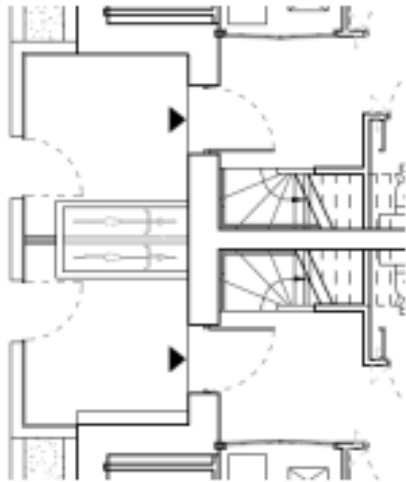
Stakeholder	Comment	Response
	<p>authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.  <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>With the information provided, Thames Water has been unable to determine the Foul water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at <a href="https://www.thameswater.co.uk/preplanning">thameswater.co.uk/preplanning</a>. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: <a href="mailto:devcon.team@thameswater.co.uk">devcon.team@thameswater.co.uk</a>) prior to the planning application approval.</p> <p><b>Water Comments</b>  There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p>	

Stakeholder	Comment	Response
	<p data-bbox="412 142 1518 204"> <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> </p> <p data-bbox="412 240 1760 948"> Thames Water are currently working with the developer of application HGY/2024/2851 to identify and deliver the off site water infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the water network to serve the Sports pavilion (peak flow of 1.33l/s) and 100 dwellings (up to domestic peak flow of 1.5 l/s) but beyond that upgrades to the water network will be required. Works are on going to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure. There shall be no occupation beyond the Sports pavilion (peak flow of 1.33l/s) and 100 dwellings (up to domestic peak flow of 1.5 l/s) until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues." Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval. </p> <p data-bbox="412 986 1727 1118"> Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. </p> <p data-bbox="412 1157 1742 1422"> The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk </p> <p data-bbox="412 1460 784 1490"> <b>Supplementary Comments</b> </p>	



Stakeholder	Comment	Response
	<p>Thames Water are unable to confirm the foul water network has the capacity to accommodate this development as there is not enough detail set out within the drainage strategy. We will require the developer to confirm exactly the number of houses (and non housing development) that will be discharged to each specific manhole/part of our network and also confirming the size of the receiving sewer. We note this has been assessed at preliminary stages, but we need to ratify this information as part of the submitted drainage strategy and we have been unable to identify that level of detail.</p>	
Transport for London (TfL)	<p>Thank you for consulting TfL with regards to this referable planning application.</p> <p>I write to provide detailed strategic transport comments on this application reference 24/01905/FUL. These reflect the matters raised in the GLA Stage 1 planning report GLA/2024/0568 and GLA/2024/0587 dated 2 December 2024. Please note that these comments are additional to any response that you may have received from colleagues within different parts of Transport for London (TfL).</p> <p>The application seeks:</p> <p>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), &amp; (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.</p> <p>I have responded separately to Enfield Council in relation to the application within their LPA area. The response below assesses some items, such as overall trip generation and Active Travel Zone together, and their mitigation, but some items such as car and cycle parking are assessed depending on the nature of the proposal.</p> <p><b>Site description and context</b></p> <p>The nearest part of the Transport for London Road Network (TLRN) is the A10 Bruce Grove which is accessed 750m to the west and the nearest part of the Strategic Road Network (SRN) is Tottenham High Road which is accessed approximately 900m to the east. Cycleway 1 is located along Bull Road immediately to the east of the site. There is a local Controlled Parking Zone, Tottenham Event Day, with controls Monday – Friday 1700-2030 and Saturday, Sunday and Public Holidays 1200-2000.</p> <p>There are two bus services in the vicinity of the site and White Hart Lane station is approximately 700m from the south of the site, served by London Overground.</p>	<p>Conditions and informatives attached and obligations secured where reasonable and necessary.</p>

Stakeholder	Comment	Response
	<p>The Public Transport Accessibility Level (PTAL) is rated between 1b-3 on a scale of 0-6, and with a PTAL rating of 3 in the location of the proposed residential units.</p> <p><b>Trip generation and impact</b></p> <p>It is estimated that there will be a net impact for the entire development of 761 two way trips across a weekday from 0700-1900, and within the AM peak hour an increase of 122 and within the PM peak hour an increase of 54 trips. There are the most significant net increases for pedestrians, National Rail and bus trips. There has not been an assessment of late evening or weekend off peak, where it could reasonably be assumed that there would be an increase in leisure trips to the enhanced facilities, where active travel should be promoted. There is unlikely to be a significant impact on the London Overground or National Rail networks to require mitigation.</p> <p>There is an increase in bus use of 22 trips in the AM peak, and while this would not require improvements to bus frequency, there is the opportunity to formalise bus stops instead of the existing Hail and Ride sections which TfL will wish to explore with Haringey and Enfield officers, to provide a more defined location especially for leisure users in off peak hours and hours of darkness and as part of the other requirements for site access, and footway improvements and recognising that providing fixed bus stops may potentially require removing on-street car parking. A contribution towards delivery of bus infrastructure may need to be secured.</p> <p><b>Active Travel Zone assessment</b></p> <p>The Transport Assessment includes an Active Travel Zone (ATZ) assessment which is welcomed. This was carried out in daytime hours, and it does not appear that there is any survey or commentary on conditions in night time / dark hours, which may be relevant in particular for evening leisure and community uses across the whole site.</p> <p>TfL is committed to improving women's safety and delivering the Mayor's Strategy to Reduce Violence Against Women and Girls. For information on the issue, TfL also recommends the newly published GLA guidance: Safety in Public Space; Women, Girls and Gender Diverse People.</p> <p>The scheme design creates improved pedestrian connections within and across the site, which is welcomed, and any highway improvements for pedestrian, cycle and vehicular access will need to be secured through a Section 278 agreement.</p> <p>The Transport Assessment includes an Active Travel Zone (ATZ) assessment which is welcomed although all but one of the routes assess routes to the east, and the creation of a new connection to Weir Hall Road to the west should be complemented by improvement to local highways and public realm. and connections to Cycleway 1 to the south.</p>	

Stakeholder	Comment	Response
	<p>Haringey and Enfield Councils are therefore urged to secure such improvements through an appropriate mechanism.</p> <p><b>Cycle parking</b></p> <p>Within this Haringey application area is residential cycle parking and some parking for the Selby Centre and leisure uses. The proposal is for 382 long stay and 7 short stay spaces and although this would meet the minimum standards required by London Plan Policy T5 in numerical terms, although there are some design points which will need to be clarified and addressed.</p> <p>The designs for cycle parking for the plots are a combination of secure stores, unit, ground floor, stores in public realm.</p> <p>The stores in the public realm include for oversized / accessible bicycles which is welcomed</p> <p>Some of the individual dwellings have stores which appear to be designed for one bicycle only, and it will need to be confirmed that these spaces will be laid out and retained permanently for cycle storage only.</p> <p>For the communal stores, there appears to be enough space for two tier racks to be accessed, and there is also provision of oversized spaces, however many of the doors to the public realm are 1.0m wide, and a minimum door width of 2.0m in line with London Cycle Design Standards should be provided.</p> 	

Stakeholder	Comment	Response
	<p><u>Short stay and leisure parking</u></p> <p>Part of the Haringey redline includes access paths into the site and towards the Selby centre and park and leisure uses, which include what appear to be standard sized Sheffield stands. We will strongly encourage a mix of different types of cycle parking, including children's bicycles and scooters. The cost would be low and there are no major space constraints. Indeed, without adequate provision scooters and bikes are much more likely to be left in inappropriate places blocking pedestrian or other access and being an obstacle to lose with visual impairment or other disabilities.</p> <p>All details of long stay and short stay cycle spaces should be secured by condition to ensure that cycle parking complies with TfL's London Cycling Design Standards (LCDS) guidance and in accordance with London Plan Policy T5.B.</p> <p><b>Car Parking</b></p> <p>The TA for the whole site sets out some different figures for the number of existing parking spaces on the whole site, where it appears that 143 car parking spaces are available within the site. The overall quantum of parking is proposed to be reduced from the existing which is welcomed, though there will need to be some clarification and justification of some matters.</p> <p>The residential element is car-free, with 21 disabled persons spaces, which is supported, so that every accessible unit will have access to one car parking space in line with London Plan. Residents of the site should be prevented from obtaining on-street car parking permits, secured by an appropriate planning mechanism.</p> <p>A car club space should be secured with membership for three years for residents, which may assist with demand for vehicles for family dwellings.</p> <p>The proposal for nine spaces in the Haringey boundary for the Selby Centre (where the building is in the Enfield / Outer London standards application area) but needs to be assessed in line with Haringey / Inner London standards application area) needs to be justified for the nature of land uses here. It is understood that the nine spaces would be within a secure area and managed and controlled by the Selby Centre.</p> <p>There are 60 spaces, including 10 disabled persons spaces, proposed for the sports fields and centre within the Enfield application redline where the Enfield TA assesses that the demand could peak at 100 spaces. These 60 spaces are due to be managed by Haringey Council to collect charges, and it will need to be clarified how this can be secured through an appropriate legal mechanism for Haringey to</p>	

Stakeholder	Comment	Response
	<p>manage and enforce, as a measure to control demand for vehicle trip generation, and without having any significant impact on on-street parking.</p> <p>The amount of active and passive electric vehicle charging points for all uses will need to be clarified and to be provided in line with the London Plan.</p> <p>A Car Parking Management Plan (or multiple plans for the relevant uses) will be required to manage and enforce the spaces.</p> <p><b>Deliveries and Servicing and Waste Management</b></p> <p>A draft Delivery and Servicing Plan (DSP) and an Operational Waste Management Plan is part of the submission,</p> <p>The final DSP and Waste Management Plan should be secured by planning condition, and traffic management order for the hours of operation of the loading bay.</p> <p><b>Construction</b></p> <p>The TA includes an Outline Construction Logistics Plan (CLP) which sets out how proposals are expected to be managed, with consultation with all users of the site, and restricting hours of deliveries to avoid local network peaks. It sets out the key measures for a commitment to meet CLOCS / FORS accreditation, use of a delivery scheduling system, and designated construction traffic routes ensuring all HGVs use appropriate strategic roads, which is welcomed.</p> <p>There should also be time limits to control when there are major events at Tottenham Hotspur stadium which require road closures and which can affect the performance of the local highway network. TfL also support the potential use of cargo bikes for delivery of materials.</p> <p>A full CLP and Construction Management Plan (CMP) will ultimately need to be secured by condition all produced in accordance with TfL best practice guidance.</p> <p><b>Travel Plan</b></p> <p>A framework Travel Plan (TP) has been submitted, and which given the amount of car parking on site sets targets to reduce car driver trips, and increase cycle and walking trips.</p> <p>It is welcomed that the Travel Plan co-ordinator will be appointed to liaise with the Assistant Director of Planning, Building Standards &amp; Sustainability in the submission and agreement of the Travel Plan and to be responsible for promoting the Travel Plan to Occupiers of the Development.</p>	

Stakeholder	Comment	Response
	<p>The applicant should implement comprehensive measures to promote and maintain cycling, especially due to the proximity of Cycleway 1 and the leisure uses on site. We also recommend that the applicant provides a staff travel plan for the construction of the development.</p> <p>The Travel Plan should be secured, implemented and monitored as part of any Section 106 agreement.</p> <p><b>Summary</b></p> <p>TfL has no significant objections to the principle of the proposed development however further work is required in relation to the following:</p> <ul style="list-style-type: none"> <li>• Clarifying with Haringey Council and Enfield Council the potential for creating fixed bus stops on streets in the vicinity of the site</li> <li>• Clarifying provision for the Selby Centre nine car parking spaces in line with London Plan standards</li> <li>• Access and layout to cycle parking</li> </ul> <p>Appropriate S106 obligations should be included in Heads of Terms:</p> <ul style="list-style-type: none"> <li>• A potential contribution to fixed bus stops – to be discussed with TfL and Haringey Council and Enfield Council</li> <li>• Other highways agreements for new or amended access points – to be secured with Haringey Council and Enfield Council</li> <li>• A contribution to Active Travel Zone and Healthy Streets measures – to be agreed with Haringey Council and Enfield Council</li> <li>• Travel Plan</li> <li>• Restricting occupiers applying for parking permits</li> <li>• Car club membership</li> </ul> <p>Conditions should be secured for:</p> <ul style="list-style-type: none"> <li>• Car and Cycle Parking and Design Management Plan, disabled persons and EVCP provision</li> <li>• Details of long stay and short stay cycle parking and facilities</li> <li>• Delivery and Servicing Plan</li> <li>• Waste Management Plan</li> <li>• Full Construction Logistics Plan and Construction Management Plan</li> </ul>	

Stakeholder	Comment	Response
UK Power Networks (UKPN)	Please be advised, as customer has accepted our quote for a diversion of equipment in the proposed area, my company would like to remove the objection comment previously made on this application.	Noted.

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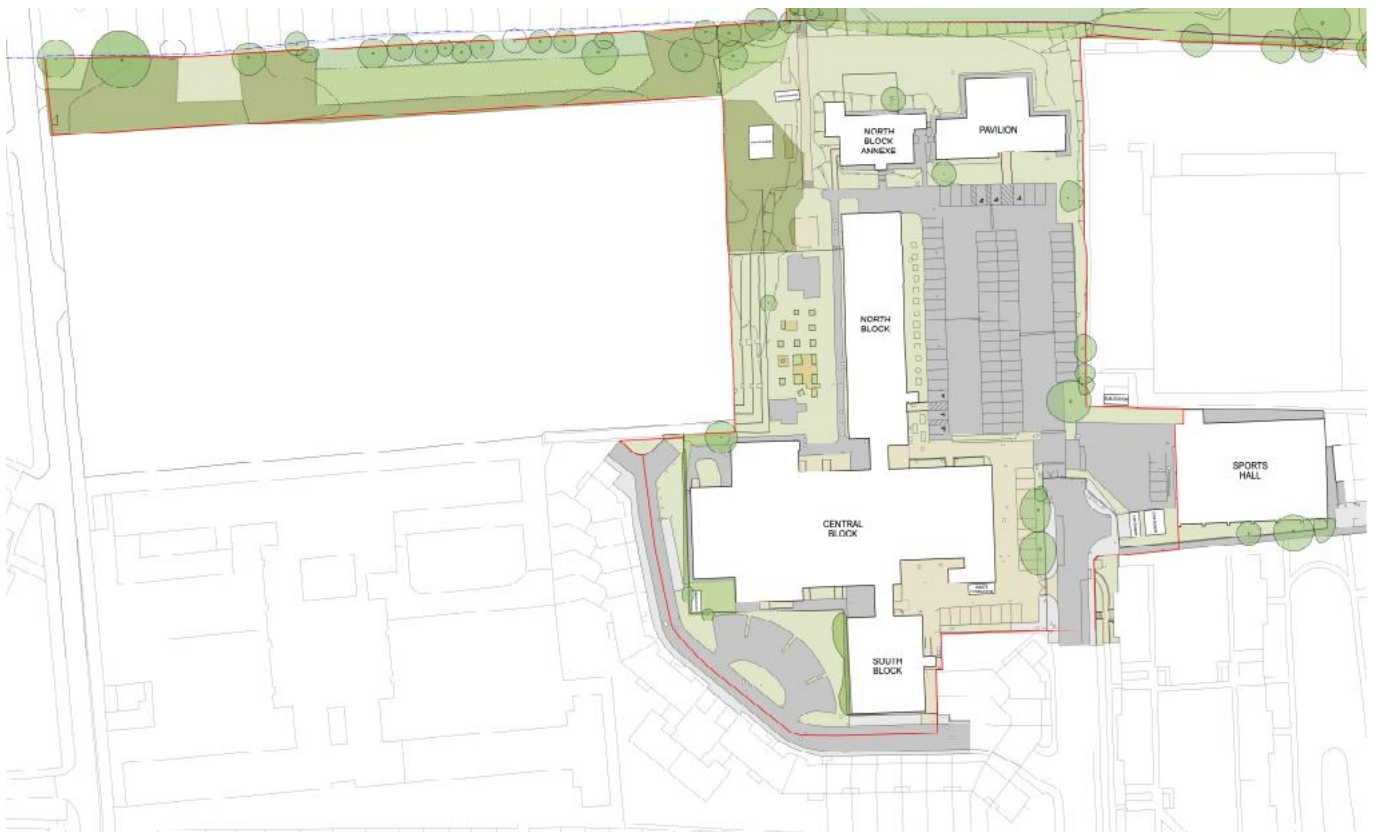
## Appendix 4: Neighbour Representations

Commentator	Comment	Response
Resident, The Weymarks Weir Hall Road	Please, do not knock down the ONLY community centres that we have left within the area, that has been a staple for as long as I've been alive.	The Selby Urban Village project would provide a new purpose-built community centre for the Selby Trust. The community centre would therefore remain in the area within enhanced new premises.
Resident, N18	<p>The area is already severely lacking in green spaces, the likes of which support, physical and mental wellbeing as exercise and frequenting green spaces and meeting people have been recognised as 2/3 of the 5 ways to wellbeing by NHS. Local councils and private investors alike use arbitrary law and confusing processes to remove green spaces for profit. This particular green space serves as a rare public respite from an otherwise concrete jungle. It is frequented by many members of the local community including home owner/local residence, NHS workers, civil servicemen/women, children, students and skilled professionals. The park also acts as the only (green) dog friendly zone in the local vicinity and is used daily by tens of not hundreds of people.</p> <p>You cannot simply take every available plot of land for housing developments it's corporate bullying.</p>	<p>The Selby Urban Village project would enhance Bull Lane Playing Fields and provide new planting and amenity spaces for recreation and exercise.</p> <p>The proposal would make the best use of land to provide much needed new social housing, new and enhanced sports facilities, a new purpose-built community centre, and new access routes and planting for the benefit of the community.</p>
Resident, Amersham Avenue N18	Leave Selby centre where it is. The local area is already too crowded with less parks than needed and far too much traffic. More housing developments will only increase this	The Selby Urban Village project would enhance Bull Lane Playing Fields and provide a new purpose-built community centre for the Selby Trust. The Transport assessments identify that the proposal would not result in undue traffic impacts subject to agreed mitigation, planning conditions, and a CPZ review.
Resident, Allington Avenue N17 8JE	I would really support this as I am struggling in one bed flat for 4 people this will help to reduced overcrowded to me and to our community.	Support noted.

Commentator	Comment	Response
Phoenix Close, E8 4DF	Great, we need many more homes in London.  I'm fully in support of the proposals, but I think the buildings could be taller to allow for more homes.	Support noted.

## Appendix 5: Images of the Site and Proposed scheme

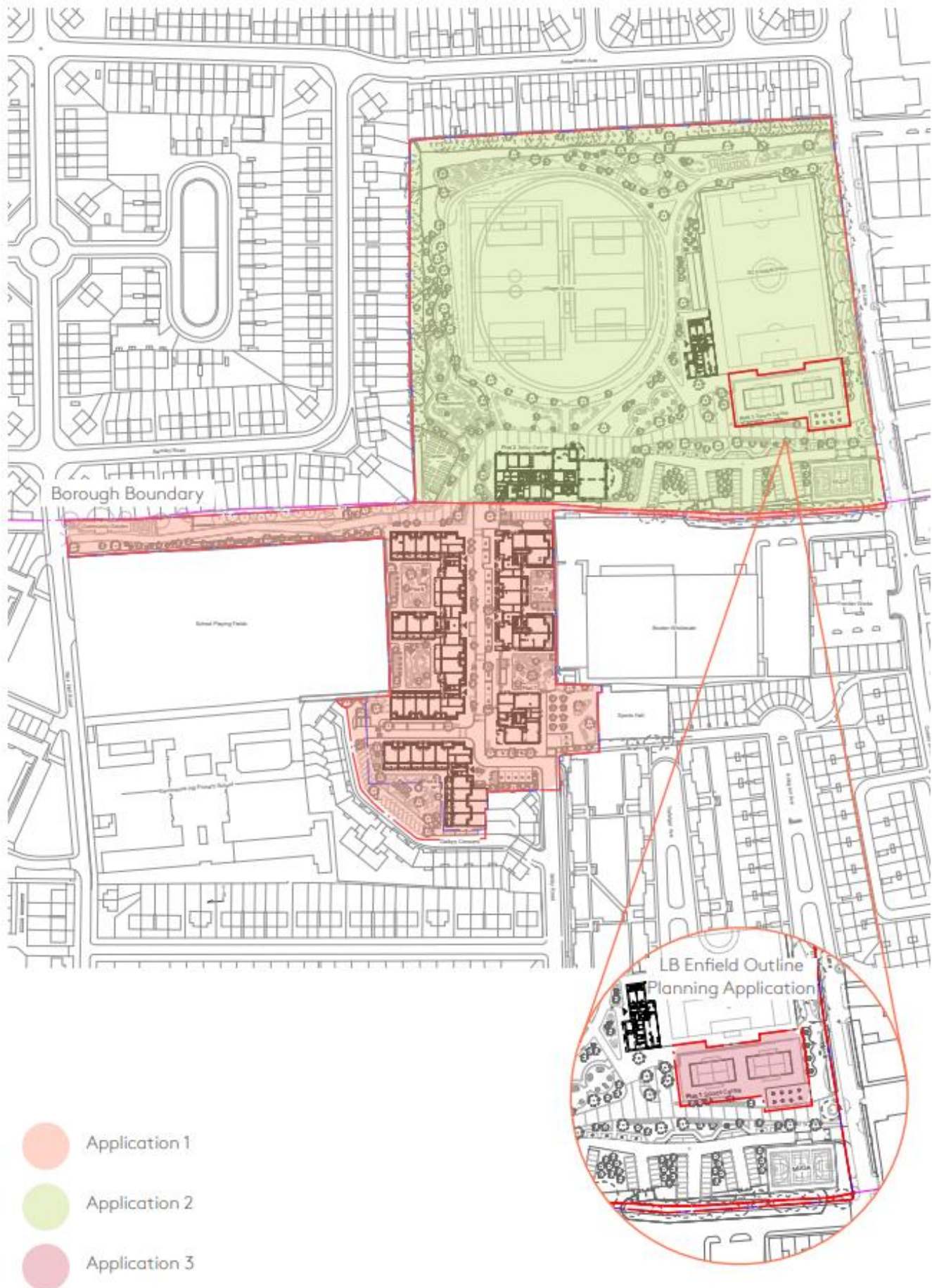
The LBH site (edged in red) – Showing the existing Selby Centre and associated buildings.



Images of the existing Selby Centre and associated buildings – Clockwise L-R: North Block Annexe, Pavillion, East façade of North Block, Car parking area, West façade of South Block, East façade of Central Block.

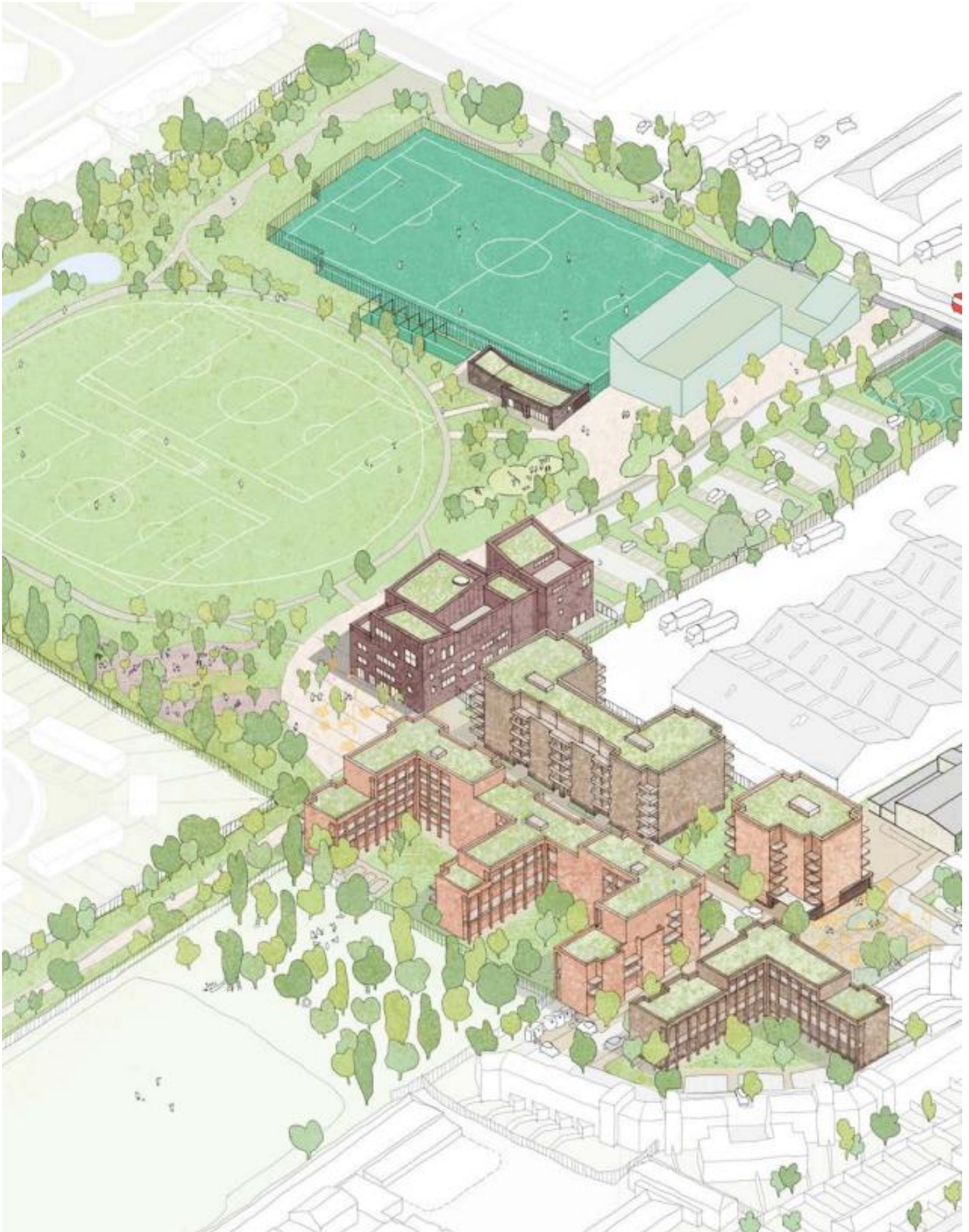


Plan to show the 3 Selby Urban Village project applications – Application 1 within Haringey for new housing on the existing Selby Site, Application 2 within Enfield for a new Selby Centre and sports and recreation facilities, and Application 3 in outline for a potential new Sports Hall.





Axonometric view of the Selby Urban Village Masterplan looking northeast showing the 4 new buildings on the existing Selby Centre site to the south, with the new Selby Centre and enhanced sports and recreation facilities in Bull Lane Playing Fields in the London Borough of Enfield shown at the centre and top of the image.





Plans showing the proposed phased delivery of the Selby Urban Village Masterplan - with the new Selby Centre and enhanced sports and recreation facilities (not incl. the new Sports Hall) built on Bull Lane Playing Fields (BLPF) in the London Borough of Enfield before the existing Selby Centre is demolished and the new housing is built.

Existing site

BLPF with new Selby (light red)

New housing built (orange)



00: The Existing Site



01: Sports and Park



02: Demolition and Residential

Final iteration with new Sports Hall (dark red) in BLPF





CGI views of the proposed housing looking north towards Bull Lane Playing Fields and the new Selby Centre.



Proposed elevations of the buildings facing the new central north-south street.

GREEN CENTRAL SPINE - EAST ELEVATION



GREEN CENTRAL SPINE - WEST ELEVATION

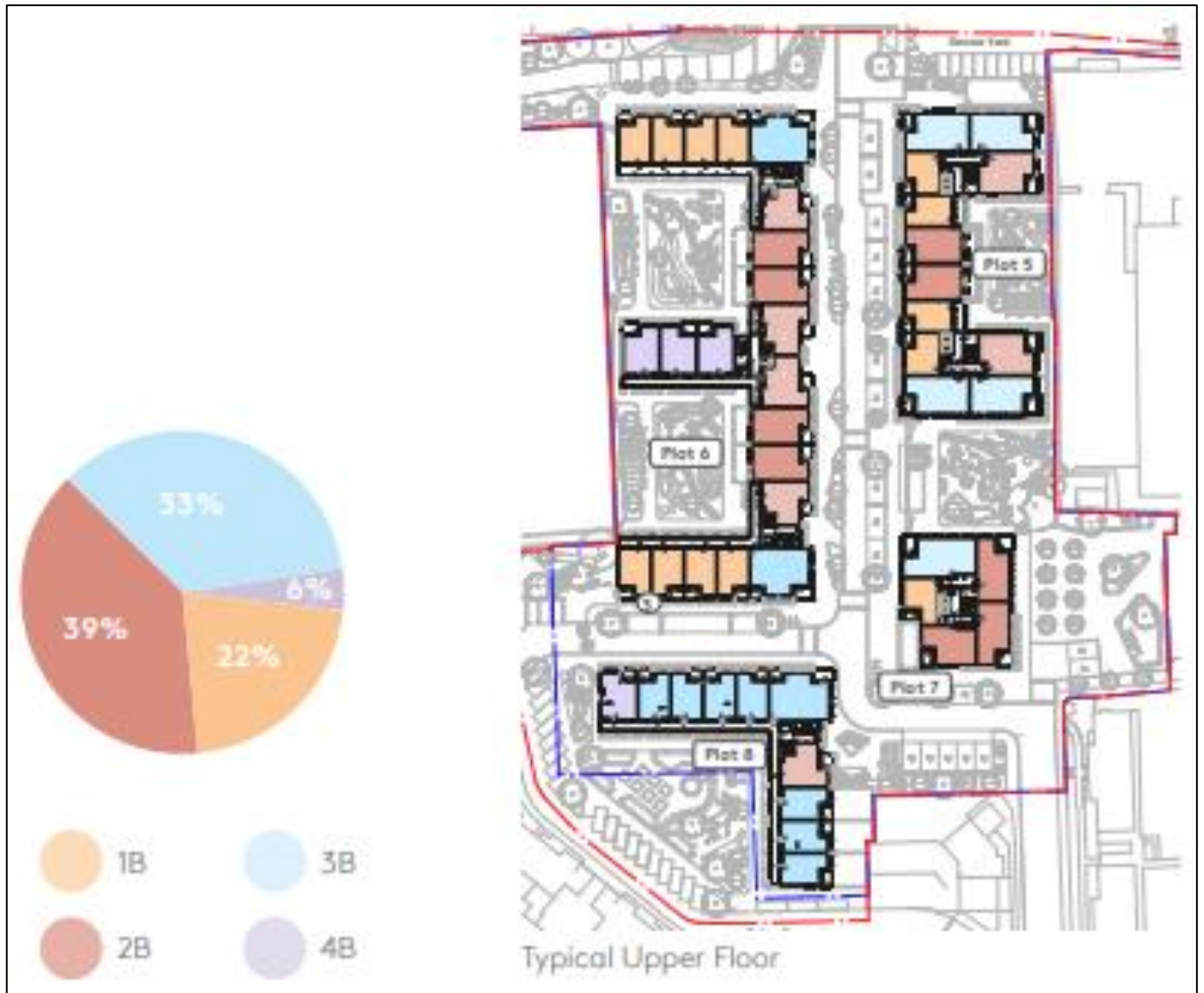




CGI views of the proposed housing and retail unit – Clockwise L-R: Southeast Block looking west, Southeast Block looking north, Southwest Block looking east, Illustrative view of paired maisonette entrances on Western Block.



Chart identifying the percentages of 1-beds (22%, 44 homes); 2-beds (39%, 79 homes); 3-beds (33%, 67 homes); and 4-beds (6%, 12 homes). And a plan showing the location of some of these different sized homes.



**CONFIDENTIAL****London Borough of Haringey Quality Review Panel****Report of Chair's Review Meeting: Selby Urban Village**

Wednesday 16 February 2022  
Selby Centre, Selby Road, Tottenham, N17 8JL

**Panel**

Hari Philips (Chair)  
Marie Burns  
Esther Kurland

**Attendees**

Rob Krzyszowski	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Joe Brennan	Frame Projects
Adrian Harvey	Frame Projects

**Apologies / report copied to**

Deborah Denner	Frame Projects
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**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.

**Declaration of Interest**

Panel Chair Hari Phillips, Bell Phillips Architects, has previously worked on other projects with Karakusevic Carson Architects and Tibbalds. He is not working with them currently.

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

Selby Centre and Bull Lane Playing Fields, Selby Road, Tottenham, N17 8JL

**2. Presenting team**

Karl Eriksson	Karakusevic Carson Architects
Sohanna Srinivasan	Karakusevic Carson Architects
Graeme Sutherland	Adams and Sutherland Architects
Jennifer Ross	Tibbalds Planning
Paul Butler	Selby Trust

**3. Planning authority briefing**

The Selby Centre is recognised as an asset of community value Haringey Local Plan. The site is allocated for a 'community use-led, mixed-use development' which includes the 'consolidation of community uses with potential housing development'. The allocation also identifies an opportunity to link the adjacent Bull Lane playing fields and other open spaces in the area.

Directly to the west of the Selby Centre, is Devonshire Hill Primary School and its playing field, to the north of which is a westerly projecting strip of land within the site. To the east of the site is a locally significant industrial site that includes a large cash and carry and Frontier Works - which hosts industrial and warehouse and storage units and several businesses. Building heights are approximately two to three storeys. Selby Road and White Hart Lane is all residential but has a mix of building designs from different periods with terraces of two storey dwellings and apartment blocks of two, three, and four storeys. The eastern side of Bull Lane is largely low-rise industrial units.

In March 2019 Haringey Council and the Selby Trust signed a Memorandum of Understanding to ensure the successful re-provision and development of the Selby site. The project aims to be an exemplar of how the Local Authority and the third sector can work together to deliver against shared goals including the Council's ambition to build council housing as well as a new dedicated community hub and new sports and recreational facilities. Officers would welcome the panel's comments on the proposed masterplan and phasing strategy, as well as on the detailed proposals for the park, its sports and recreation facilities, the new Selby Centre, the public realm proposals and linkages and relationship between the site and the surrounding areas, and the block/building heights, massing, and impact on townscape.





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

The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme. The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces. The architecture of the mansion blocks is rich and well-considered, by the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible. The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.

*Scheme layout*

- The north elevation of the Selby Centre is perhaps the least appealing place to focus the 'front' of the building, as it is in shade and not visible from anywhere apart from the sports ground. The panel also questions whether focusing public space to the north of the Selby Centre, where it will be severely over-shadowed, is the right approach.
- The panel notes that any of the other three elevations could have a stronger claim to be the 'front' and it would like to see options for reconfiguring the layout, particularly at ground level, to make better use of sunlight and approaches to the building.
- The relationship between the Selby Centre and adjacent parkland could be improved, and the panel would like to see a more direct connection between the building and the green space.
- The Selby Centre could be moved north, to create a closer relationship with the green space and allowing for public space to the southern side of the building and to signal more clearly its position as the fulcrum the scheme.
- Alternatively, moving the café out from the Centre itself to the pivot point at the centre of the scheme would activate and give focus to the key corner within the site.
- The panel welcomes the thought that has been given to the scheme layout in anticipation of the potential redevelopment on the Booker site, and it urges the design team to think further about how this integration could best be achieved.



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- The panel questions whether the gable end of the sports centre and the MUGA frame an inviting gateway for visitors, especially for those not arriving to participate in sport. Locating an active non-sport use near the entrance to the site from Bull Lane would help to draw in a wider range of users and increase animation to Bull Lane.
- The panel feels that a direct and clear visual link between Bull Lane and the play space to the north of the Selby Centre would help to draw visitors into the site.

*Public space and landscape design*

- The playing fields and the informal spaces within the parkland have developed well, but the panel notes that detailing and lighting will be important to their success.
- The panel would like to see options explored for integrating the roof garden on the eastern wing of the Selby Centre into the wider public realm, rather than restricting access behind the Centre's security line. This could be achieved by providing an external stairway.
- The panel feels that the southern square does not relate fully to the buildings that front onto it and, as a result, the space is poorly contained and overlooked. The panel feels that this could result in management issues and possibly be a magnet for antisocial behaviour.
- The panel would like further clarity about the character and uses of the different spaces created, as well as greater legibility. In particular, the landscape design proposed for the residential street should be more formal in character to contrast with the looser character of the open space at the northern end. The character of this street could be informed by the distinctive character of the streets to the east, such as Allington Avenue.

*Building form and architecture*

- The panel feels the architectural treatment of the Selby Centre building currently underplays the vivacity of the uses within it, evoking a commercial office building, and would like the design team to bring more joy to its expression.
- The mansion blocks are well-composed, with a welcome richness to the architecture. In comparison, the panel feels that the towers would benefit from some further refinement.
- In particular, the panel would like to see greater evidence that the buildings respond to their orientation, in both elevation and plan.



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- The proposed cycle stores create significant dead frontages and the design team should explore options for moving these stores deeper into the plan or to higher levels to free up space for more active uses.
- The panel would like to see further thought given to ways in which to activate the ground floor corners of the residential blocks and feels that the ground floor of the northern tower block is particularly inactive.
- The panel feels that the L-shaped block around Dalby's Crescent is not yet fully resolved and it is not clear that the building layout relates effectively to the new communal amenity space. The north-south wing has an uncomfortable relationship with private gardens to the west which are overlooked. Further consideration of the typologies and orientation may help to unlock this.
- The evolution of the design of the sports centre is welcomed and the panel feels that use of a timber structure is a positive.

### *Next Steps*

The panel is confident that the design team, working with Haringey officers, can resolve the issues identified by the review, and it does not need to see the scheme 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**

FRAME PROJECTS

**London Borough of Haringey Quality Review Panel and  
London Borough of Enfield Design Review Panel**

**Report of Formal Review Meeting: Selby Urban Village**

Wednesday 26 May 2021

Video conference

**Panel**

Peter Studdert (chair)	Haringey Panel Member
Marie Burns	Haringey Panel Member
Mitch Cooke	Enfield Panel Member
Dieter Kleiner	Haringey Panel Member
Esther Kurland	Enfield Panel Member

**Attendees**

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Michael Kennedy	London Borough of Enfield
Maria Demetri	London Borough of Enfield
Sarah Carmona	Frame Projects
Kiki Ageridou	Frame Projects

**Apologies / report copied to**

Dean Hermitage	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Philip Elliot	London Borough of Haringey
Claire Williams	London Borough of Enfield
Deborah Denner	Frame Projects

**Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

**1. Project name and site address**

Selby Urban Village, Selby Centre, Selby Road, London, N17 8JL

**2. Presenting team**

Abigail Batchelor	Karakusevic Carson Architects
Mark Smith	Karakusevic Carson Architects
Sohanna Srinivasan	Karakusevic Carson Architects
Graeme Sutherland	Adams & Sutherland Architects
Jennifer Ross	Tibbalds Planning and Urban Design
Azom Choudhury	London Borough of Haringey
Andrea Keeble	London Borough of Haringey
Jack Skinner	Selby Trust

**3. Aims of the Review Panel meeting**

The Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

**4. Planning authority briefing**

The project aims to be an exemplar of how a local authority and the third sector can work together towards shared goals, including the Council's ambition to build council housing as well as a new community hub, sports and recreational facilities. The application site includes the Selby Centre, a sports hall, a strip of land located to the north of Devonshire Primary School playing fields and Bull Lane Playing Fields to the north / northeast of the centre which falls within the London Borough of Enfield.

The Selby Centre is operated by the Selby Trust and is held on a lease from Haringey Council. The centre is spread over six blocks with associated car parking. Bull Lane playing fields is a four hectare site located directly northeast of the Selby Site and is designated as 'Local Open Space'. While located within the London Borough of Enfield, Bull Lane is owned by Haringey. The borough boundary with Enfield runs along the southern boundary of Bull Lane playing fields, and to the north of the strip of land that connects the application site to Weir Hall Road. The Haringey Local Plan recognises the Selby Centre as an Asset of Community Value. It is identified as allocated site SA62 in the Site Allocations Development Plan Document and allocated for a 'community use-led mixed use development' which includes the 'consolidation of community uses with potential housing development'. In March 2019 Haringey Council and the Selby Trust signed a Memorandum of Understanding. This sets out joint aspirations and agreed ways of working to ensure the successful re-provision and development of the Selby site.



Officers seek the panel's views on the proposed masterplan and phasing strategy; the proposed park and its sports and recreation facilities; the new Selby Centre; the proposed streets and squares and the block/building heights, massing, townscape, and design quality; and the approach to transport and connectivity, and to parking. They also ask for the panel's comments on the relationship of the scheme (and its uses) to the surrounding area, the public realm proposals, the legibility of the scheme and the links to the surrounding area. Its views on the approach to environmental sustainability, ecology, biodiversity and drainage is also welcomed.

## **5. Review Panel's views**

### *Summary*

The joint Review Panel welcomes the opportunity to consider the proposals for Selby Urban Village as they continue to evolve. The site offers an exciting opportunity to transform these linked areas of land straddling the Haringey/Enfield Borough boundary- some of which are in a state of disrepair – into a fantastic destination. The panel welcomes the work done to date and thinks that the project promises to be an exemplar both of community working, and of a landscape-led masterplan. It commends the level of consultation undertaken that has informed the proposals and the aim of achieving 50% social housing on the site.

The panel supports the main strategic decisions that have been taken in the masterplan, including the siting and disposition of the main Selby Centre building and the separate sports hall. It supports the overall approach to creating a pedestrian and cycle-friendly neighbourhood with the main car park accessed solely from Bull Lane. It welcomes the overall landscape-led approach to the master plan and on balance supports the decision to locate the 3G pitch to the east of the playing fields with the cricket/football pitches to the west, although it acknowledges that this presents a particular challenge to ensure an attractive and welcoming approach to the playing fields from Bull Lane. The panel are not yet convinced by the scale and massing of the residential elements of the proposals and would like to see further testing conducted, including of views, wind microclimate, daylight / sunlight, and overshadowing. The relationship of the tower to the Selby Centre should also be explored and tested further.

As design work continues, the panel feels that further development of the detailed design of the different parts of the masterplan is required, including the configuration, layout and form of the Selby Centre, the layout, form and detail of the residential accommodation, and the balance of active sports and passive recreation on the Bull Lane site. The design of the public realm, the hierarchy of the street network, and the generosity of the pedestrian routes, along with the detail of the landscape proposals, all need further refinement. Further details on the panel's views are provided below.

*Scope of the review*

- The material presented at review was predominantly at a strategic level, so the panel was not able to consider the proposals for the individual buildings in detail. It looks forward to evaluating the proposals in greater detail in future reviews.

*Approach to development / masterplan*

- The work undertaken to date represents a very good foundation; as design work continues it will be important to explore and reinforce the community focus of the proposals and home in on the details that will make it work.
- The panel supports the strategic decisions that have been made since the previous review: removing the perimeter housing from the Bull Lane site and locating all residential development in the Selby Lane site will enable both plots of land to be developed in an optimal way in terms of access, configuration and safety.
- Locating the Selby Centre at the junction of the two main sites is also welcomed.
- The panel welcomes the community and sports focus of the masterplan and is pleased that this approach has been adopted rather than one that seeks to maximise the amount of residential development to the detriment of other uses.
- The proposals for phasing the development are well-considered and will allow for the retention on site of all the existing organisations based at the existing Selby Centre throughout the construction process.
- The panel feels that the scheme may possibly benefit from a wider design team as it moves to the detailed design stage, with additional architects, to ensure that the different blocks have sufficient variety.

*Massing and development density*

- The panel would like more information about the proposed scale and massing of the individual parts of the masterplan. This should include testing and studies of the proposed building heights, views, wind microclimate, daylight / sunlight, and overshadowing.
- It notes that while the proposed building heights (presented in block form within the masterplan) might be achievable, this is not yet certain. The panel would like further opportunity to consider the scale, massing, and related studies (mentioned above) in greater detail before confirming their views.

*Landscape design, ecology and biodiversity*

- The landscape proposals are well-considered and have the potential to enhance the overall scheme. The emphasis on ecology and biodiversity is welcomed, including the inclusion of different species, such as fruiting plants and trees.
- Retaining mature trees on site will provide a level of continuity and maturity to the development. The panel would encourage further consideration of how the trees are integrated within the development to avoid potential conflict, especially within the centre of the site.
- The tree planting strategy should be accompanied by a robust management plan, to ensure the longevity of all trees planted on site. Further refinement of the tree planting proposals, to achieve a greater spatial hierarchy and diversification of planting within the landscape, would be supported.
- The panel would like to see greater articulation of the SuDS (sustainable drainage systems) and swales, to foster greater biodiversity and climate resilience. It supports the inclusion of blue and green roofs.
- The panel would like to know more about the lighting proposals, as these will make a significant contribution to the character of the development. Careful integration of the lighting for the recreation uses and the Selby Centre will be required.
- The panel would like more information about the proposed boundary treatments between the different uses on site, including the location and nature of any proposed fencing.

*Place-making, public realm, routes, legibility and parking*

- The panel welcomes the creation of the new east-west cycle route. Careful consideration of the detailed design of this route will be needed, especially around the Selby Centre building, to respond to pedestrian desire lines while minimising the number of bollards that will be required to control the movement of vehicles. The relationship of the cycle route to the proposed allotments on the narrow path to the north of the primary school will also need careful consideration.
- While the Selby Centre will have a Haringey address and be located off Selby Road, vehicular access to the car park will only be from Bull Lane, Enfield, and this could lead to significant confusion for visitors arriving by car. Further consideration should be given to vehicular arrival, access, movement and management issues, including signage.
- The panel would also encourage further consideration of the nature and hierarchy of the street network within the residential development. Of the two



residential squares, the north square is spatially more important as an arrival space, while the south square is more of a space with a route through it. As design work continues, these differences can be expressed through materiality and detailed design, to ensure that both spaces are well-defined and distinctive.

- The dominance of the carriageway within the street network should be reduced. Emphasising the community focus of the public realm will help in this regard; consideration of how the spaces might be used – for example, during a street party – would be welcomed.
- The panel would encourage flexibility within the design of the parking areas, to enable other sporting or recreation activities to make use of the space when there are few vehicles. It highlights examples of managed parking ‘pods’ in woodland areas at Alexandra Palace.
- Careful integration of cycle parking is required, to avoid blank walls at key corners; security considerations are also important, especially in areas that have only minimal surveillance.

*Sports and recreational facilities (Bull Lane playing fields)*

- The panel understands the constraints governing the layout of the sports and recreational facilities. Located along Bull Lane, the 3G court would represent a barrier, but it feels that on balance, the proposed location is the preferable solution. It would avoid ‘dead’ space between the 3G court fence and the housing adjacent to the west and north boundaries of the site, as well as minimising nuisance from lighting.
- However, to make this solution workable, much more attention needs to be given to the pedestrian entrances to the site from Bull Lane. Establishing the proposed Bull Lane Promenade (with play-on-the-way) will be extremely important to soften and buffer the edge of the 3G court.
- At the northern entrance, the community allotments could perhaps be reconsidered to create a more open and attractive pedestrian access route, which continues the ‘promenade’ theme from the Bull Lane boundary into the heart of the site. At the southern entrance – which also provides vehicular access to the car park – the design of the hard and soft landscaping should prioritise pedestrian access.
- Visibility into, and surveillance of, the sports and recreation fields should be enhanced where possible. Any fencing should be visually lightweight to allow for unimpeded views through, and the design and orientation of pedestrian entrances should be welcoming and enable good sight lines.
- The panel understands that sport is the focus of the Bull Lane site, and notes that some opportunities for informal recreation, play, walking and cycling have been provided around its periphery. However, as design work continues, it



would encourage some further flexibility where possible, to achieve a better balance between active sport and informal recreation.

- It notes that provision of a cricket pitch with a fixed circular boundary limits the scope for informal recreation around the edges of the site. However, the panel understands that the provision of a cricket pitch is seen as a priority for the local community. If this is the case, it wonders whether the master plan should allow for a small pavilion to support and reinforce the cricket use.

#### *Selby Centre*

- Locating the Selby Centre at the heart of the two sites, with part of the building within Haringey Borough's boundary, will achieve a number of objectives for the Selby Trust and for the masterplan as a whole.
- While there is potential for the Selby Centre to become a local landmark for wayfinding, the panel feels that further work is needed to reinforce its visual presence so that it is easily seen and recognised from the different routes on approach.
- The panel would like to know more about the three-dimensional relationship between the Selby Centre (four storeys) and the attached tower building (twelve storeys). More testing of the relative scales and views is needed, to establish whether more separation is needed between the Selby Centre and the tower.
- As design work continues, refinements to the exterior detail of the Selby Centre would be welcomed. The colonnade is potentially an attractive feature that leads visitors to the main entrance and will need careful detailing.
- Clarity on the programme of uses and organisations incorporated within the building would be useful. This should include a clear understanding of how the different facilities will be used and managed, to ensure that the centre will remain viable in the long term and be able to generate a good level of income. This is especially the case for large events, such as weddings, and the panel would like to know if there is a private, external 'spill-out' garden space for such events.
- The panel would like to see further testing of the proposed spaces within the building, in terms of how they would be used and respond to different needs.

#### *Residential development – Selby Lane site*

- The proposals for the residential development presented for review were not detailed, so the panel is only able to comment at a strategic level. The overall configuration of the housing looks promising and appears to be on the right track; however, further work to provide a stronger focus and to create a distinctive and successful neighbourhood will be needed.



- While very high density, the plan forms seem promising, and the mix of apartments and townhouses within the site is supported.

#### *Inclusive and sustainable design*

- The panel would like more detail on the approach to climate change resilience, low / zero carbon energy design and sustainability standards. It considers that the project should aim to achieve at least BREEAM excellent rating.
- It understands that the proposals include connection into a district heating network in future. It would encourage exploration of green gas and electricity options for energy requirements in the meantime.
- The three-storey townhouses have great potential to be designed to the Passivhaus standard. Further exploration of all opportunities to embed sustainable strategies and technologies as the proposals evolve would be supported.
- The panel would encourage the design team to look at the LETI (London Energy Transformation Initiative) standards and work towards achieving these performance requirements.
- Consideration of the concepts of standardisation, building lifespans and design for deconstruction – enabling reuse of buildings in different locations in the future – would be welcomed.

#### *Next steps*

- The panel would welcome the opportunity to review Selby Urban Village again as the detailed design process continues.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.



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

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**Design Standards**

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**CONFIDENTIAL****London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: Selby Urban Village**

Wednesday 6 May 2020

Video conference

**Panel**

Peter Studdert (chair)	Haringey Panel Member
Phil Jones	Enfield Panel Member
Dieter Kleiner	Haringey Panel Member
Esther Kurland	Enfield Panel Member
Lindsey Whitelaw	Haringey Panel Member

**Attendees**

Robbie McNaugher	London Borough of Haringey
Philip Elliot	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Michael Kennedy	London Borough of Enfield
Maria Demetri	London Borough of Enfield
Angela McIntyre	Frame Projects
Kiki Ageridou	Frame Projects

**Apologies / report copied to**

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Deborah Denner	Frame Projects

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

Selby Urban Village, Selby Centre, Selby Road, London, N17 8JL

**2. Presenting team**

Paul Karakusevic	Karakusevic Carson Architects
Mark Smith	Karakusevic Carson Architects
Sohanna Srinivasan	Karakusevic Carson Architects
Patrick Shannon	Karakusevic Carson Architects
Azom Choudhury	London Borough of Haringey
Rodney Keg	London Borough of Haringey
Paul Butler	Selby Trust
Graeme Sutherland	Adams & Sutherland Architects
Jennifer Ross	Tibbalds Planning and Urban Design

**3. Planning authority briefing**

The project aims to be an exemplar of how the local authority and the third sector can work together towards shared goals including the Councils' ambition to build council housing as well as a new community hub, sports and recreational facilities.

The application site includes, the Selby Centre, a sports hall, a strip of land located to the north of Devonshire Primary School playing fields and Bull Lane Playing Fields to the north / northeast of the centre which falls within the London Borough of Enfield.

The Selby Centre is operated by the Selby Trust and is held on a lease from Haringey Council. The centre is spread over six blocks with associated car parking. Bull Lane playing fields is a four hectare site located directly northeast of the Selby Site and is designated as 'Local Open Space'. Whilst located within the London Borough of Enfield, Bull Lane is owned by Haringey. The borough boundary with Enfield runs along the southern boundary of Bull Lane playing fields, and to the north of the strip of land that connects the application site to Weir Hall Road.

The Haringey Local Plan recognises the Selby Centre as an Asset of Community Value. It is identified as allocated site SA62 in the Site Allocations Development Plan Document and allocated for a 'community use-led mixed use development' which includes the 'consolidation of community uses with potential housing development'.

In March 2019 Haringey Council and the Selby Trust signed a Memorandum of Understanding. This sets out joint aspirations and agreed ways of working to ensure the successful re-provision and development of the Selby site.

Officers asked for the panel's views on: the development strategy; the proposed development scenarios; and their block / building heights, massing and design quality. It also asked for the panel's comments on the relationship of the scheme to the surrounding area, the public realm proposals, and links to the surrounding area.



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

The Design Review Panel welcomes the strategic thinking that has gone into the preparation of options for the development of Selby Urban Village. The options presented form a good basis for consultation with the local community, but they highlight the challenge of arriving at a development strategy that is attractive, viable and deliverable. All three versions of the preferred Scenario 1 propose housing along the north and west edges of Bull Lane Playing Fields. The deliverability of this radical intervention will depend on the view taken about the existing mature poplar trees along these edges. If they are to be retained, they will sit awkwardly against the new housing, but their removal may be resisted by the local community in spite of their limited future life. Their removal may also be resisted because of the biodiversity that they support. If the perimeter housing is therefore undeliverable in the short-term Scenario 1a may be unviable because of the limited footprint available for new housing on the Selby Centre site. Scenarios 1b or 1c (minus the perimeter housing) may therefore be preferable (and more viable) as they free up all of the existing Selby Centre site for new housing. The Panel therefore recommends that the implications of the retention or removal of the poplar trees is carefully considered alongside more detailed design studies for the perimeter housing, together with a detailed capacity study of the existing Selby Centre site. Given that the immediate context of the Selby Centre site is three or four storeys a strong urban design case will need to be made for new housing to significantly exceed this height. The Panel welcomes the analysis that has been made of the wider context of the site, but suggests that further work is required to ensure routes to and around the sites are clear, and well connected to the wider area. There is potential for the Selby Centre to act as a beacon which sits on clear sight lines and helps draw people to the site. The panel suggests that a more diverse range of activities should be considered for Bull Lane playing fields to ensure that a wide spectrum of the population is catered to. This should include those who want to enjoy the outdoors, but do not participate in organised sport. There is a tension between the efforts to enhance the site's ecology and the need to provide space for sports and wellbeing. The panel suggests this could be eased by collaboration with Devonshire Primary School to share facilities.

*Overall approach*

- The panel urges the applicant team to continue testing the scheme's viability as designs progress to ensure that what is being proposed is deliverable.
- The panel is pleased to see a masterplan which is ecologically and landscape driven.
- Scenario 1 seems the most suitable masterplan to develop further. Within the panel opinions varied across Scenarios 1a, 1b and 1c, aspects of which are outlined below.



**CONFIDENTIAL***Relationship to surroundings: routes and legibility*

- The panel emphasises the opportunity for this development to improve routes through and around the site. While this is beginning to happen successfully, especially on the Haringey side of the proposals, further work is needed to ensure that these routes are clear and legible.
- The design team should ensure that new routes are well connected to the wider area.
- The panel emphasises the importance of the 'front door' of this new urban village. This should be visible within the wider context to help to increase footfall and draw people to the site. It therefore recommends the design team think of the Selby Centre as a beacon for the site, creating clear site cues and desire lines along main routes to the site.
- Scenario 1a creates a clear visual link to the Selby Centre which makes the site welcoming from Selby Street and may help drive footfall, whereas in Scenarios 1b and 1c the Centre and Sports Hall relate more strongly to Bull Lane.
- As proposed the panel finds the route eastward which connects the centre of the site to Bull Lane confusing in all three Scenarios. It suggests that if this route was solely for pedestrians and cyclists it would be stronger.
- The panel supports improvements along Bull Lane, however it recommends that the proposed segregated cycle route should be removed unless there is certainty that it can be implemented to the north and the south of the site. A better approach would look at ways of managing the parking along Bull Lane to create a safer route for cyclists in both directions.
- The panel urges further consideration of the hard edge conditions created by uses such as sports pitches and halls. It commends the scenarios where the sports hall is wrapped in other more active uses to ensure a positive impact on the surrounding public realm.

*Bull Lane playing fields*

- The design team should consider if a more diverse range of outdoor activities would be more appropriate at Bull Lane playing fields. As proposed the scheme caters most specifically towards organised sport.
- The panel emphasises the importance of ensuring the space provided is inclusive and welcomes as broad a span of the local population as possible. It highlights that many people will want to walk outside and enjoy nature without partaking in organised sport.



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- The proposals are struggling to achieve a balance between the protection and enhancement of the local ecology and the provision of sports facilities. The panel suggests some of this pressure could be relieved by opening a dialogue with Devonshire Primary School to allow for collaboration and sharing of existing sports infrastructure.
- The panel considers that scenarios where fences and barriers to the pitches and multi-use games area are reduced or eliminated, through strategic placement, are most successful and should be further explored.

*Bull Lane housing*

- The panel commends efforts to maintain the existing poplar trees along the northern and western edge of the Bull Lane playing fields. However, doing so pushes the proposed housing into the site, reducing the space for sports and wellbeing proposals.
- The panel is not convinced that adequate space has been allowed for the access road and parking for the houses, and this is likely to further reduce the size of the retained sports field.
- The proposed scenarios show a protected landscaped zone between the back gardens of the existing and proposed housing to enable access to the poplars for maintenance. This may work if it is managed as a private communal garden for the new houses, but it pushes the housing further into the playing fields and may also lead to problems of security.
- The panel therefore encourages further thought around the lifespan of the existing poplar trees to avoid compromising the masterplan. The design team should weigh up their ecological value and age, versus the impact that they have on the overall scheme layout.
- The panel considers that based on the limited life span the poplar trees have remaining, they could be removed and replaced with new trees that would be more appropriate in the back gardens of the new houses. This would allow the new houses to be pushed back to nearer the site boundary and improve the security of back gardens. This approach may be supportable if there can be shown to be a net gain in biodiversity across the whole development. However, the panel recognises that such an approach could be unpopular with local residents and would need to be tested through consultation.
- Understanding the timeline for delivery of the homes proposed here may be helpful in deciding how to deal with the existing poplar trees. If the delivery of these homes is a long-term aspiration the timescale may allow for the poplar trees to live out their lifespan and for more appropriate replacement trees to be planted which facilitate the best design.



**CONFIDENTIAL***Selby site massing and development density*

- The panel is concerned that the inclusion of the Selby Centre in the southern portion of the site in Scenario 1a will lead to an increase in the height and density of homes needed to provide the required quantum of housing.
- In the panel's view heights of five to seven storeys may feel overbearing in the context of surrounding homes which are two to three storeys. It suggests urban design studies are required to understand what heights and densities are possible in this context without creating a hostile environment.
- Scenarios 1b and 1c are likely to allow for lower densities and a more relaxed urban scale by locating the Selby Centre north of the borough boundary.

*Public realm and landscape design*

- The panel encourages the creation of playable streets, suggesting the design team can be creative with the street design given that the streets are unlikely to be adopted.
- The panel suggests where possible streets should be green and playful with blurred boundaries between the streets and the green spaces.
- Proposed links between internal and external spaces are welcomed. The panel is especially encouraged by green elements incorporated into the Selby Centre kitchen, café and foodbank.
- The panel suggests that outside the Selby Centre there is an opportunity to create a public square which forms an arrival point to the site, links to the green spaces, and creates excitement.
- Further thought is required to establish how residential car parking is integrated into proposed streets and public realm. The panel encourages a healthy travel and healthy streets approach, and suggests the design team engage with the North Middlesex Hospital to establish a holistic travel strategy.
- The panel commends the flexible parking strategy to the Bull Lane playing fields.

*Weir Hall Road link*

- While the panel is encouraged by the inclusion of allotments along the Weir Hall Road link, it cautions that this area already appears to be quite a rich wildlife corridor. Changes here should be carefully considered in terms of their impact.



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### *Architecture*

- The panel enjoys the precedent imagery which shows the aspiration for the inside of the Selby Centre. It commends the practical and imaginative approach to space efficiency, which will become more relevant as working from home increases, and people spend more time in their local neighbourhoods.
- The panel suggests that it could be exciting to reflect some of the adaptability and flexibility of the building design in the landscape proposals. For example, sports pitches could be less 'carved up' and more flexible.

### *Local engagement*

- The panel welcomes the community engagement strategy that is planned, and believes that this will be crucial to achieving a successful outcome.

### *Next steps*

The panel looks forward to reviewing proposals again as they proceed to the next stage of design.





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

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  - f Active, lively frontages to the public realm; and
  - g Distinctive local architectural styles, detailing and materials.



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## **MINUTES OF THE MEETING Planning Sub Committee HELD ON Thursday, 1st August, 2024, 7:00 – 9:30**

### **PRESENT:**

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

**ALSO ATTENDING: Kodi Sprott, Principal Committee Coordinator, Robbie McNaugher,  
Head Of Development Management and Enforcement, Justin Farley, Senior Legal  
Officer, Richard Truscott, Principal Urban Design Officer, Rob Krzyszowski, Assistant  
Director Planning Buildings and Sustainability, Maurice Richards, Head Of Transport  
and Travel, John McRory Team Manager, Philip Elliot, Planning Officer, Councillor Ali**

### **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 and Cllr Collett.

### **4. URGENT BUSINESS**

There were no items of urgent business.

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

Cllr Bevan declared an interest regarding item 8 as he was ward councillor, he also regularly attended BCLG meetings and commented on event management; he would view the item with an open mind. Cllr O Donovan was vice chair of the Alexandra Palace and Park Board and would consider the item with an open mind. Cllr Ibrahim was Chair of the Alexandra Park and Palace board and held an Arsenal membership, Cllr Rice had attended some BCLG meetings.

### **6. MINUTES**

TO FOLLOW

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

## 7. PLANNING APPLICATIONS

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

## 8. HGY/2024/1008 TOTTENHAM HOTSPUR STADIUM, 748 HIGH ROAD, TOTTENHAM, LONDON N17 0AL

John McRory, Team Manager introduced the report for 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.

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

- The section 106 agreement secures £1000 for regulatory services and then £1000 for noise monitoring. This was £2000 of the £4000 ASB recommendation, officers looked at this with the club and found that £2000 was a reasonable position to recommend on that.
- The LAMP was a live document and tailored for each event taking place. Officers were working on a football LAMP, a LAMP for NFL and a LAMP for boxing. In terms of the monitoring proposal report, this report was quite comprehensive and officers could circulate this members.
- The review mechanism sought to strike the right balance between giving some certainty to allow the club to programme in future events, but also control those events and secure any mitigation that would be needed to address any concerns that come through. Given it's a S106 obligation and require consideration of those issues, it would be delegated to officers.
- Most events would have a capacity of 40,000 but there could be smaller events.
- Officers were satisfied that the proposal had a good balance of benefits against the potential impact on residents. To vary the area of where tickets were allocated geographically would be complex.
- The £30,000 per year was coming to the Council to resource input in terms of reviewing the travel plan, local management plan and the monitoring proposal document. The club had a separate mechanism to procure staff and marshalls.
- Toilet signage on events day had been improved.
- Boxing events would hold a larger capacity than a concert. Safety arrangements and the set up does limit concerts to a certain capacity, officers did not for see that this would change. Licensing mechanisms looked at the issues of safety and there was a safety advisory group.
- The Waste Service had commented on this proposal and has confirmed that there was a satisfactory agreement already in place for non-football events. The club would pay the Council's costs and its own contractors for doing a clear up after the major non-football events. That was actively monitored by the Council and there was no objection from waste services on that matter for this application.
- Regulatory matters included noise, ASB community safety, environmental health trading standards and licencing. Regulatory Services' request was based on some of the events that they had attended. It was a full-on operation and there were a mixture of different issues that tended to happen, it did have a direct effect upon the Council's revenue accounts in order to be able to regulate those things. Therefore, officers had

to manage and restrict the number of officers who were available in order to mitigate the issues, because the council simply did not have the budget in order to do it. The suggested contribution is £1000 for regulatory services and £1000 for noise. What was originally requested was £4000 which included noise, so effectively this was the contribution as is half and the services response to that would be they would respond to half of the things of which were now being funded for.

- There were different issues for different events, there would be an assessment carried out on which is the highest priority or risks.

**Cllr Ali attended the committee to speak on this application:**

- Cllr Ali had made observations on this application. He noted that the application was contentious within the community – there being 60 comments on the application alone, Events would have an impact on the densely populated area and there was a need for specialists to assess this, he queried whether the Council had the resource and funding to do so. He raised the point of there being a further condition for this and also the need for a slightly revised higher number of tickets for residents.

**The following questions were noted from the committee to Cllr Ali:**

- For every 3 objectors there was 1 supporter, residents had different concerns on this. Cllr Ali held the view that a lot of things should have been put in place before the application came to the committee. Members should have seen the LAMP document before the application. Bus routes and littering were a recurring complaint from residents.
- Cllr Ali thought the club should use their good grace to reconsider the figure of tickets made available for residents.
- Timeline of LAMP should be completed and date for this should be provided. Officers should rethink in terms of waste footprint.

**The following was noted in response to Cllr Ali from the Applicant:**

The £1000 contribution to noise monitoring will apply to all concerts. Officers provided a breakdown of where the regulatory services money might be spent and the elements impacting preventing antisocial behaviour and street drinking were deemed to be a priority over weights and measures. The applicant was happy to increase the contribution to £2000 for additional events (in addition to the £1k noise) to address members concerns around constraints with resourcing. The applicant further pointed out that whilst capacity has doubled, business rates have quadrupled. On the tickets, the 100 tickets being provided to residents is expressed as a minimum, but to date this has been an average of approximately 200 tickets provided per event. In addition to free tickets there is the advance ticket window for local residents. The applicant was willing to review the postcodes for accessing this service in order to make sure that residents most effected benefit. and would consider a drive time isochrone or radius around the stadium.

**The following was noted in response to questions to the Applicant:**

- The club would always try to exceed the minimum number of tickets provided to residents, but this would vary from event to event. There would be an advanced ticket window for residents and residents impacted most would be prioritised, the applicant was open to looking at a wider radius around the stadium.

- The applicant was held to account by officers on cycling infrastructure. Secure cycle parking hadn't been taken up massively. Lime bikes were being looked at and the team were working with officers to ensure safety.

Cllr Rice put forward a motion in relation to members not receiving enough detail, specifically the LAMP document not being made available. Cllr O' Donovan seconded this motion.

This followed a vote of 0 for, 0 against and 0 in abstention.

It was reiterated to members there was an approved LAMP in place, with 7 approved for different types of events. Officers were consulting on a review to this, there were not huge changes to this. The Council had ultimate control of this through the licensing process. There were special BCLG meeting's to engage on LAMP and officers were committed to further engagement of this. LAMP was a live document and there was an annual review of this, with this came an action plan.

It was noted that there would be updates to the heads of terms; in section 2.4 an increase of 2k, point 8 of heads of terms to be amended to an appropriate radius of the stadium.

Cllr Bevan put forward an additional condition for £4000 to be paid for every additional 16 events to contribute towards supporting staff and administrative costs. With the club's agreement officers amended the overall obligation for regulatory services, this would be £3000 for regulatory services and £1000 for noise monitoring. This would produce a total of £4000. The recommendation would be updated to reflect this and would be everything in excess of the 16 events. Following this agreement, Cllr Bevan withdrew his motion.

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 9 for, 0 against and 0 abstentions.

## RESOLVED

1. That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to GRANT planning permission subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below following referral to the Mayor of London.

2. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 09 August 2024 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow.

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

4. That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions

as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Appendix 1 - Conditions Summary for the entire 'masterplan' site – (Relevant conditions amended):

A1) Implementation Timescales – Full

A4) Consented drawings and documents

A5) Business and Community Liaison Group

A6) Conformity with Environmental Statement

Appendix 2 - Conditions Summary for the Plot 1 - The Stadium (Relevant conditions B9 and B10 amended only):

B1) Consented drawings

B2) Temporary Site Hoarding

B3) Waste and refuse

B4) Fixed Illuminated Signage

B5) Architectural Lighting

B6) LED Screens

B7) Event Day Lighting

B8) CCTV

B9) Major Non-association Football Events

B10) Noise Control Plan

B11) Diesel Generators

B12) Diesel Fuel

B13) Flues

B14) Team Coaches

B15) High Road Vehicular Access

B16) Mobile Telecommunications Equipment

B17) Contamination

B18) Replacement Bird Nests

B19) Car Parking Management Plan

B20) Swept Path Analysis

B21) Cooling Demand

## **9. PRE-APPLICATION BRIEFINGS**

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

**10. PPA/2020/0013 THE SELBY CENTRE, 1 SELBY RD, LONDON N17 8JL (DEVELOPMENT INCLUDES BULL LANE PLAYING FIELDS, BULL LANE, LONDON N18 1SX LOCATED WITHIN THE LONDON BOROUGH OF ENFIELD)**

Philip Elliott introduced the report for the Selby Urban Village Project seeks the delivery of a new and replacement Selby Centre, 202 new homes for social rent, new and enhanced indoor and outdoor sport and leisure facilities, new children's play facilities, new pedestrian and cycle connections, and new tree planting and ecological enhancements.

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

- There would be cricket pitches on this site and the applicant was looking at opportunity for provision of other uses.
- There would be two separate planning applications for Enfield and Haringey. The Enfield planning application would be for sports and the sports hall.
- Officers were looking to start the application as soon as possible; the aim was to get on site by the middle of next year.
- There was consideration to make the storey taller, however the applicant redesigned this due to fire regulations and these not being economical.
- There was a QRP panel meeting last year and constant dialogue throughout this process. There were no plans to go back to this panel.
- The applicant was directly engaged with the ECB. This would be a full size cricket field with an artificial pitch in the middle, the ECB were supportive and would further invest.
- There would be green roofs which were solar panelled, there would be generous courtyard space, some of which would be private.
- There was a chairs review on this proposal in February 2022.

**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 9<sup>th</sup> September.

CHAIR: Councillor Barbara Blake



Signed by Chair .....

Date .....

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## **Development Management Forum 25/09/2024 Meeting notes**

Haringey Council LPA:

- Robbie McNaugher RMc
- Philip Elliott
- Tay Makoon

Applicant team:

- Abigail Batchelor AB - KCA
- Graeme Sutherland GS - Adams & Sutherland
- Jennifer Ross JR - Tibbalds
- Chris Gent CG - Velocity
- Azza Rahman AR - Haringey Regeneration & Economic Development

Introduction - RMc

AB presented the proposals identifying that it is publicly funded and being brought forward by Haringey.

- £20million levelling up funding
- Housing in Haringey
- entire area owned by Haringey
- desperate planning app for new Selby and Bull Lane in Enfield
- identified sports and amenities proposed in Bull Lane
- Selby at the heart - important local stakeholder
- New facilities activate the park as do the new routes
- Residents identified that non-sport activities were important too which has been incorporated - open spaces, biodiversity, and play
- Adding a huge number of trees
- Housing formed of 4 blocks
- Worked with the community to develop a better Selby.
- Adapted the new layout to fit the existing user groups with flexibility
- The existing building is inefficient
- Smaller - currently 370+ desk spaces, new building has over 400
- Improved pedestrian and cycling links
- No through route for cars
- Service yard to the southern boundary
- Protect and improve biodiversity to Weir Hall Link
- Respects school and Dalbys Crescent and knits in with surroundings
- Met with the school to minimise overlooking
- Corner retail unit - activating the street
- 32 parking spaces
- Cycle parking to meet LP standards
- Robust brickwork for all buildings
- 39% family homes
- Generous entrances
- Lots of balconies overlooking the streets
- Street trees and SuDS drawing the park southwards
- High quality entrances
- 95% dual aspect - great for daylight and ventilation and helps with overheating
- All wheelchair homes are serviced by 2 lifts

- 164 new trees
- Seating, play equipment, and growing in private amenity spaces
- Lintels creating shade and working well throughout the seasons
- Residents asked for dual aspect but balconies that create privacy
- Closed kitchens or an option to close off
- DOCO has commented and reviewed lighting and CCTV
- SUMMARY: New Selby provided and then housing delivered in Haringey.

Questions:

- TR lives nearby
- fabulous that something is being done
- Concerned about traffic from the Cambridge Roundabout
- Worried all the new people will increase traffic
- What provisions will be made for that

CG responds

- There will be limited parking
- Clear at the time of offer that there would be no opportunity to apply for a permit
- DVLA work which shows that there is very little car ownership - between 1 and 6 cars.
- Tenancy restricts car ownership
- Selby Centre will be similar - the parking is reduced from 112 - 70 as a result of charges in existing situation.
- 69 are proposed - so very similar to existing currently.
- Selby Centre uses peak at 2pm
- Sports facilities peak in evenings and weekends
- Parking will be sufficient and neighbouring roads can take overspill
- Not talking about a significant impact on the transport network

TR welcomed the lack of car ownership and low traffic impact as well as the sports facilities.

## Selby Urban Village

**Local Planning Authority:** London Borough of Enfield and London Borough of Haringey

**Local Planning Authority reference:** 24/03470/FUL and HGY/2024/2851

### Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

### The proposal

Two planning applications for demolition of the existing building and the creation of 202 social rent homes, replacement Selby Centre and remodelling of the playing fields.

### The applicant

The applicant is **The London Borough of Haringey and The Selby Centre** and the architect is **Karakusevic Carson Architects**.

### Strategic issues summary

**Land use principles:** The redevelopment and enhancement of the social infrastructure and sports and recreational facilities on site is strongly supported.

**Affordable housing:** The proposal delivers 202 affordable homes (100% by habitable room), at low cost rent, which is strongly supported.

**Urban design:** Whilst the development doesn't meet the locational requirements of policy D9, the proposed height, massing and design of the development is supported in principle. A conclusion regarding compliance with part C of policy D9 will be made at the Mayors decision making stage.

Other issues on **transport, energy, whole life carbon** and **circular economy** also require resolution prior to the Mayor's decision making stage.

### Recommendation

That the Councils be advised that the applications does not yet fully comply with the London Plan for the reasons set out in paragraph 63. Outstanding matters relating to transport, energy, whole life carbon and circular economy should be addressed.

## Context

1. On 22 October 2024, the Mayor of London received documents from Haringey Council and on the 30<sup>th</sup> October 2024, the Mayor of London received documents from Enfield Council notifying him of two linked planning applications of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Councils with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in issuing his response.
2. The application is referable under the following categories of the Schedule to the Order 2008:
  - 1A *“Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”;*
  - 3C *“Development which is likely to prejudice the use as a playing field of more than 2 hectares of land which— (a) is used as a playing field at the time the relevant application for planning permission is made”*
3. Once the Councils have resolved to determine the application, they are required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Councils to determine the application themselves.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planapps.london.gov.uk>

## Site description

5. The site straddles the administrative boundary of the London Borough of Enfield and London Borough of Haringey. The site comprises the Selby Centre which is an existing community centre, comprising of several buildings and overground parking on the southern part of the site and the Bull Lane Playing Fields on the northern part of the site. The site extends from Bull Lane in the east to Weir Hall Road in the west.
6. The area surrounding the application site is predominantly residential in character, with a school located to the west of the site and a light industrial unit adjacent to the east of the site. The Bull Lane Playing Fields are designated Open Space.
7. The Public Transport Accessibility Level (PTAL) is rated between 1b-3 on a scale of 0-6, and with a PTAL rating of 3 in the location of the proposed residential units.

## Details of this proposal

8. The applications propose the demolition of the existing Selby Centre and the creation of 202 social rent homes, replacement Selby Centre including community uses, office, flexible uses, restaurant/café, remodelling playing fields and enhancements to the pedestrian/ cycle infrastructure.

## Strategic case history

9. The GLA hosted a pre-application meeting with the applicant team (also attended by the LPAs) in July 2024 in respect of proposals to redevelop this site for *'Demolition of the existing Selby Centre and the creation of 202 social rent homes, replacement Selby Centre including community uses, office, flexible uses, restaurant/café, remodelling playing fields enhanced pedestrian/ cycle infrastructure.'*

## Strategic planning issues and relevant policies and guidance

10. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the London Plan 2021; the Enfield Development Management document (2014); Enfield Core Strategy (2010); Haringey Local Plan: Strategic Policies (2017); and Haringey Development Management Development Plan Document (2017).

11. The following are also relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance; and,
- A Written Ministerial Statement, for the consultation on the revised NPPF, was issued on the 30 July 2024 by the Deputy Prime Minister and Secretary of State for Housing, Communities and Local Government. The weight to be given to this, is a matter for the decision-maker having regard to the means by which it is proposed to effect a change in policy. The draft National Planning Policy Framework was also published on 30 July 2024. However, given it is still in draft and subject to change, the weight to attach to it is limited.
- Regulation 19 New Enfield Local Plan
- Haringey draft Local Plan
- Relevant strategic supplementary planning guidance (SPG) and London Plan Guidance (LPG), including on housing, affordable housing, social infrastructure, environmental and sustainability,, which can be found on the GLA's website [here](https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance?ac-63512=63507).<sup>1</sup>

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<sup>1</sup> <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance?ac-63512=63507>

## Land use principles

### Open space

12. The Bull Lane Playing Fields comprises 4.76ha of open space identified in the Enfield Local Plan. The proposals would redevelop the playing fields for all weather sport pitches as well as providing several buildings including a sports pavilion and the new Selby Centre to provide community uses.
13. The proposals would not meet the exception tests to build on designated open space within the NPPF. However, the redevelopment of the Selby Centre to provide a modern, fit-for-purpose building with community uses as its primary function as well as the delivery of 202 social rent homes and the significant enhancements to the access and sports facilities within the open space would deliver substantial benefits that would outweigh the non-compliance with London Plan Policy G4 and paragraph 103 of the NPPF.
14. Subject to the proposed benefits being appropriately secured, the proposed relocation of the Selby Centre and the redevelopment of the designated Open Space is supported.

### Social infrastructure

15. The existing Selby Centre comprises 6969.9 sq.m. of multifunctional community space. The applicant has stated that the existing buildings are no longer fit for purpose. The buildings were constructed for a school and the current use has adapted to its space with issues including usable spaces not having natural light, limited and inefficient use of rooms and circulation space, poor legibility and wayfinding and an institutional character. The applicant as stated that the existing buildings also don't meet current fire safety, loading, accessibility and sustainability regulations.
16. The proposed development would provide a multifunctional space comprising 4073 sq.m. The applicant has worked with the Selby Centre and the stakeholders that use the space, to design a modern fit for purpose facility. The proposed building would have a variety of flexible spaces that allow for efficient programming to meet the needs of future occupiers. Whilst there would be an overall net loss of floorspace, the efficiency of the building would ensure that the capacity of the proposed Selby Centre would be greater than the existing. The proposed building would therefore function better for future occupiers and the community when compared to the existing building. The proposals would therefore deliver on the intentions of Policy S1 which supports the provision of high quality and inclusive social infrastructure.
17. The application states that the proposed Selby Centre will be delivered prior to the demolition of the existing centre. This is supported and should be appropriately secured.

### Sports and recreation facilities



18. Enfield Council have stated that the existing playing fields aren't well used and don't adequately cater for sports, with the access, safety and sport infrastructure limiting the ability of the playing fields to serve the community. This is corroborated by the low level of bookings and duration of formal use over the last couple of years.
19. The proposals would significantly enhance the facilities for a range of sports including two junior football pitches, cricket pitch, full size 3G pitch, MUGA, boxing gym, cricket nets and associated facilities. The enhancement of the sports and recreation facilities in this location and the access to these facilities would comply with policy S5 of the London Plan, and is strongly supported.

### Housing

20. The delivery of 202 homes would contribute towards the Haringey Council housing targets set out in the London Plan and is supported.

### Equalities

21. The application has been submitted with an Equalities Impact Assessment which assesses the impact of the development on individuals and groups with protected characteristics. Overall, the assessment concludes that the proposals would result in long term positive impacts relating to accessibility, security, employment and skills for a range of groups with protected characteristics.
22. The assessment has identified a neutral impact on groups with protected characteristics as a result of the construction and the relocation of the existing businesses. This is based on appropriate mitigation being secured, which includes communication with these identified groups, the phased delivery of the development and a relocation strategy for existing businesses. The assessment has also identified negative impacts on all groups with protected characteristics arising during construction given the loss of the open space. Mitigation is proposed in the form of phasing the delivery and the early opening of the space and communication during the construction phase. The mitigation identified should be appropriately secured.

### **Affordable housing**

23. The proposal intends to deliver 202 affordable homes (100% by habitable room) with a tenure split of 100% low-cost rent:

Tenure	Total Units	Percentage (%)	Total Habitable Rooms	Percentage (%)
<b>Low-Cost Rent</b>				
Social Rent	202	100	653	100
<b>Total</b>	<b>202</b>		<b>653</b>	

24. The proposed development would exceed the fast-track threshold and is strongly supported. The proposed social rent units and relevant affordability criteria should be appropriately secured.

## Urban design

### Development layout and public realm

25. The proposed layout of the site is supported by officers. The Selby Centre is relocated to a central location within the site and creates a strong focal point of the development and a stronger connection with the open space.
26. The layout of the residential buildings and the public realm are supported. The creation of access points from Bull Lane and Weir Hall Road would improve the permeability of the site and the proposals facilitate good movement throughout the development.

### Height, scale and massing

27. The proposal includes buildings up to 6 storeys. This constitutes a tall building according to Haringey's local definition. The site is not identified in the local plan as a site which is suitable for tall buildings. Accordingly, the proposals fail to meet the locational requirements of London Plan Policy D9 (Part B).
28. Notwithstanding this non-compliance, at this stage the proposal does not raise concern in regard to its impacts (outlined under Policy D9(Part C)). The proposed development would be modest in its scale and would appropriately respond to the surrounding townscape. The views provided demonstrate that the visual impact of the proposed development would be acceptable. The detailed information submitted with regard to D9(C) will also be reviewed by the Councils and any necessary local mitigation must be suitably secured as part of any planning permission. A conclusion in relation to compliance with Part C of policy D9 will be given at the Mayors decision making stage.

### Internal quality

29. The applicant identifies that 95% of the proposed homes would be dual aspect. All dwellings would meet or exceed space standards. All blocks bar one would achieve a maximum of eight units accessed per core on each floor. All of the homes have access to private external amenity space. The quality of accommodation and amenity space is acceptable particularly when viewed across the development proposal as a whole.

### Architectural quality

30. The development reflects the architectural language and material palette of the locality which is supported.

### Fire safety

31. In line with Policy D12 of the London Plan the application is accompanied by a fire safety statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials,

means of escape, fire safety features and means of access for fire service personnel.

32. Further to the above, the proposal meets the requirements of Policy D5 within the London Plan which seeks developments incorporate safe and dignified emergency evacuation for all building users. As a result, the fire safety statement complies with London Plan Policies D12 and D5 and all proposed measures should be secured by appropriate conditions. No buildings are over 18 metres.

#### Inclusive design

33. An inclusive design statement has been included in the application submission which identifies design and mitigation measures which should be secured to achieve an inclusive environment.
34. The application documents confirm that 10% of the dwellings would be designed to be accessible or adaptable for wheelchair users in accordance with London Plan Policy D7. The Councils must secure M4(2) and M4(3) requirements by condition as part of any permission.

### **Transport**

#### Transport assessment

35. A Transport assessment has been submitted with the application. However, there has not been an assessment of late evening or weekend off-peak, where it could reasonably be assumed that there would be an increase in leisure trips to the enhanced facilities. However, it is acknowledged that mitigation towards station improvements is not required. There is the opportunity to formalise bus stops instead of the existing Hail and Ride operation and Haringey and Enfield officers are encouraged to secure these improvements as part of the highway works.
36. The scheme design creates improved pedestrian connections within and across the site, which is welcomed, and any highway improvements for pedestrian, cycle and vehicular access will need to be secured through a Section 278 agreement.
37. The Transport Assessment includes an Active Travel Zone (ATZ) assessment which is welcomed. All but one of the routes assessed are to the east, and the creation of a new connection to Weir Hall Road to the west should be complemented by improvement to local highways and public realm, and connections to Cycleway 1 to the south. Haringey and Enfield Councils are therefore encouraged to secure improvements through an appropriate mechanism.

#### Car parking

38. The development would include 69 parking spaces, a reduction on the existing 143 spaces and the overall quantum of parking is considered acceptable, given the intensification of the site and proposed uses in this location. It should be clarified how the following will be managed: the 60 spaces for sports field and

centre; car park charging; impacts on on-street parking; and impact residents parking. The residential element would be car free, except for 21 blue badge spaces which is supported. The proposals include the provision of 1 car club space. This is supported and should be appropriately secured along with membership. Permit free agreements for future residential occupiers should be appropriately secured. Electric Vehicle Charging Points (EVCP) will be provided in line with the London Plan. A Car Parking Management Plan is required to manage and enforce the spaces.

### Cycle parking

39. The proposed cycle parking is in line with London Plan cycle parking requirements. Details of long and short stay cycle spaces should be secured by condition to ensure that cycle parking complies with London Cycling Design Standards (LCDS) guidance and London Plan Policy T5.

### Travel planning, delivery and servicing and construction logistics

40. A Construction Management Plans (CMP), Delivery and Servicing Plan (DSP) and Travel Plan should be appropriately secured.

## **Environment and sustainable infrastructure**

### Energy strategy

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

### *Energy strategy compliance*

42. An energy statement has been submitted with the application. The energy statement does not yet comply with the London Plan. The applicant is required to further refine the energy strategy and submit further information to fully comply with London Plan requirements. Full details have been provided to the Councils and applicant in a technical memo that should be responded to in full; however outstanding policy requirements include:

- Be Lean – The full SAP work sheets should be submitted for be lean, clean and green in order to verify the emissions;
- Managing heat risk – further details of natural ventilation compliance with DSY1.
- Be Clean – further detail regarding the energy mix;

### *Carbon savings*

43. The domestic element is estimated to achieve a 91% reduction in CO2 emissions compared to 2021 Building Regulations. The non-domestic elements would achieve a 50% reduction.
44. The development falls short of the net zero-carbon target in Policy SI2, although it meets the minimum 35% reduction on site required by policy. As such, a carbon offset payment is required to be secured. This should be calculated based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) or, where a local price has been set, the borough's carbon offset price. The draft s106 agreement should be submitted when available to evidence the agreement with the borough.

#### Whole life-cycle carbon

45. In accordance with London Plan Policy SI2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint.
46. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet comply with London Plan Policy SI2. Further information is required on the material assumptions and all life cycle modules.
47. A condition should be secured requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. The template and suggested condition wording are available on the GLA [website](#)<sup>2</sup>.

#### Circular economy

48. The London Plan requires development proposals to integrate circular economy principles as part of the design process, and referable applications must submit a Circular Economy Statement.
49. The applicant has submitted a Circular Economy Statement. The Circular Economy Statement does not yet comply with London Plan Policy SI7. Further information is required on design approach, Bill of materials, operational waste and recycling and reporting.
50. A condition should be secured requiring the applicant to submit a post-construction report. The template and suggested condition wording are available on the GLA [website](#)<sup>3</sup>.

#### Urban greening and biodiversity

51. The applicant has calculated that the scheme would achieve an Urban Greening Factor score of 0.448 site wide which exceeds the target score of 0.4. The

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<sup>2</sup> <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance>

<sup>3</sup> <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

applicant should explore additional opportunities to increase the urban greening and the Councils should secure all greening measures to ensure the target is met.

52. The applicant has set out that there would be a biodiversity net gain of 5%. This falls short of the statutory requirement and therefore further measures to secure a biodiversity net gain should be explored and secured within any planning permission.

#### Sustainable drainage and flood risk

53. The flood risk assessment and sustainable urban drainage strategy provided generally complies with London Plan Policies SI.12 and SI.13
54. The proposed development does not currently meet the requirements of London Plan Policy SI.5. Additional information is required regarding water consumption of the residential and non-residential uses to demonstrate conformity.

#### Air quality

55. The site falls within an Air Quality Management Area. The applicant has provided an air quality assessment which concludes that the scheme would be air quality neutral and identifies that the proposed development would not require mitigation measures other than during the construction phase of the development. The Councils should identify all appropriate mitigation and appropriately secure these as part of any future planning permission. Accordingly, the development is compliant with Policy SI1.

### **Local planning authority's position**

56. The Councils planning officers are currently assessing the application. In due course the Councils will formally consider the application at a planning committee meeting.

### **Legal considerations**

57. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application; or, issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application (and any connected application). There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

58. There are no financial considerations at this stage.

## Conclusion

59. London Plan policies on open space, social infrastructure, housing, affordable housing, design, sustainability and the environment are relevant to this application. Whilst the proposal is supported in principle, the application does not fully comply with these policies, as summarised below:

- **Land Use Principles:** The redevelopment and enhancement of the social infrastructure and sports and recreational facilities on site is strongly supported.
- **Affordable housing:** The proposal delivers 202 affordable housing units (100% by habitable room), at low cost rent and is strongly supported.
- **Urban design:** Whilst the development doesn't meet the locational requirements of policy D9, the proposed height, massing and design of the development is supported in principle. A conclusion regarding compliance with part C of policy D9 will be made at the Mayor's decision making stage.
- Other issues on **transport, energy, whole life carbon, circular economy** also require resolution prior to the Mayor's decision making stage.

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We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.

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Planning Sub Committee

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****1. APPLICATION DETAILS****Reference No:** HGY/2024/1456**Ward:** Tottenham Central**Address:** 30-48 Lawrence Road, Tottenham, London, N15 4EG

**Proposal:** Alterations and extension to existing building (Class E) and erection of residential building (Class C3- Dwellinghouses) including ground floor commercial (Class E - Commercial, Business and Service), cycle and car parking, hard and soft landscaping, and all other associated works.

**Proposed:** 56 residential units (25 x 1 bedroom, 22 x 2 bedroom, and 9 x 3 bedroom).

**Commercial floorspace****Existing:** 1,834 sqm**Proposed:** 1,050 sqm (revised)**Applicant:** CNF Properties London Limited**Ownership:** Private**Case Officer Contact:** Gareth Prosser**Date received:** 21/05/2024

**1.1** The application has been referred to the Planning Sub-Committee for decision as it is a major application.

**1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to the development of the site, which was carried out here to maximise the opportunities and location of the site to bring forward 56 new homes. In land-use terms, the proposal is strongly supported in principle.
- The development retains 1,050 sqm (GIA) of commercial use (Class E) on site. This comprises of four new units fronting Lawrence Road totalling 146 sqm, with the remaining 904 sqm (GIA) being the partial retention of the existing commercial building to the rear of the site. In total, the commercial element on site would be reduced from 1834sqm to 1050sqm; a net loss of 784sqm (approx. 42.75%).

- The development would be of a high-quality design which responds appropriately to the local context.
- Proposed Development seeks to deliver 19% affordable housing (by habitable room) which is the maximum viable amount, wholly in shared ownership tenure.
- The existing London Plane trees along Lawrence Road are to be retained. Six new trees are proposed on-site within a new ground floor courtyard and 4 street trees are secured off-site via condition, ensuring no net loss of trees on or around the site.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- 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, in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 5 wheelchair-accessible spaces) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include air source heat pumps and photo-voltaic panels.
- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.
- 113sqm of children's play space proposed (10sqm/ child) provided as part of an overall communal amenity area of 465sqm.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

## 2. RECOMMENDATION

- 2.1 That the Committee authorise the Interim 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 an agreement satisfactory to the Interim 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 below.
- 2.2 That delegated authority be granted to the Interim Head of Development Management & Planning Enforcement 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 31<sup>st</sup> May 2025 within such extended time as the Head of Development Management & Planning Enforcement or the Assistant Director of Planning & Building Standards shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.9 Summary of the planning obligations for the development is provided below:
1. Carbon offset contribution:
    - Estimated carbon offset contribution of £36,480 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO<sub>2</sub> at the Energy Plan and Sustainability stages;
    - 'Be Seen' commitment to upload energy performance data;
    - Energy Plan; and
    - Sustainability Review.
  2. Car-Free Agreement including a £4,000 contribution to amend the Traffic Management Order.
  3. Car Club Membership Subsidies at £100 (one hundred pounds in credit) per year/per unit for the first 2 years.
  4. Commercial Travel Plan including £2,000 per year per Travel Plan for monitoring of the travel plan for a period of 5 years.
  5. Residential Travel Plans including a £15,000 to monitoring of the travel plan initiatives.
  6. Highway Improvements
  7. Employment Initiatives - participation and financial contribution towards Local training and Employment Plan.
    - Apprenticeship support fees of £1,500;
    - Provide a support fee of £1,500 per apprenticeship towards recruitment costs;
    - 5% of the on-site workforce to be Haringey resident trainees;
    - Submission of an employment and skills plan;
    - No less than 20% of local labour. Residents shall be employed for a minimum of 26 weeks; and
    - One full time apprenticeship per £3mill of development cost (up to max. 10% of total construction workforce).
  8. Monitoring Contribution
    - 5% of total value contribution (not including monitoring);

- £500 per non-financial contribution; and
  - Total monitoring contribution to not exceed £50,000.
9. Construction Management Travel Plan obligation for £15,000.
10. Retention of Architect

#### 2.10 Summary Lists of Conditions and Informatives

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

##### **Conditions**

- 1) Time Limit
- 2) Approved Plans
- 3) Materials and design detail
- 4) Energy Strategy
- 5) Overheating – Residential
- 6) Overheating - non-residential
- 7) Living roofs and walls
- 8) Delivery and Servicing Plan and Waste Management
- 9) Cycle Parking
- 10) Electric Vehicle Charging
- 11) Disabled parking bays
- 12) Car Parking Management
- 13) Thames Water
- 14) Land Contamination
- 15) Unexpected Contamination (Pollution)
- 16) NRMM (Pollution)
- 17) Construction Environmental Management Plans (Pollution)
- 18) Waste
- 19) Secured by Design
- 20) Secured by Design
- 21) Trees
- 22) Landscaping
- 23) Surface Water Drainage
- 24) Surface Water Drainage
- 25) Part M
- 26) Energy
- 27) Trees
- 28) Gates

##### **Informatives**

- 1) NPPF
- 2) CIL
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Street numbering

- 6) Thames Water
- 7) Thames Water
- 8) Thames Water
- 9) Thames Water
- 10) Pollution
- 11) Secured by Design

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

2.12 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.3) provided for in resolution (2.1) above, the planning permission be refused for the following reasons:

- i) The proposed development, in the absence of a legal agreement securing the provision of 1) on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.
- ii) The proposed development, in the absence of a legal agreement securing residential and commercial Travel Plans and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures, 3) and car club contributions 4) Highway improvements, the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T3, T4, T5 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy SS2 and DM DPD Policy DM31.
- iii) In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.
- iv) In the absence of a legal agreement securing the implementation of an energy strategy 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 DM48.
- v) In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

- 2.13 In the event that the Planning Application is refused for the reasons set out in resolution (2.11) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further Planning Sub-Committee Report 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

## **CONTENTS**

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

**APPENDICES:**

Appendix 1	Planning Conditions and Informatives
Appendix 2	Consultation Responses - Internal and External Consultees
Appendix 3	Plans and Images
Appendix 4	Quality Review Panel Report

**3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

**3.1 Proposed development**

3.1.1. This is an application for:

- Partial demolition and refurbishment of existing light industrial building (Class E);
- Erection of a 7-storey building consisting of 56 residential units (Class C3); comprising 25 x 1 bed, 22 x 2 bed, 9 x 3 bed units;
- 1055 square meters of Commercial (Class E) on the ground floor;

- Cycle parking and refuse storage;
  - Hard and soft landscaping; and
  - Disabled Parking Bays.
- 3.1.2. The proposed 56 homes are contained within a 7-storey building forming a linear block of development along Lawrence Road with primary access for both the residential and commercial aspects located within the primary frontage.
- 3.1.3. The proposal includes cycle parking (103 long-stay cycle parking spaces and 23 short-stay cycle spaced for residents and 8 long-stay cycle parking and 2 short-stay cycle parking spaces for the commercial element). Refuse/recycling storage facilities are also provided.
- 3.1.4. The proposal includes photo-voltaic panels on the roof level of the partially retained commercial unit. Green roofs are included on the residential roof spaces
- 3.1.5. Five off-street wheelchair accessible car parking spaces with electric charging points would be provided.
- 3.1.6. Existing London Plane trees along Lawrence Road to be retained.
- 3.1.7. Following deferral of the case, at Officers' request, from the Planning Sub-Committee meeting of November 7th, 2024, given the Health and Safety Executive's (HSE) position on the proposal, the scheme has been revised in response to comments received by the HSE regarding Fire Safety. The revisions to ground and first floor levels include the following:
- Changes to rear elevation of the residential building (ground and first floors),
  - Reduced commercial unit, additional landscaping, trees and an enhanced entrance to the commercial building.
  - Open-air parking within new central courtyard (Ground Floor).
  - Communal deck reduced in scale (First Floor)
  - Car and cycle parking
- 3.1.8. The relevant parts of the report have been updated to reflect the current scheme.

### **Site and Surroundings**

- 3.1.9. The site at 30-48 Lawrence Road is currently occupied by a large, light-Industrial building, which operates as a dry-cleaning business, with associated car parking that is located behind metal fencing. The site neighbours several, existing mixed-use developments on Lawrence Road, with some sites under construction.
- 3.1.10. The Clyde Circus Conservation Area borders the site to the east, incorporating Collingwood Road to the rear of the site. However, the site is not located within the conservation area and no statutory or locally listed buildings are located on site.
- 3.1.11. The site falls within Site Allocation SS2 'Lawrence Road', as identified in the Tottenham Area Action Plan. The West Green Road / Seven Sisters District Centre is located to the south-east of the site, just outside the Site Allocation. The surrounding area consists of a range of mixed residential and commercial land uses including, Victorian terraced



houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent developments at 50-56 Lawrence Road on the eastern side of the road and the Bellway development at the southern end of the road. Opposite, the sites under construction are 45-63 Lawrence Road and 67 Lawrence Road.

- 3.1.12. The site is located within the Seven Sisters CPZ, which operates Monday to Saturday from 0800 - 1830. The site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to have 'moderate' access to public transport services. 3 bus services are within 3 to 4 minutes' walk of the site, and Seven Sisters Railway station is a 10-minute walk away.

## 3.2 Relevant Planning and Enforcement history

There is no relevant history on site. However, the following planning history on neighbouring sites on Lawrence Road are considered relevant to this proposal.

- HGY/2012/1983 - Land at Lawrence Road Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/ A2/A3/D2 uses) with associated car parking, landscaping and infrastructure works. **Approved** 11.01.2013
- HGY/2016/2824 - 50-56 Lawrence Road (Mono house) Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking. **Approved** 26.05.2017
- HGY/2016/1212 - 45-63 Lawrence Road Demolition of the existing buildings and redevelopment of the site to provide a 7-storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works (Revised parking and landscaping arrangement). **Approved** 17.01.2018
- HGY/2016/1213 - 45-63 Lawrence Road Demolition of the existing buildings and redevelopment of the site to provide a building ranging from 4 to 7 storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.' **Approved** 17.01.2018
- Formal pre-application engagement has been undertaken with the Local Planning Authority (LPA).

## 4. CONSULTATION RESPONSE

### 4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey Quality Review Panel on three occasions.

- 4.1.2 Following the Quality Review Panel meeting in February 2024, the Panel states (in, Appendix 4) that the proposals have progressed well and supports them, subject to detailed comments on massing, architecture, layout and amenity space with the summary from the report below:
- 4.1.3 The panel thinks that the architecture is developing well and makes only detailed comments. It encourages variation in the spacing of balcony railings. It also encourages the use of more decoration in the western element of the residential building, and of subtle variations in colour for balconies and window frames, with lighter tones for the rear façade. Material colours should be conditions. The decision to raise the roof of the existing warehouse could be reconsidered but, if implemented, should be moved further from neighbours.
- 4.1.4 The panel suggests rotating the northern core to give residents direct access from the street and simplify security arrangements. Regardless, the quality of the passageway along the northern boundary is important and should be conditioned in any planning permission. The panel is pleased to see the addition of rooftop and sixth-floor amenity space. It thinks children's play should be located in the first-floor space, with upper spaces managed to avoid unsupervised child use. Screens should be considered to raise parapet heights. Defensible space is needed for first floor rooms overlooking the shared terrace. Daylight and sunlight analysis is needed to show what conditions will be like on the first-floor terrace.
- 4.1.5 Residential layouts are much improved, but the panel thinks the northernmost one-bedroom flats are too cramped and should be rethought, possibly as studios. Oversized flats are suited for use as wheelchair accessible units. Care should be taken to avoid overlooking from flats closest to the Vabel Building. First floor balconies should be increased in size to protect flats from service yard nuisance, and a management plan is needed to minimise disruption to residents. The panel supports the overall sustainability ambitions but asks for reassurance that top floor flats will not overheat in the absence of solar shading.
- 4.1.6 A table of comments by the Panel and the response of the applicant is set out in 'Impact on The Character and Appearance' section of this report.

## **4.2 Development Management Forum**

- 4.2.1 A Development Management Forum was held on February 26<sup>th</sup>, 2024.

## **4.3 Planning Committee Pre-Application Briefing**

- 4.3.1 A Committee Pre-Application Briefing took place on March 7<sup>th</sup>, 2024.

## **4.4 Application Consultation**

- 4.4.1 The following responses were received:

Internal:

- 1) Carbon Management: No objection, following revisions, subject to conditions.

- 2) Pollution: No objection, subject to conditions.
- 3) Trees: No objection, following revisions, subject to conditions.
- 4) Transportation: No objections, subject to conditions, S.106 and S.278 obligations.
- 5) LBH Design: Support, subject to conditions.
- 6) LBH Conservation Officer: No objection raised.
- 7) LBH Waste: No objection raised.
- 8) LBH Drainage: No objections, subject to conditions.
- 9) LBH Inclusive Economy: No objections, contributions recommended.

External:

- 10) Thames Water: No objection, subject to conditions.
- 11) London Fire Brigade: No comments received.
- 12) Metropolitan Police Designing Out Crime Officer: No objections, subject to condition.
- 13) Health and Safety Executive: A concern raised, but no comments received on revisions to date.

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 807 Neighbouring properties
- Clyde Circus Residents Association (RA)
- Tottenham Conservation Area Advisory Committee (CAAC)
- 8 site notices were erected close to the site

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

No of individual responses: 13  
Objecting: 12  
Support: 1

5.3 The following local groups/societies made representations:

- None

5.4 The following Councillor made representations:

- None

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

Objections

- Building too high/overbearing
- Loss of daylight/sunlight to nearby properties
- Overlooking/Loss of privacy
- Subsidence/Cracking to existing houses along Collingdale
- Increased noise and disruption
- Overdevelopment
- Loss of privacy (to 28 Lawrence Road)
- Insufficient social/affordable housing
- The rear flats of level 4 - 7 will directly overlook the gardens and windows of Collingwood Road residential properties. These should be amended to face the front of the street
- New facilities will not be available wider local community
- Disruption from construction works

Support

- Proposal will improve the streetscape and reduce pollution
- New commercial units will improve existing 'barren' frontage

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

- Impact on property values (**Officer Comment:** This is a private matter and therefore not a material planning consideration).
- Inadequate consultation (**Officer Comment:** The LPA sent letters to 800 addresses, displayed 8 site notices in the vicinity of the site and has undertaken a Development Forum. In addition, the applicant has also undertaken a community engagement workshop).
- Loss of private views (**Officer comment:** Private views are not a material consideration and cannot be considered in this assessment).

## 6. MATERIAL PLANNING CONSIDERATIONS

### Statutory Framework

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with 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;
1. Design and impact on the character and appearance of the surrounding area;
2. Character and appearance of the conservation area;
3. The impact on the amenity of adjoining occupiers;

4. Landscape and Biodiversity;
5. Housing Mix, Tenure and Quality of Accommodation;
6. Parking and highway safety/ waste recycling and servicing;
7. Sustainability, Energy and Climate Change;
8. Crime Prevention;
9. Flood risk & Drainage;
10. Air quality;
11. Land contamination;
12. Employment and Skills;
13. Trees; and
14. Fire Safety

## **6.2 Principle of the development**

### National Policy

- 6.2.1 The 2023 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

### Regional Policy - the London Plan

- 6.2.3 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.
- 6.2.4 London Plan Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport accessibility levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.2.5 London Plan Policy D6 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.

### Local Policy

- 6.2.6 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council’s spatial strategy for achieving that vision.

- 6.2.7 Local Plan Policy SP2 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 minimum target including securing the provision of affordable housing.
- 6.2.8 The Development Management DPD (2017) (hereafter referred to as the DM DPD) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM10 (A) states the Council will support proposals for new housing on sites allocated for residential development, including mixed-use residential development, within the Site Allocations DPD and Area Action Plans.
- 6.2.9 Policy DM40: Non-Designated Employment Land and Floorspace states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development 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.
- 6.2.10 Policy DM38 Local Employment Area - Regeneration Areas, states that proposals must maximise the amount of employment floorspace to be provided within the mixed-use scheme, provide demonstrable improvements in the site's suitability for continued employment and business use, as well as 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. Any proposal should not conflict with or inhibit the continued employment function of the site and nearby employment sites.
- 6.2.11 The site forms part of Site Allocation SS2: 'Lawrence Road' as designated in the Council's Tottenham Area Action Plan (TAAP). The Allocation seeks the redevelopment of the site with a mixed-use development with commercial uses at ground floor level and residential above.
- 6.2.12 The requirements for the site, as set out under SS2 of the TAAP include the following;
- Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation.
  - Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
  - Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported.
  - The junction adjacent to the existing linear park to the north of the site should be reconfigured to reflect Clyde Road as part of the Mayor of London's Quietway cycle network.

- Development must be designed in a way that responds to the designated open space at the land linking Elizabeth Place and Clyde Circus to the north of the site.
- An assessment of the impact on the existing traveler site on Clyde Road should be undertaken for any adjacent or closely proximate development proposals.
- Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.
- The existing street trees are a strong asset to the streetscape and should be preserved.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

6.2.13 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. 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).

#### Assessment

#### 6.2.14 **Masterplanning and Site Allocation**

Policy DM55 of the DMDPD states that, where developments form only a part of allocated sites, a masterplan shall be prepared to demonstrate the delivery of the site allocation, in this case SS2. The site is one of the last pieces of land undeveloped within the site allocation, with the redevelopment of the allocated land largely complete or nearing completion. The neighbouring building to the north (No. 28) is to be retained within the site allocation. As such, the wider area objectives would not be frustrated by the proposal.

6.2.15 The redevelopment of this site for new homes will contribute to the Borough's housing target for the period from 2015-2026 in accordance with Strategic Policy 2. In addition, the retention of significant commercial use on the site ensures a diverse, mixed-use residential development within the Site Allocations.

6.2.16 The proposed development has been designed to optimise the delivery of high-quality homes and spaces and to enhance the local environment having regard to neighbouring residential amenity and the character and appearance of the surrounding area. The land at 30-48 Lawrence Road, Tottenham is a brownfield location, close to sustainable

transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need.

Loss of commercial space

- 6.2.17 The proposed development retains a significant quantum of commercial (Class E) on site, with the existing unit being reduced and new commercial floorspace created within the new development. The proposed commercial floorspace would comprise 4 new units fronting Lawrence Road (146sqm), in addition to 904sqm retained of the existing unit. In total, the commercial element on site would be reduced from 1834sqm to 1050sqm; a net loss of 779sqm (approx. 42.75%). However, some of this loss results from the removal of the existing plant building and ancillary office space to the front of the building.
- 6.2.18 Whilst there is an overall loss of commercial space, on balance, this is considered acceptable, with much of the existing building retained, reused and improved. The remaining unit will be refurbished and enhanced including new rooflights and a roof extension above the central area of the structure to allow glazing to improve the quality of daylight within the repurposed building. Overall, given the improved quality of the commercial floorspace, its more preferable distribution across the site (specifically the creation of an active ground floor frontage) and the diversification of uses on site, the loss of commercial space is considered justified, with much improved quality commercial space in relation to the existing building on the site. Officers consider the proposal a more effective use of the site in terms of land use.
- 6.2.19 As such, the principle of new mixed-use development comprising residential accommodation, whilst retaining commercial uses on the site is considered acceptable subject to all other material considerations.

**6.3 Design and Impact on The Character and Appearance of The Surrounding Area**

National Policy

- 6.3.1 Chapter 12 of the NPPF (2023) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.3.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy - London Plan

- 6.3.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 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).



- 6.3.4 Policy D6 concerns 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.

Local Policy

- 6.3.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.3.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

Quality Review Panel (QRP)

- 6.3.7 The development proposal been presented to the QRP three times (including one Chair's Review) prior to the submission of this application. The most recent review took place on 21 February 2024. The Panel's summarising comments of this latest review are provided below.
- 6.3.8 'The panel thinks the proposals have progressed well and supports them, subject to detailed comments on massing, architecture, layout and amenity space'.
- 6.3.9 'The panel thinks that the architecture is developing well and makes only detailed comments. It encourages variation in the spacing of balcony railings. It also encourages the use of more decoration in the western element of the residential building, and of subtle variations in colour for balconies and window frames, with lighter tones for the rear façade. Material colours should be conditions. The decision to raise the roof of the existing warehouse could be reconsidered but, if implemented, should be moved further from neighbours.
- 6.3.10 'The panel suggests rotating the northern core to give residents direct access from the street and simplify security arrangements. Regardless, the quality of the passageway along the northern boundary is important and should be conditioned in any planning permission. The panel is pleased to see the addition of rooftop and sixth-floor amenity space. It thinks children's play should be located in the first-floor space, with upper spaces managed to avoid unsupervised child use. Screens should be considered to raise parapet heights. Defensible space is needed for first floor rooms overlooking the shared terrace. Daylight and sunlight analysis is needed to show what conditions will be like on the first-floor terrace.
- 6.3.11 'Residential layouts are much improved, but the panel thinks the northernmost one-bedroom flats are too cramped and should be rethought, possibly as studios. Oversized flats are suited for use as wheelchair accessible units. Care should be taken to avoid overlooking from flats closest to the Vabel Building. First floor balconies should be increased in size to protect flats from service yard nuisance, and a management plan is needed to minimise disruption to residents. The panel supports the overall sustainability

ambitions but asks for reassurance that top floor flats will not overheat in the absence of solar shading.'

- 6.3.12 'The panel is confident that the applicant can address its comments in discussion with Haringey officers'. The table below outlines the architect's response to Design review panel comments.

Panel Comments	Architect Response
<b>Architecture</b>	
The panel supports the suggestion that the spacing between balcony railings could increase as they ascend the building and encourages the design team to try this out.	This recommendation has been adopted to help increase privacy at lower floors.
The panel suggests that the projecting, western section of the residential building could be differentiated more from the element behind. Using stronger decoration would distinguish the two sections of the building and respond to the character of the neighbouring building at No. 28 Lawrence Road.	This section of elevation has enhanced brick detailing including banding and emphasizing parapets which does respond to No. 28 next door.
The panel also suggests that subtle colour could be introduced for balconies and window frames, to avoid too much black. This is particularly noticeable in the rear elevation of the residential building, where decks and soffits will have a significant impact. A more playful approach is encouraged, looking at lighter colours, particularly for the rear façade.	The applicant decided to keep a consistent colour across the metalwork of the building, but the black has been subdued to a dark grey in light of this comment
<b>Ground floor</b>	
The panel suggests that the northern residential core could be rotated, to provide direct residential access from Lawrence Road, via the western elevation. This would create a clear separation between the commercial and residential areas, making security easier to manage, and would also improve ground floor activation.	<p>The applicant has worked to ensure this is a pleasant space. This includes the entrance being fobbed/secure so that only residents and commercial users have access and to allow Commercial users to use this entrance as pedestrians, limits the central service yard to delivery.</p> <p>The revised submission converts the internal service yard into an outdoor courtyard with new trees and landscaping.</p>

Whether or not this change is made, the nature of the passageway along the north edge of the development needs consideration. It should feel safe and pleasant, and the panel encourages Haringey officers to condition the detailed design for these areas, including surface materials, soffits, and lighting, all of which will be important in creating a positive experience for users.	This is conditioned.
The panel also suggests considering whether rotating the bin stores by ninety degrees and locating them across the southern end of the service yard would be beneficial.	The ground floor has been reconfigured and the revised arrangement of bins and bikes, with resident access from the cores and service access only from the courtyard is satisfactory.
<b>Commercial building</b>	
The panel questions whether the cost of raising the roof of the existing industrial building will deliver proportionate benefits. It suggests reconsidering this approach. If the roof remains at its current height, impact on the first-floor amenity space would be reduced. It could also release budget that could be used to provide more affordable units.	This point is noted however the roof being raised unlocks the space and the quality of daylight provided which makes the commercial unit a much better-quality space.
If the applicant does decide to raise the roof, the panel asks that it is moved further away from the neighbouring houses to the east by at least a bay, to reduce the impact on their properties.	The applicant has moved the raised area away from the residential façade,
<b>Residential layouts</b>	
The panel recommends a detailed study of the potential for overlooking from bedrooms at the south-eastern corner of the residential building. They appear to have a view of the side of neighbouring balconies in the Vabel Building, but more detailed assessment is needed to ensure problems are avoided.	Following the QRP Chair review, the residential layouts were revised throughout the scheme creating a greater distance to the flank wall of the Vabel building, creating both a simpler rear elevation and allowing more south light to penetrate the scheme.
The panel suggests that the northernmost one-bed flats are too narrow, and that other options should be considered. For example, they may work better as generous studio flats, or with a living room and a bedroom alcove.	The 1 bed flats in question are oversized (57sqm and 54sqm) they have full height and, in some cases, full width glazing and large living and bedroom spaces, with generous circulation to the deepest part of the flats.

The panel is concerned that the flats immediately above the service yard entrance will suffer from noise, fumes and nuisance. It suggests that all the first-floor balconies should extend further from the building, as they do on floors above, which would protect these flats and provide more amenity space.	The depths of the first-floor balconies have been increased from 1.6m to 2.6m and also reduced the service yard opening.
The panel also emphasises the need to demonstrate how the service yard will be managed to reduce the impact of vehicle movements on residents, especially early in the morning and late at night.	The service yard is now primarily used and limited to 5 disabled parking bays for residents.
The panel notes that flats at the southern end of the residential building are oversized, and the additional space could be used more effectively. These units would be suitable locations for M4(3) wheelchair user adaptable flats, especially on the first floor where is also be direct access to the terrace amenity space.	Noted. The scheme supports options for providing 10% M4(III) adaptable units as required.
<b>Amenity</b>	
The panel supports the introduction of rooftop amenity space on the top and sixth floors. The potential for these spaces to provide children's play space will be limited. The panel suggests that dedicated, equipped children's play space, if included, should be provided in the first-floor amenity spaces.	The DAS sets out the amenity provision and demonstrates play area for younger children at first floor with communal space on the roof for older children and adults.
A glass screen should be considered for the rooftop spaces to provide a 1500mm high parapet, which would both reduce wind impacts and improved safety for children.	This is included behind the brick parapet.
The panel also notes the need to consider how rooftop amenity spaces are designed and managed, to ensure uses are suitable: adult and supervised children's play, rather than unattended children's play.	The upper floor has no child play equipment, the central area is a pergola covered space and a series of raised beds, encouraging adult residents to grow plants and encourage it to become a community space.
The panel asks for data to show how much daylight and sunlight will reach the first-floor amenity space. Although changes made to the massing will improve conditions, more analysis is required to demonstrate the quality of the space.	A daylight report is included in the submission, which concluded adequate daylight is achieved at first floor amenity. Paragraph 7.46 of the submitted Planning Statement summarises this, noting that 44% of the 1st floor children's playspace at the Proposed Development will receive at least 2 hours of sun-on-ground on 21st March, increasing to

	96% on 21st June. Whilst the playspace will fall marginally below the BRE guidelines, it will receive acceptable levels of direct sunlight throughout the summer months.
The panel strongly supports tenure neutral access to amenity spaces. It suggests the applicant considers locating affordable family units on the first floor, to provide easy access to the first-floor amenity space.	Affordable flats are proposed across several floors, including the first floor but the lift and stair that are used primarily by the affordable flat occupants have access to the first-floor amenity space.
It is important to consider how to mitigate the impact of the first-floor amenity space on the three-bed flat overlooking it. The panel asks for thinking on how a more substantial defensible space can be created, for example using planting, especially outside bedroom windows.	First Floor plans demonstrate the private amenity to these units and a planting schedule will be provided as part of any landscape condition.
<b>Sustainability</b>	
The panel suggests that the design team should revisit the risk of overheating in west-facing, sixth floor flats. As there are no balconies to provide external shading, unlike the floors below, it is important to be confident that conditions will remain comfortable throughout the year.	A Part O assessment has been carried out and forms part of the environmental reports submitted with the application. This assessment concludes that a sample of the 8 expected worst performing top floor and mid-floor residential units have been modelled. The predicted internal temperature was simulated considering all aspects of occupancy, solar gain and predicted internal heat gains. The calculation results show that all tested residential units meet the TM59 thermal comfort overheating criteria using the main TM49 weather file (DSY1) for the 'future near extreme summer', demonstrating that the building is resilient to overheating during its lifetime.

### Commercial Unit

- 6.3.13 The existing, light industrial building on site is two storeys in height. The building has no architectural merit and the demolition of the front section of the building is acceptable. The proposal, whilst removing the front section, would extend the unit upwards. This extension has been set back from the edges of the existing roof as requested by officers and the Quality Review Panel, largely for reasons of amenity, however, the reduced roof extension also appears as a second, subordinate tier to the existing warehouse, providing a more modest massing.

- 6.3.14 The addition of sustainability measures such as a green roof and PV panels atop the of the new roof is considered an efficient use of what would otherwise be an unbroken expanse, improving the visual aesthetic of the unit which will be more prominent given the proposed residential units adjacent.

Residential

- 6.3.15 Officers consider the siting, height, massing and scale of the proposed block is acceptable within the site's context and surrounding built form, providing a transition between the contemporary new build units to the south (Vabel development) and the older, Victorian 'Studio 28' building to the north. The proposal matches the height of neighbouring developments, providing consistency along Lawrence Road as set out in Site Allocation SS2. The proposal would continue the established building line and complete the eastern street frontage.
- 6.3.16 The set-back 6<sup>th</sup> floor reflects the adjoining properties, tapering the massing and reducing the bulk of the building at the top floor level. The split façade design reflects the differing street lines between No28 Lawrence Road to the north and the Vabel building to the south, neatly and seamlessly bridging the gap between the two buildings.
- 6.3.17 Locating commercial (Class E) floorspace at the ground floor level is supported by Officers. The commercial units are designed to be flexible and attractive to a wide variety of tenants. These proposed units would create an active frontage onto Lawrence Road, which will be further animated by two pedestrian entrances to the residential units above.

Character and Materiality

- 6.3.18 The overarching character of Lawrence Road is brick with metal work; this is reflected in the proposed design. The proposed brick colour and texture is similar to the Vabel building to the south, reflecting the red tones along Lawrence Road. The choice of red bricks is both consistent with the wider street scene but also allows No.28, the only period property remaining on Lawrence Road (and the only yellow brick building) to retain its individuality and prominence.
- 6.3.19 Metal window frames match the colour and finish of all metal work across the façade. Vertical metal balustrade spacing is dense at lower floors to provide increased privacy from the street and to avoid residents applying additional coverings such as bamboo. The further up the building, the wider the spacing, up to a maximum of 90mm. The balconies and glazing reflect the vertical rhythm of the design which is established by the colonnade to the base of the proposal and is carried throughout the front façade to the sixth floor above.
- 6.3.20 At first floor, the external façade of the apartments is fully glazed to gain as much light as possible whilst also being recessed to balance overheating. The combination of the recess and the balconies provides protection from the street and commercial uses at ground floor level as recommended by the Quality Review Panel. At the remaining levels, window reveals give depth to the façade, enhanced by subtle detailing including recessed brickwork framing and contrasting banding adding interest, whilst visually breaking the expanse of the front façade. At ground floor level, the brickwork to the

columns also incorporates subtle decorative brick quoins referencing the neo-classical brickwork design of the neighbouring period property at No28.

- 6.3.21 To the rear, the materiality is consistent with the front façade but with a simpler design. Detailing such as the feature banding is also carried through, creating overall cohesive façades. The proposed deck access eliminates the requirement for internal corridors allowing for dual-aspect units which is considered positive and supported by the Quality Review Panel.
- 6.3.22 In conclusion, the proposal is considered to be an attractive and contemporary building which responds to the form and function of the proposed accommodation whilst having regard to the varied architecture within the surrounding townscape. As such the proposal is considered in accordance with the above policies.

#### **6.4 Character and Appearance of the Conservation Area**

- 6.4.1 London Plan (2021) Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.
- 6.4.2 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.
- 6.4.3 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.
- 6.4.4 The development site sits just outside the Clyde Circus Conservation Area boundary and forms part of a central area excluded from the surrounding Conservation Area designation due to its substantial alteration and markedly contemporary character. The eastern edge of the development site borders the rear gardens of the two storey, late Victorian houses fronting Collingwood Road. These dwellings are included in the Clyde Circus Conservation Area.
- 6.4.5 The Conservation Officer has assessed the proposal and states that the residential scale and consistent two storey townscape of the Conservation Area is intact and fully legible. The application demonstrates the impact of the proposal via two key views across the Conservation Area. The proposed development is considered to have a neutral impact on views to and from the conservation area.

- 6.4.6 The proposed view from Nelson Road shows that the proposed development would appear in the background of the original houses, but it will seamlessly sit alongside the existing buildings of similar height which already form the established visual setting of the conservation area, both as experienced along Nelson Road and as seen in views from Clyde Road.
- 6.4.7 The Conservation Officer states that the 'proposed development has been sensitively designed to complement the scale and height of the contemporary buildings within Lawrence Road, which form the existing and emerging context immediately surrounding the conservation area'.
- 6.4.8 The Conservation Officer considers the proposed scheme to have a neutral impact on the character and appearance of the conservation area, will cause no harm to its significance and will have a positive effect on the quality of its immediate surroundings. Accordingly, the proposed scheme is supported from the conservation stance, being in accordance with the above policies.

## **6.5 Impact on the amenity of adjoining occupiers**

- 6.5.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.5.2 Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring resident
- 6.5.3 The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be significantly affected.
- 6.5.4 The proposed development is sited and designed with regard to its impact on neighbouring residential amenity. The proposed residential building is located at the west of the site, continuing the established building line along Lawrence Road and filling the existing 'gap' in the street scene between the 'Vabel' development to the south and No 28 Lawrence Road to the north. Given that the proposal would simply continue the established street pattern, there are no concerns regarding the impact on the residential properties on the opposing side of Lawrence Road, to the west.

### No. 28 Lawrence Road (North)

- 6.5.5 The proposed residential units retain a generous distance from the south façade of the main building which forms No 28 Lawrence Road. This 5 storey building is currently occupied by workshops, storage space and offices and the well glazed south elevation remains uninterrupted. The proposed residential block abuts a smaller 2-3 storey



structure just south of the main building which also forms part of No 28. The side elevation of this building is blank and as such allows for the proposed block to continue the pattern of development without impacting the amenity of this commercial building.

Vabel Building (South)

- 6.5.6 The neighbouring building to the south is the 7 storey, 'Vabel Lawrence' residential block. This was designed anticipating development on this site. This is a contemporary development which significantly informs the character, design, scale and massing of the proposal at 30-48 Lawrence Road. Objections have been received regarding the impact on the residents of this complex, in particular overlooking to the balconies on the south elevation of the 'North Apartments' which abuts the existing commercial building.
- 6.5.7 The proposed development will include predominantly dual aspect residential units above ground floor level and as such there is glazing to the rear. Most the glazing overlooks the existing commercial laundry. However, a column of windows on the south section of the proposed rear façade will create some views into the neighbouring Vabel development, mainly the balconies along the south façade of the 'north apartments'. These windows are from the bedrooms of the proposed units. It should be noted that the proposed apartments have been orientated towards Lawrence Road with the kitchen, dining and living spaces overlooking the main street and the less used areas, such as bedrooms, located to the rear, limiting casual overlooking of the north apartments. These balconies are already overlooked by windows in the rear elevation of the block of development facing Lawrence Road within the Vabel site.
- 6.5.8 In addition, all but one of the balconies are located on the front elevation facing Lawrence Road. One balcony is included at the 6th floor level, however the balustrade is constructed in brick, limiting overlooking from both the balcony and the residential unit itself.



- 6.5.9 Whilst it is recognised there is some overlooking to the Vabel development balconies, this is not considered to be significant for the above reasons. In addition, given the urban setting of the proposal, a degree of inter-visibility is inevitable and considered acceptable. The Vabel development itself is constructed with inter-visibility between its varying blocks.
- 6.5.10 As such, the council is satisfied the orientation of the residential units to Lawrence Road and the lack of balconies to the rear elevation is sufficient to reduce the impact on the amenity the Vabel residential units.

Collingwood Road

- 6.5.11 Whilst the rear of the proposed residential block is glazed, the block is over 50m away from the rear gardens to the terraced houses facing Collingwood Road. As stated above, the proposed apartments have been orientated towards Lawrence Road with the kitchen, dining and living spaces overlooking the main street and the less used areas such as bedrooms located to the rear, limiting casual overlooking. Deck access is proposed to the rear. Whilst this will involve residents coming and going, there is no space to linger and as such, no significant overlooking is envisaged, particularly given the significant distance from Collingwood Road.
- 6.5.12 The most significant potential impact to the residents of Collingwood Road is the roof extension of the retained commercial unit, currently occupied by a laundry. At the request of officers, the addition has been set back from the existing boundary between the commercial unit and the rear gardens of Collingwood Road. The additional volume is comparable in location to the third and fourth floors of the neighbouring Vabel development. Given this set-back, the increase in massing and scale to the commercial is not considered significant over and above the existing relationship between the Collingwood Road properties and the existing laundry.

Daylight to neighbouring properties

- 6.5.13 The applicant has submitted a comprehensive Daylight and Sunlight report. The study assessed the potential effects of the proposed development on daylight and sunlight to surrounding residential properties and to all proposed dwellings using methodologies recommended in the Building Research Establishment (BRE) guide.
- 6.5.14 The advice contained in the BRE guide is not mandatory and its numerical guidelines should be interpreted flexibly, with daylight and sunlight only one of many factors to consider when evaluating the acceptability of a scheme. This flexible approach is also echoed in the national and regional planning policy which state that a flexible should be adopted so long as a scheme does not cause unacceptable harm on existing and future residents.
- 6.5.15 The daylight results indicate that 80% of neighbouring windows and 86% of neighbouring rooms satisfy the BRE guidelines in daylight terms. These present a good level of adherence to the BRE guidelines and indicate that all neighbouring properties will remain with acceptable levels of daylight in the post development condition. Of those windows which do not satisfy guidelines, the majority will experience a low or medium

reduction beyond the BRE recommendations, which is considered acceptable in an urban context.

- 6.5.16 As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, reasonably close to the full BRE Guide recommendations, is convincingly predicted to be achieved.
- 6.5.17 The sunlight results indicate that all neighbouring rooms considered will satisfy the BRE guidelines. The overshadowing results indicate that all neighbouring Collingwood Road gardens will satisfy the BRE guidelines.
- 6.5.18 Overall, the daylight and sunlight results show an acceptable adherence with the BRE guidelines indicating that the majority of neighbouring residential properties and Proposed Dwellings will benefit from acceptable levels of daylight and sunlight. The report states that, on balance, the proposed development is not out of context for the immediate surrounding area and will not cause unacceptable harm to existing and future residents.
- 6.5.19 In conclusion, the proposed development is consistent with the Council's local planning policy on daylight and sunlight, particularly having regard to paragraph 129 of the NPPF and Policy DM1 of the Local Plan.
- 6.5.20 As such the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties in accordance with the above policies.

## **6.6 Landscaping & Biodiversity**

- 6.6.1 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to "promote the creation of new areas of publicly accessible open space" as well as "enhance open spaces to provide a wider range of benefits for Londoners". London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.6.2 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m<sup>2</sup> of play space per child provided which meets several criteria.
- 6.6.3 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, including provision of formal play space to standards set out in the Mayor's SPG Providing for Children's and Young People's Play and Informal Recreation.
- 6.6.4 DPD 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.

- 6.6.5 The application proposes partial redevelopment of the site providing new, high-quality housing whilst retaining commercial uses on the site. This offers the opportunity to significantly improve the site with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.
- 6.6.6 The existing site offers very little greenery with some modest trees located within the site and more mature street trees located to the front of the site, on-street.
- 6.6.7 Aside from the aforementioned trees, the site is void of any vegetation or green spaces. The applicant proposes to improve the biodiversity present at the site by building around the existing street trees and creating a range of additional habitat types on-site. This includes the planting of six new trees (on-site) and surrounding planting, biodiverse green roofs at multiple floor levels and the incorporation of permeable paving. In addition, ground level planters as well as a sustainable drainage system (SuDS) are proposed.
- 6.6.8 The most significant landscaped areas are the roof levels (at 6<sup>th</sup> and 7<sup>th</sup> floors) and the communal space located at first floor level between the proposed residential block and the retained commercial unit to the rear of the site and the ground floor courtyard, created as part of the revised design. Smaller areas of landscaping are also proposed at the ground floor level facing the street.
- 6.6.9 The landscape proposals are considered to significantly increase biodiversity through planting (including green roofs) and species to the site. A condition requiring submission of a detailed landscaping design has been added.
- 6.6.10 In addition, the applicant will provide an additional 4 street trees (off-site)

#### *The Urban Greening Factor (UGF)*

- 6.6.11 The London Plan Policy G5 'Urban greening' states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs and nature-based sustainable drainage. The Mayor recommends a target score of 0.4 for developments that are predominately residential.
- 6.6.12 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.38, which is broadly inline with the London Plan target score of 0.4 for predominantly residential developments. For commercial developments the London Plan target is a factor of 0.3. As the proposal is a mix-use development, mixing both residential and commercial elements, the proposed UGF of 0.38 sits comfortably between the two targets and is considered acceptable.
- 6.6.13 The proposed development presents an indicative landscaping scheme to cater for the future residents and employees, ensuring the setting of the new homes is attractive,

green, and safe and complements and enhances the character and appearance of the surrounding area.

- 6.6.14 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in a greener open space provision which is considered acceptable for this location, housing size/population, and typology. Subject to receipt of a detailed landscaping strategy, the proposal satisfies the above planning policies in this regard.

*Ecology - Biodiversity Net Gain*

- 6.6.15 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.6.16 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.17 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.18 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.6.19 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.6.20 The applicant's Biodiversity Net Gain Assessment sets that the site has a Habitat Baseline value of 0.10 habitat units. This is due to the developed nature of the site which is mostly hardstanding or other built surfaces. The proposal includes a green roof, green wall, a sustainable urban drainage system, ground level planters and landscaping which results in a 446.2.% net gain of area-based habitat units. This is greatly in excess of the mandatory 10% net gain required.

**6.7 Housing Mix, Tenure and Quality of Accommodation**

*Housing and Affordable Housing Provision*

5 Year Housing Land Supply

- 6.7.1 The Council at the present time is unable to fully evidence its five-year housing land supply. 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.

- 6.7.2 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).
- 6.7.3 The NPPF 2023 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units.
- 6.7.4 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 and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved. For this site, 'other relevant planning benefits' include the provision of employment space, in line with the Tottenham Area Action Plan site allocation SS2 Lawrence Road, which has an impact on viability.
- 6.7.5 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.

#### Viability assessment and review

- 6.7.6 The applicant proposes nine affordable residential units delivered as 100% shared ownership (reflecting 19% affordable housing by habitable room). The proposal is supported by a viability appraisal showing that 40% affordable housing is not viable on this site. An independent assessment of the applicant's Viability Assessment Report has been undertaken by BNP Paribas Real Estate on behalf of the Council to determine whether the affordable housing offer and Section 106 contributions as proposed have been optimised.
- 6.7.7 The assessment concludes that current construction costs have resulted in the proposed development generating a negative profit of -4.92% against the target developer return. Therefore, BNP Paribas Real Estate consider the proposed nine affordable residential units delivered as 100% shared ownership (reflecting 19% affordable housing by habitable room) to be the maximum reasonable amount and in fact more than is viable on the site. The applicant has taken a commercial decision to provide more affordable housing than is viable on the basis that a late-stage review will not be required. This is accepted by officers as it is unlikely that a late-stage review would secure any greater provision of affordable housing.

#### Affordable Housing Mix

- 6.7.8 Tottenham Area Action Plan (TAAP) (2017) policy APP3 states that the Council will expect affordable housing to be provided in accordance with Policy SP2 of the Local Plan: Strategic Policies and DM13 of the DM DPD, with the exception of the affordable tenure split (DM13 A(b)) which in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation. This policy demonstrates a greater preference in this area towards intermediate tenures over other tenures.
- 6.7.8 Local Plan Policy DM13 Affordable Housing subsection C states “The Council may seek to alter the tenure and/or mix of affordable provision to be secured on a case-by-case basis... to assist in improving development viability (e.g. through provision of a greater ratio of intermediate housing”. Paragraph 6.10 of the adopted Planning Obligations Supplementary Planning Document (SPD) states “There may be instances when the Council considers that an alternative mix between social/affordable rented and intermediate housing is appropriate”.
- 6.7.9 As set out in paragraph 6.7.4 and 6.7.5, the proposal would seek to deliver 19% shared ownership (intermediate) housing (by habitable room), which equates to 9 intermediate homes and 29 intermediate habitable rooms, as a result of the development not being currently viable. Alternative options were considered to ensure the maximum reasonable amount of Affordable Housing was achieved.
- 6.7.10 The viability review presented an alternative option equating to the same developer return as the proposed shared ownership homes, with the aim to deliver larger, social rented units, in line with the councils housing needs. This however, due to viability challenges, this would only deliver 9% affordable housing (by habitable room), resulting in three social rent units and one shared ownership unit.
- 6.7.11 While this would have delivered affordable housing more in line with the Councils housing needs, such a small quantity of affordable housing units and particularly social rented units, is considered insufficient to attract a registered housing provider to purchase the properties due to difficulties managing this small number of properties within a private development, due to the affordable housing requiring separate cores to manage. As such, officers consider the proposed nine affordable residential units delivered as 100% shared ownership (reflecting 19% affordable housing by habitable room) to be an acceptable provision in accordance with adopted planning policy and guidance in this instance. This aligns with the affordable strategy approved by LBH on the neighbouring Vabel Lawrence scheme that is now constructed and occupied. As such, given the need for a variety of high-quality housing in the borough the proposed unit mix is therefore considered acceptable.

#### Housing Mix

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

- 6.7.13 The Local Plan Policy SP2 Housing and Policy DM11 Housing Mix of the Council's DM DPD adopt a similar approach.
- 6.7.14 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed homes overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.7.15 The proposal will provide 56 residential homes (25 x 1 bedroom, 22 x 2 bedroom, and 9 x 3 bedroom). Given that 16% of units proposed are family-sized units and given the significant provision of family-sized units on neighbouring sites along Lawrence Road, the number of one and two-bed bed units is not considered an overconcentration and is accepted.

Quality of Accommodation

- 6.7.16 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan (2021) standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.7.17 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

Indoor and outdoor space/accommodation standards

- 6.7.18 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards (balconies and terraces). All dwellings have a minimum floor to ceiling height of 2.65m. In addition, all dwellings are well laid out to provide useable living spaces and sufficient internal storage space. 42 of 56 (75%) units are dual aspect under the definition of Appendix 3 of the Housing Design Standards GLA document. All 3 bed family units are dual aspect.
- 6.7.19 Daylight and sunlight studies have been undertaken. The study is based on the numerical tests laid down in the relevant BRE guidance. It concludes that all dwellings, will benefit from daylight and sunlight level that are comparable with the other residential building fronting Lawrence Road. The overshadowing results show that the proposed amenity areas will benefit from good levels of direct sunlight.
- 6.7.20 Overall, the daylight and sunlight results show an acceptable adherence with the BRE guidelines. All dwellings are considered to be well laid out with sufficient space for storage to provide useable living spaces to meet modern living arrangements.
- 6.7.21 The proposal would result in an acceptable standard of accommodation for future occupiers in this regard.



Accessible Housing

- 6.7.22 London Plan Policy D5 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 DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.7.23 All dwellings achieve compliance with Building Regulations M4 (2) and over 10% of units achieve M4 (3) compliance. Five accessible car parking spaces are provided. The proposal is considered to provide an acceptable level of disabled parking provision, if further spaces are needed, they can be provided on street where additional parking will be available following the removal of the existing large crossover. The proposal is therefore acceptable in this regard.
- 6.7.24 All flats have level access via lifts. In addition, the landscaping/access to the development is accessible by all and all residential entrances are level threshold.

Noise - future occupiers

- 6.7.25 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.
- 6.7.26 An Acoustic Assessment is submitted with this planning application. The assessment demonstrates that appropriate internal noise levels are achievable with the installation of nominal/glazing systems and typical trickle ventilators.
- 6.7.27 The Acoustic Assessment confirms the proposed private residential amenity will provide residents with suitable spaces and be acceptable in noise terms. The Proposed Development therefore complies with LBH Development Management Policy DM23
- 6.7.28 In accordance with the recommendations of the Noise Assessment, the development incorporates nominal/glazing systems and typical trickle ventilators.
- 6.7.29 In summary, the standards of accommodation and living conditions proposed are very high. For a scheme in this location with its site constraints, the proposal represents good quality units and living conditions which satisfy the above policies.

**6.8 Parking and highway safety/ waste recycling and servicing**

- 6.8.1 Paragraph 110 of the NPPF (2023) states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It

prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.

- 6.8.2 The London Plan (2021) Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for car parking spaces that are proposed.
- 6.8.3 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.
- 6.8.4 DM32 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3-4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.
- 6.8.5 The site is currently a warehouse occupied by a commercial laundry business, with a car park which has 20 parking spaces. The development would remove the existing spaces but provide 5 on-site Blue Badge car parking spaces which are located within an internal forecourt and accessed via a new vehicle crossover. The spaces would consist of 1 active and 4 passive electric vehicle charging points, which would be provided for the residential element of the proposal.

#### Car Free

- 6.8.6 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site and permits would not be allocated to the new properties for on street parking. The site has a PTAL rating of 3 (denoting reasonably good Public Transport Access when compared to London as a whole). However, the southern part of Lawrence Road consists of PTAL 4 and 5 (denoting very good access to Public Transport). The site is located within the Seven Sisters CPZ that restricts parking to permits holder Monday to Saturday 08:00 – 18:30.
- 6.8.7 Given the site's location within a CPZ and the on-site provision of accessible parking in line with London Plan (2021) standards, the proposed development would qualify for a car-free status, in accordance with Policy DM32: Parking of the Development Management DPD.
- 6.8.8 Given the PTAL of the Lawrence Road (a mix of level 3 'moderate' to 5 'good') denoting its close proximity to public transport links, the lack of parking for the commercial element of the development is considered acceptable and in accordance with Policy

DM32 of the DM DPD which states the council will support proposals for new developments with limited or no on-site parking, where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development and where parking is provided for wheelchair accessible units.

- 6.8.9 Accordingly, the LPA would restrict future occupiers from receiving on-street resident parking permits. The Council would use a legal agreement to secure this and require the applicant to advise all occupiers of the car-capped status of the proposed development.

#### Disabled Persons Parking

- 6.8.10 The London Plan Policy T6.1 Residential parking (Part G.1) states that disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset. This equates to 1.68 or two car parking spaces. Given that the proposal is providing five spaces, the applicant is exceeding policy requirements.
- 6.8.11 Part G.2 of the above policy requires residential development proposals delivering ten or more units must, as a minimum demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. Seven per cent of 56 units equates to 4 spaces. Given that the proposal is providing five spaces (10% of 56 is 5.6 spaces), this provision is already largely satisfied, and officers are satisfied the remaining provision can be met if required in future.

#### Highway Works

- 6.8.12 The applicant proposes to remove the existing 11.6m vehicle access and reinstate of the footway, this will enable on-street parking bays to be restored if needed. Furthermore, a new smaller 7m access is proposed to serve the 5 new disabled bays located within the ground floor. This would require the removal of 2 on-street parking bays. In all, these works would be considered minor to facilitate the operations of the site. A financial contribution is sought toward the repair of the footway at the front of the site. LBH Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant.

#### Trips Forecast & Future Parking Demands

- 6.8.13 Trip information has been provided which utilises data from survey sites from the TRICS database. Four comparable sites were assessed. No trip information has been provided for the commercial element of the proposal as there will be a slight reduction in the floor area by some 162sqm which is likely to generate fewer commercial trips when compared to the existing floor area of some 1,834 sqm. Whilst the impact of car trips is forecast to be low, both commercial and residential travel plans are to be secured via condition.

- 6.8.14 Parking management measures will be required in the form of a review of the current parking management measures which may include extended double yellow lines with double blips at junctions and a review of the current CPZ operational times. A contribution of £20,000 (twenty Thousand Pounds) from the applicant is required to undertake a review of the current parking management measures on Lawrence Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.

Cycle Parking (residential)

- 6.8.15 The residential aspect of the development would see the provision of 103 long-stay cycle parking spaces and 23 short-stay cycle parking spaces. Policy requires provision of 100 long-stay and 2 short-stay space. Therefore, a significantly higher number of cycle parking spaces is proposed above policy requirements. As such, this is welcomed by officers.

Cycle Parking (Commercial)

- 6.8.16 LBH Transportation advises that the applicant will be required to provide 8 long-stay cycle parking spaces and 2 short-stay cycle parking spaces; which the applicant has agreed to.
- 6.8.17 LBH Transport Planning has requested that a condition be added securing provision of full details showing the cycling parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans. This has been added accordingly.

Waste and recycling

- 6.8.18 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.
- 6.8.19 Refuse and recycling will be located within two residential waste stores and a store for the workspace / commercial floorspace. The workspace / commercial tenants will be informed when signing their tenancy agreement for the workspace / commercial floorspace that they will be responsible for transferring their waste to the waste store ahead of collection.
- 6.8.20 Residential refuse collection for the proposed development is anticipated to be undertaken by the existing LBH refuse collections which service neighbouring properties. A private collection is likely to be arranged for the commercial floorspace.
- 6.8.21 As such, the proposal is considered acceptable with further details secured via condition.

**6.9 Sustainable Energy and Climate Change**

- 6.9.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment. The proposed development has sought to adopt a progressive approach in relation to

sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

- 6.9.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO<sub>2</sub> emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.9.3 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.9.4 The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy. The development employs an efficient building fabric, including well insulated walls and highly efficient glazing and incorporates air source heat pumps and PV Panels to maximise carbon savings.
- 6.9.5 Green roofs and sustainable drainage (SUDS) further contribute to the sustainable nature and biodiversity of the site.
- 6.9.6 An Energy and Sustainability Statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The report has been revised in consultation with Carbon Management Officers.
- 6.9.7 The revised energy report has proposed a communal heating system which is in line with what was proposed and supported during pre-application discussions. The heating strategy has been revised from individual to a communal water loop air source heat pump.
- 6.9.8 The development now proposes an overall carbon reduction of 82% against Part L 2021. This is supported in principle.
- 6.9.9 An indicative carbon shortfall of 10.0 tCO<sub>2</sub>/year remains. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years. A Carbon Offset Contribution is outlined in the proposed Heads of Terms.
- 6.9.10 The applicant has proposed a saving of 7.6 tCO<sub>2</sub> in carbon emissions (14%) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% and 15% reduction respectively set in London Plan Policy SI2, so this is supported.
- 6.9.11 Given the proposed changes at ground floor level in response to the Health and Safety Executive's comments, a further revised Energy Statement is required to reflect these changes. This has been secured via condition.

Overheating

- 6.9.12 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The overheating Assessment has been undertaken to minimise the risk of overheating within the proposed development and to reduce reliance on air conditioning. In line with the Cooling Hierarchy outlined within the London Plan, a number of measures to minimise the risk of heating have been employed within the proposed development. The submitted overheating strategy is considered acceptable.
- 6.9.13 In summary, the Council's Carbon Management Team has been consulted on the application. The applicant has submitted a revised heating strategy, and the development achieves a reduction of 82% carbon dioxide emissions on site, which is supported in principle.

**6.10 Crime Prevention**

- 6.10.1 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.10.2 The proposal has been assessed by The Metropolitan Police, Designing Out Crime Officer. The Officer states that the project has the potential to achieve a Secured by Design Accreditation and as such has no objections to the proposal subject to conditions. Suggested conditions and informative have been attached accordingly.

**6.11 Flood Risk and Drainage**

- 6.11.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.
- 6.11.2 The applicant has submitted a Flood Risk Assessment and Sustainable Drainage Statement. These have been reviewed by LBH Flood & Water Management who has requested that additional information be submitted. As condition requiring this prior to above ground works has been added accordingly.

**6.12 Air Quality**

- 6.12.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

- 6.12.2 Officers have reviewed the submitted AQA. The AQA confirms that the proposed development will be air quality neutral in terms of building emissions and air quality neutral in terms of transport emissions. The proposed development will therefore be at least air quality neutral overall. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.
- 6.12.3 Officers acknowledge that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the construction management plan to include air quality control measures such as dust suppression. Appropriate measures have been recommended and, with these measures in place, it is expected that any residual effects will be 'not significant'.
- 6.12.4 The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is therefore acceptable in this regard.

### **6.13 Land Contamination and Pollution**

- 6.13.1 Policy DM23 (Part G) of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.13.2 A Preliminary Investigation Report (June 2003) has been undertaken, with special reference to historic and current potential contaminative activities and processes. Based on the information obtained during the compilation of this Preliminary Investigation and the preliminary conceptual site model, a potential for a low to moderate risk of contamination has been identified.
- 6.13.3 The Council's Pollution service have reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions.
- 6.13.5 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

### **6.14 Trees**

- 6.14.1 DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.
- 6.14.2 A total of 10 individual trees were surveyed by the applicant. All of the trees were considered to be category B (moderate value). No category A (Highest value) trees are present within or adjacent to the site. LBH Arboricultural Officer agrees with the allocated tree classification categories.
- 6.14.3 A total of 6 individual trees require removal to facilitate the proposed development. All trees (T3, T4, T5, T6, T8 and T9) are Silver Birch and are located just within the site boundary, peppered amongst the existing car-parking and near the front boundary fence. LBH Arboricultural Officer states that the removal of the Birch trees is acceptable as this is a short-lived species and are easily replaceable, this is set out below.

- 6.14.4 The remaining 4 trees (T1, T2, T7 and T10) are London Planes. These mature plane trees are street trees which form part of the avenue of plane trees which line Lawrence Road on both sides and are a significant contributor to the character and appearance of street. As such, their retention is considered essential.
- 6.14.5 The footprint of the proposed new building encroaches into the circular representation of the Root Protection Areas (RPAs) of these street trees (T1 and T2, and T7 and T10) The existing growing conditions within the RPAs of trees to be retained comprises of various structures (walls, steps), buildings, and hard surfacing (concrete, tarmac), which will have limited rooting viability beneath the surface. These areas would benefit from amelioration to improve the condition of the rooting environment for the future longevity of the trees. In addition, to mitigate the impact upon notional RPAs of retained trees resulting from the installation of proposed structures/surfacing to impacted RPAs (Trees T01, T02, T07 and T10), impacted trees will be subject to soil improvement, thereby offsetting any potential impact from the proposals. Soil amelioration would be carried out post-demolition of the existing building and surfacing, and prior to the installation of new structures and surfacing.
- 6.14.6 All retained trees will be protected in accordance with BS 5837:2012 specifications throughout the development. This report includes guidance on tree protection measures and providing these are adhered to, there will be no adverse impact on the long-term potential on the retained trees.
- 6.14.7 Notwithstanding the above assurances, the report sets out a series of recommendations prior and during construction that will ensure impacts to trees are minimised. Tree protection methods are secured via condition.

#### Replacement Trees

- 6.14.8 The proposal contains new green spaces including at ground floor and first floor levels, in addition to green roofs. Six new trees are proposed within the new ground floor courtyard space. The applicant has agreed to provide 4 additional street trees (off-site) to replace those lost on-site. Ten trees are proposed in total. As such there will be no net-loss of trees.
- 6.14.9 The Arboricultural Officer has been consulted and raises no objections, subject to conditions. In conclusion, the proposal ensures the protection of existing species, with no net loss of trees and is considered acceptable, subject to conditions.

### **6.15 Employment and Skills**

- 6.15.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations Supplementary Planning Document (SPD) requires all major developments to contribute towards local employment and training.
- 6.15.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement.



6.11.3 An employment skills and training plan, which is recommended to be secured by a s106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that have trouble in accessing employment. The applicant would be required. As such, the development is acceptable in terms of employment provision.

6.15.3 As such, the development would have a positive impact in terms of employment provision.

## **6.16 Fire Safety**

6.16.1 Proposals for relevant high-rise buildings which include two or more homes and are 18 metres or 7 storeys or more in height are subject to 'Planning Gateway 1' with regard to fire safety as set out in national regulations and guidance. This requires the developer to submit a fire statement and for the Health and Safety Executive (HSE) to be consulted. Subsequent fire safety Gateways relate to Building Control approval and Completion certificates.

6.16.2 London Plan Policy D12 states that: In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

6.16.3 The applicant has submitted a fire statement to meet the national and London Plan requirements which sets out how the development responded to the requirements set out in London Plan policy D12, resulting in a building which has been designed to ensure compliance with the fire safety guidelines. It has also recommended that a building management plan be delivered to ensure the highest standards of fire safety be maintained throughout the lifecycle of the building.

6.16.4 The HSE has responded to the revised application stating that they are 'content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations'. As such, the proposal is considered acceptable.

## **6.17 Conclusion**

- The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to the development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward new homes. In land-use terms, the proposal is strongly supported in principle.
- The development retains 1,050 sqm (GIA) of commercial use (Class E) on site. This comprises of four new units fronting Lawrence Road totalling 146 sqm, with the remaining 904 sqm (GIA) being the partial retention of the existing commercial building to the rear of the site. In total, the commercial element on site would be reduced from 1834sqm to 1050sqm; a net loss of 784sqm (approx. 42.75%).
- The development would be of a high-quality design which responds appropriately to the local context, particularly the neighbouring conservation area.
- Proposed Development seeks to deliver 19% affordable housing (by habitable room) as shared ownership.
- Existing London Plane trees along Lawrence Road to be retained. Six new trees are proposed on site. 4 replacement street trees agreed via condition.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- 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, in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 5 wheelchair-accessible spaces) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include measures that would safeguard the amenity of future occupiers from excessive noise levels.
- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.

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.

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

Based on the information given on the plans, the Mayoral CIL charge will be £277,393.18 (3902sqm x £71.09) and the Haringey CIL charge will be £222,780.87 (3,783 x £58.89) . 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. It is expected that the applicant will be eligible to claim social housing relief.

## **8.0 RECOMMENDATION**

GRANT PERMISSION subject to conditions in Appendix 1.

## APPENDIX 1.

Subject to the following condition(s):

### Time Limit

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

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

### Approved Plans

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

Existing Plans:

23/082/100 A1 1/200 Existing Site Survey P1,  
23/082/200 A1 1/100 Existing Ground Floor Plan P1,  
23/082/201 A1 1/100 Existing First Floor Plan P1,  
23/082/300A A1 1/100 Existing Elevations P1,  
23/082/300B A1 1/100 Existing Elevations P1,  
23/082/400 A1 1/100 Existing Sections P1,

038-BL-PL-XX-XX-DR-A--200 A1 1/100 Demolition Plans P1,  
038-BL-PL-XX-XX-DR-A--201 A1 1/100 Demolition Elevations P1.

Planning Drawings:

038-BL-PL-XX-SI-DR-A-0001 Site A2 1/500 Site Location Plan P1,  
038-BL-PL-XX-SI-DR-A-0002 Site A2 1/500 Site Block Plan P2,  
038-BL-PL-XX-GF-DR-A-1501 A1 1/100 Ground Floor Plan P5,  
038-BL-PL-XX-01-DR-A-1502 A1 1/100 First Floor Plan P3,  
038-BL-PL-XX-02-DR-A-1503 A1 1/100 Second Floor Plan P1,  
038-BL-PL-XX-03-DR-A-1504 A1 1/100 Third Floor Plan P1,  
038-BL-PL-XX-04-DR-A-1505 A1 1/100 Fourth Floor Plan P1,  
038-BL-PL-XX-05-DR-A-1506 A1 1/100 Fifth Floor Plan P1,  
038-BL-PL-XX-06-DR-A-1507 A1 1/100 Sixth Floor Plan P1,  
038-BL-PL-XX-RP-DR-A-1508 A1 1/100 Roof Plan P2,  
038-BL-PL-B1-EL-DR-A-1710 A2 1/100 Lawrence Road Elevation Front / West P1,  
038-BL-PL-B1-EL-DR-A-1711 A2 1/100 B1 Elevation Rear / East P2,  
038-BL-PL-B1-EL-DR-A-1712 A2 1/100 B2 Elevation Front / West P2,  
038-BL-PL-B1-EL-DR-A-1713 A2 1/150 Site Elevation Side / North (No.28) P2,  
038-BL-PL-B2-EL-DR-A-1714 A2 1/150 Site Elevation Side South (Vabel) P2,  
038-BL-PL-B2-EL-DR-A-1715 A2 1/100 B2 Elevation Rear / East P1,  
038-BL-PL-XX-SE-DR-A-1620 A2 1/150 Section A P2,  
038-BL-PL-XX-SE-DR-A-1621 A2 1/100 Section B Commercial Unit P1,  
038-BL-PL-XX-XX-DR-A-7500 A2 1/750 Urban Greening Factor Plans P1,

038-BL-PL-XX-XX-DAS-A A2 DAS P1.

Planning Documents:

- Community Infrastructure Levy Additional Information Form;
- Application Form and Ownership and Notices as Relevant;
- Arboricultural Impact Assessment;
- Arboricultural Method Statement;
- Tree Survey;
- Biodiversity Net Gain Assessment;
- BREEAM Pre-Assessment;
- Daylight and Sunlight Report;
- Delivery and Servicing Plan;
- Design and Access Statement;
- Existing and Proposed Drawings;
  
- Site Location Plan;
- Site/Block Plan;
- Energy & Sustainability Statement Revision C prepared by FHP ESS (dated 22 Aug 2024);
- GLA Emissions Reporting Sheet;
- Flood Risk Assessment (incl. SuDS Report) (rev P3);
- Framework Travel Plan;
- Ground Gas Risk Assessment;
- Townscape, Visual and Heritage Impact Assessment;
- Outline Construction Logistics Plan;
- Preliminary Investigation Report;
- Statement of Community Involvement; and
- Transport Assessment.
- Affordable housing - Registered Provider feedback (Oct 2024)

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

**Materials and design detail**

3. Prior to the commencement of above ground works detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the:
  - a) Detailed elevational treatment;
  - b) Detailing of roof and parapet treatment;
  - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
  - d) Details of entrances and porches which shall include a recess of at least 115mm;
  - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
  - f) Details of balustrading;
  - g) Facing brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
  - h) Details of cycle, refuse enclosures and plant room; and
  - i) Any other external materials to be used;

Together with a full schedule of the exact product references for all materials shall be 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.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

### **Energy Strategy**

4. The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement Revision D prepared by FHP ESS (dated 28 Aug 2024) delivering a minimum 82% improvement on carbon emissions over 2021 Building Regulations Part L (indicative subject to remodelling the latest design changes of January 2025), with high fabric efficiencies, COMMUNAL air source heat pumps (ASHPs) and aiming for 48 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 14% reduction;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised on both residential and non-residential blocks, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant;
- A metering strategy

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

(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant 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 - Residential**

5. Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved in writing by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Overheating Assessment reported on the Energy & Sustainability Statement Revision C prepared by FHP ESS (dated 22 Aug 2024)

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Review the validity of the acoustic recommendations;
- 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. This should also incorporate the acoustic report recommendations;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Natural ventilation, with openable areas 50% to full openable areas.
- Glazing g-value of 0.60
- Extended exterior window reveals for external shading.

- Extended roof slab supported by columns, acting as an overhang is provided for the 6th floor West facing windows in flats 6.2-6.6
- MVHR with 0.5 ach/hour in habitable rooms.
- No active cooling.
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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

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

### **Overheating - non-residential**

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

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

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

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

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

### **Living roofs**

7. (a) Prior to the 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 and a ground floor plan identifying where the living walls will be rooted in the ground, if any;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point

(c) 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 has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

### **Delivery and Servicing Plan and Waste Management**

8. Prior to occupation/use a Delivery and Servicing Plan (DSP) shall have been submitted to, and approved in writing by, the Local Planning Authority. The service and delivery plan must 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 shall 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/used and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020

### **Cycle Parking**

9. No development shall take place until further 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 quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. The development shall not be occupied until the cycle parking facilities have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: to be in accordance with the published London Plan 2021 Policy T5, and London Cycle Design Standards (LCDS)

### **Electric Vehicle Charging**

10. Prior to occupation/use provision of 1 active and 4 passive electric vehicle charging points to serve the on-site parking spaces shall be provided. The facilities shall thereafter be retained for the lifetime of the development.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.

### **Disabled parking bays**

11. Prior to occupation/use, plans showing 10% of all homes having access to a wheelchair accessible car parking space shall have been submitted to, and approved in writing by, the Local Planning Authority.. The spaces shall be provided on-site, the plan will need to show 5 accessible car parking spaces.

Reason: to ensure the development is in accordance with the published London Plan 2021 T6.1 Residential parking.

### **Car Parking Management**

12. Prior to occupation/use, a Car Parking Management Plan shall have been submitted to, and approved in writing by, the Local Planning Authority. This shall include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:

1) Wheelchair accessible homes or residents with a disability, with the need for a car parking space only

Reason: to ensure the development is in accordance with the published London Plan 2021 T6 Residential parking.

### **Thames Water**

13. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater 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.

### **Land Contamination**

14. Before development commences other than for investigative work:
  - a. Using the information already submitted in Preliminary Investigation Report with reference 20922/PIR Rev1.1 prepared by Soils 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; a risk assessment to be undertaken, refinement of the Conceptual Model and the development of a Method Statement detailing the remediation requirements.
  - b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
  - c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and 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 (Pollution)**

15. 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 (Pollution)**

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

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

### **Construction Environmental Management Plans (Pollution)**

17. 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.

The following applies to Part 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."

### **Waste**

18. No development shall take place until 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 D6 of the London Plan 2021.

### **Secured by Design**

19. 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: To ensure safe and secure development and reduce crime

### **Secured by Design**

20. 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: To ensure safe and secure development and reduce crime

### **Trees**

21. No development shall start until all those trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

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.

### **Landscaping**

22. Prior to the first occupation/use of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans including a CAVAT assessment of existing and proposed trees;
- f) Written specifications (including details of cultivation and other operations)

associated with plant and/or grass establishment);

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

h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

i) Existing trees to be retained;

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

k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species which must include no less than nine new semi-mature trees

l) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts;

m) detailed final urban greening factor plan showing that a factor of greater than 0.4 has been achieved.

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

### **Surface Water Drainage**

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

a) 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.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.

### **Surface Water Drainage**

24. Prior to occupation/use 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

### **Part M**

25. All residential units on site shall be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2013 (as amended), and at least 10% (eight dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D7.

### **Energy**

26. The approved development shall not be implemented unless and until verified estimates of the 'Be Seen' energy performance indicators have been submitted to the GLA via their online portal and evidence of this, plus a metering strategy, has been submitted to the Local Planning Authority for its written approval. The development shall thereafter be carried out in accordance with the agreed details.

Reason: To contribute towards sustainable development, energy reduction measures and climate change mitigation.

### **Trees**

27. Prior to any above ground works, full details of 10 replacement trees, showing the, size and species of the replacement trees together with details of soil preparation, staking, irrigation and maintenance of the trees shall be submitted to and approved in writing by the local planning authority. Street trees shall be planted within twelve months of the removal of the existing trees, whilst on-site trees shall be planted within 6 months of development completion and shall be maintained thereafter and shall comply with the recommendations contained with BS8545 (2014) Trees: From Nursery to independence in the landscape and thereafter implemented in accordance with the approved details.

Reason: To ensure the continued amenity and environmental benefits provided by the trees and the planting of appropriate species.

### **Gates**



28. Prior to the first occupation/use of the development hereby approved, details of Vehicular Gates including their design, operation and positioning shall be submitted to, and approved in writing by, the Local Planning Authority. Once approved works shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: To ensure suitable access controls for vehicles are provided and to ensure the safety of the public highway.

**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: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £277,393.18 (3902sqm x £71.09) and the Haringey CIL charge will be £222,780.87 (3,783 x £58.89). 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: 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: 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 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Thames Water

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: Thames Water

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

undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

INFORMATIVE: Thames Water

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses

INFORMATIVE: Thames Water

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

INFORMATIVE: Pollution

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

INFORMATIVE: Secured by Design

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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

## Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p>Proposal: Alterations and extension to existing building (Class E) and erection of residential building (Class C3) including ground floor commercial (Class E), cycle and car parking, hard and soft landscaping, and all other associated works.</p> <p>Description</p> <p>An application has been received seeking planning permission to alter and extend the building which is a commercial Class E and erect a residential building Class C3, including ground floor commercial Class E, with associated cycle and car parking. The proposal site is currently a warehouse occupied by a commercial laundry business, with a car park which has 20 parking spaces. The development would provide 5 on-site disabled car parking spaces which are located within an internal forecourt and accessed via a new vehicle crossover. The spaces would be provided with 1 active and 4 passive electric vehicle charging points. The development would look to provide 103 long-stay cycle parking spaces and 23 short-stay cycle parking spaces for residents and for the commercial element of the proposal 12 long-stay cycle parking and 6 short-stay cycle parking spaces. It is currently unknown who will inhabit the workspace/commercial units, and no information has been provided on the number of potential employees.</p> <p>The proposal site has a PTAL rating of 3 indicating that its access to public transport is reasonably good when compared to London as a whole suggesting that there will be a strong reliance on the private car for trip making. However, it should be noted that the southern part of Lawrence Road consists of PTAL 4 and 5. The site is located within the Seven Sisters CPZ that restricts parking to permits holder Monday to Saturday 08:00 – 18:30.</p> <p>The proposal has an existing vehicle access which fronts onto Lawrence Road which is an adopted highway and has a width of approximately 10.2m, although this is further decreased to c.6.5m due to on-street resident bays located on both sides of the road. The proposal site has convenient access to shops, services, and transport links. Seven Sisters Underground Station is only around 11min walk and 3.min bike ride, furthermore the station also provides access to London Overground services. Multiple bus services can be accessed on West Green Road which provides connections to the west and to the east of the borough.</p>	Noted conditions/ Planning Obligations attached.

Stakeholder	Question/Comment	Response
	<p>Unit mix</p> <p>Proposed: 25 x 1 bedroom, 22 x 2 bedroom, and 9 x 3 bedroom.</p> <p>Commercial floorspace Existing: 1,834 sqm Proposed: 1,711 sqm</p> <p>Trip generation Trip information has been provided which utilises data from survey sites from the TRICS database, 4 residential site survey were used, and information has been provided on them with them being comparable in size to this site. No trip information has been provided for the commercial element of the proposal as there will be a slight reduction in the floor area by some 162sqm which is likely to generate fewer commercial trips when compared to the existing floor area of some 1,834 sqm.</p> <p>However, given the reduction in the number of available car parking space with the existing commercial unit having access to some 20 on-street car parking spaces, there is a risk that whilst there will be less trips generated by the new proposal the on street car parking demand may increase as a result of there being less car parking spaces available to facilitate the vehicular trips generated by the site.</p> <p>With regards to the residential trip information the site is predicted to produce the following two way person trip rates: 36 AM and 37 PM, the total daily two-way trip rates will be 372 trips. Modal split data has been presented in terms of Method of Travel to work data from the 2011 census. The modal split has been amended to reflect the car free nature of the site with only 5 disabled car parking spaces provided. The most used mode of transport is by the Underground with a percentage of 47%, second buses at 25.6%, third is walking at 9.2%.</p> <p>Car parking Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 25 x 1 bedroom, 22 x 2 bedroom,</p>	

Stakeholder	Question/Comment	Response
	<p>and 9 x 3-bedroom dwellings with a PTAL rating of 3. 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 moderately good PTAL., given the PTAL of the site and its close proximity to public transport links the development will be Car-Capped in line 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, where:</p> <ul style="list-style-type: none"> <li>• There are alternative and accessible means of transport available.</li> <li>• Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index.</li> <li>• A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development.</li> <li>• Parking is provided for wheelchair accessible units.</li> </ul> <p>The published London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.</p> <p>As part of our ongoing effort to ensure that this policy can be complied with LBH Transport Planning would require that, the applicant demonstrate from the outset that the full 10% of wheelchair accessible space can provided from the onset. The applicant has demonstrated that the development proposal will be able to provide the required number of 5 accessible parking spaces. All accessible bays associated with the development must be for resident use only, leased rather than sold, and be designated according to the design guidance BS8300vol.1.</p> <p>The site would include workspace/commercial floorspace with an area of 1,711 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'. On Lawrence Road south of the site there are 6 disabled bays, a parking stress survey was completed over two nights which shows the parking stress for</p>	

Stakeholder	Question/Comment	Response
	<p>the bays is between 67% and 83%.</p> <p>The applicant/developer has suggested that they would provide further funding towards the conversion of on-street residential bays if further demand is expected from the development in terms of disabled bays parking, this can be secured via a S.106 legal agreement. We will require a planning condition for the management of the 5 disabled car parking bays via a car parking management plan to manage how they will be allocated.</p> <p>Electric vehicle charging For the proposal to be in accordance with policy it will need to comply with the published London Plan 2021 Policy T6.1 Residential Parking which requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. The submitted Transport Statement makes mention that 1 disabled bay will be supported with via an active charging point, with the rest having passive capabilities. Therefore, the development is in accordance with this policy. LBH Transport Planning will require a pre-commencement condition stipulating that a more detailed plan be submitted for approval showing 1 active, and 4 passive vehicle charging points.</p> <p>Future parking demands A parking stress survey was conducted, which utilised the Lambeth Methodology covering an area of 200m, utilising 5.5m vehicle lengths, and was completed over two weekday nights. It showed on-street resident parking stress on both days averaged between 59% - 64%. However, Lawrence Road experienced higher parking stress of between 79%-87%, this illustrates that the road is close to its capacity. Parking management measures will be required in the form of a review of the current parking management measures which may include extended double yellow lines with double blips at junctions and a review of the current CPZ operational times. We will therefore require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Lawrence Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.</p> <p>Cycle parking. The sites total proposed cycle parking for both elements of the site were assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments 'provide the provision of appropriate levels of cycle parking which</p>	

Stakeholder	Question/Comment	Response
	<p>should be fit for purpose, secure and well-located and be in accordance with the minimum standards. The residential use of the development would see the provision of 103 long-stay cycle parking spaces and 23 short-stay cycle parking spaces, the policy only requires that they provide 100 long-stay and 2 short-stay. Therefore, they are supplying a significantly higher number of cycle parking than what is required, this is welcomed by LBH Transport Planning. With regards to the workspace/commercial elements the developer/applicant has used Use Class B1 Business offices which requires 1 space per 150 for long-stay and 1 space per 500 sqm. The applicant will be required to provide 12 long-stay cycle parking spaces and 3 short-stay cycle parking spaces, the applicant is proposing to provide 12 long-stay cycle parking space and 6 short-stay cycle parking which is above what is required.</p> <p>The location and some details on the design of the cycle parking has been given. The residential long stay would be located within two large bike store that will utilise both two-tier racks and Sheffield stands. The two-tier racks in both locations will have aisle widths of 2.1m and 4.2m, though this does not meet the minimum aisle width of 2.5m within the LCDS for two-tier racks, but they exceed the minimum head height requirements of 2.6m. All of the Sheffield stands appear to have a space between each other of just 1m, this is not in line with the London Cycle Design Standard (LCDS) which requires perpendicular Sheffield stand cycle parking to have a minimum width between each other of 1.2m.</p> <p>The sites entire provision of short-stay cycle parking will be provided via Sheffield stand with 3 cycle stand locations fronting onto Lawrence Road and another will be located North of the site that can be accessed via gate from Lawrence Road. Overall, it does not appear that they will be sheltered which does not provide any protection from the elements, furthermore this would not be in accordance with the LCDS principles of cycle parking being fit-for-purpose, secure, and well-located. The long stay for the workspace/commercial element will be provided within the larger unit, though it is not understood how these will function as they appear to be provided on the main floorspace, and not out of the way. The smaller commercial units that front onto Lawrence Road do not appear to have access to long-stay cycle parking, therefore it is difficult how employees of these units will benefit from the sites secured cycle parking. All designs will need to be elaborated upon with the submission of plans for approval to identify how they will meet or exceed the standards set out in Transport for London's LCDS.</p> <p>Details relating to the bike store will be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan</p>	



Stakeholder	Question/Comment	Response
	<p>2021Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.</p> <p>Highways works. Some highway works have been proposed as the development will remove the existing 11.6m vehicle access and reinstatement of the footway, this will enable on-street parking bays on-street to be restored if needed. Furthermore, a new smaller 7m access is proposed to serve the 5 disabled bays on-plot. Though this would require the removal of 2 on-street parking bays. In all, these works would be considered minor to facilitate the operations of the site, although as the footway is in quite some disrepair the development will need to contribute toward the repair of the footway that the site fronts onto. LBH, Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant.</p> <p>Car clubs The closest car club bay is located on Bedford Road which is approximately around 5-minute walk from the site. Given the scale of this development with respect to the residential elements LBH Transport Planning will require the applicant/developer to work with a car club operator to provide extra bays within the vicinity of this site, which resident can make use of. This is to ensure that there is sufficient supply within the immediate area to satisfy future demand given the size of the future development. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZs are not in operation. Therefore, the applicant/developer will be required to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will also be required to provide 5 years of car club membership for each residential unit, along with £100 driving credit for each resident. Full details on the car club provision must be submitted to the local authority for approval at least 6 months before the development is occupied as part of the travel plan.</p> <p>Access An Active Travel Zone (ATZ) has been produced and submitted as part of the Transport Statement. 4 walking routes to key destinations were analysed and assessed against the Healthy Streets indicators.</p>	

Stakeholder	Question/Comment	Response
	<p>These routes were:</p> <ul style="list-style-type: none"> <li>• Route 1: Site to/from Park View School via Downhills Park &amp; Harris Primary Academy.</li> <li>• Route 2: Site to/from Seven Sisters Underground Station via Sainsbury's Local &amp; West Green Road Post Office.</li> <li>• Route 3: Site to/from Seven Sisters Overground Station.</li> <li>• Route 4: Site to/from Tottenham Green Pools &amp; Fitness.</li> </ul> <p>Some of the recommendations for improvements to these routes include the installation of dropped kerbs and tactile paving, additional crossing point to the west of the Philip Lane/Downhills Park Road Roundabout, planting of new trees, improved bus services along Philip Lane, improved CCTV and lighting, repaving of the footways, addition of step-free access to Seven Sisters Overground, cycle infrastructure improvements, and new street furniture e.g. benches.</p> <p>The Transport Statement includes collision data that has been sourced from Transport for London (TfL). It covers a period of 5 years from until November 2023 and the data has been plotted on a map, with it only showing serious casualty collision.</p> <ul style="list-style-type: none"> <li>• Cluster 1: near to the roundabout with Philip Lane and Downhills Park Road 2 serious collision one pedestrian and one cyclist.</li> <li>• Cluster 2: on West Green Road near to the junction with Seven Sisters 2 serious collisions, involved 2 pedestrians</li> <li>• Cluster 3: on the junction with the High Road, West Green Road, and Broad Lane, involved moped, cyclist, car, light goods vehicle, and pedestrian.</li> </ul> <p>No recommendations have been given on addressing some of these clusters by the developer.</p> <p>Service and delivery.</p> <p>A draft service and delivery plan has been received as part of the application. All deliveries are proposed to be undertaken within a c.15m loading north of the site. The loading bay operates via the following times 08:00 – 18:30. No information has been presented on the bay's capacity given much of the road has been converted to residential dwellings. The smallest vehicle which is envisaged to make deliveries to the site would be a 5.4m long sprinter van and the biggest would be a 10m long rigid vehicle. Trip information has been provided for both the residential and commercial aspects of the development. The trip information has been gathered from on-</p>	

Stakeholder	Question/Comment	Response
	<p>site traffic surveys conducted over two periods on Lawrence Road. The residential dwellings and the commercial use are expected to generate between 17-19 trips a day, though the length of time that is based upon has not been given. These numbers could change depending on the end occupier of the commercial units and number of deliveries that the residents receive.</p> <p>Refuse collection will be completed on street via existing conditions in line with the current collection on Lawrence Road. There will be three bin stores that can be accessed within the car parking area. It is envisaged that for the residential use that staff working for a management company will move the bins from the stores to a location off the public footway in order for the bins to be within the 10m distances that refuse operatives can travel from the refuse vehicle to the bin location. No further information has been provided on where this exactly will take place. The commercial bins will be collected via a private operator.</p> <p>The above issues can be addressed via the submission of a service and delivery plan to manage deliveries access to the site and to limit the number of trips to the site in order to manage the impact on the highway network.</p> <p>Travel Plan A draft Travel Plan has been received which covers both uses of the development in the form of resident and employees. Baseline trip information has been provided for all uses of the site, with a focus on the ones that apply to the targets that they have set themselves. This includes increasing walking, cycling by 5% and a decrease of 10% in public transport usage. Given the total number of potential users to the site the number of public transport users should not be decreasing, whilst active travel sees improvements within the forecast. Furthermore, it is not understood why public transport usage levels should drop when modes like cycling are not always available to those with disabilities and other car usage decreases users should be switching to public transport. Overall, LBH Transport Planning generally accept the content of the document, though there are areas which have been highlighted that will need to be improved upon for when a document is received as part of the S.106 planning obligation. There will be a Travel Plan Monitoring Fee per year for the first 5 years for separate commercial, and residential travel plans of the development, and this will be covered by way of a S.106 obligation.</p> <p>Construction and logistics A construction logistics plan outline has been developed and submitted as part of the</p>	

Stakeholder	Question/Comment	Response
	<p>application. It sets out the principles of how the development will be built including: programme of works, vehicle routing/access, trip generation, monitoring, and existing conditions on Lawrence Road. Vehicle types have been provided, the largest will be a 16.4m HGV used for the purposes of deliveries, it an enter and leave without though it does block access to the site from its only vehicle entrance. deliveries would need to be planned where they are not occurring at the same time of other vehicles needing access to the site. The smallest vehicle will be an 8.3m concrete mixer. Overall, the drawings are acceptable, but some movements do appear to result in close proximity to parked cars, this may need to be reviewed with a further parking stress survey to determine occupancy levels during construction.</p> <p>A staff travel plan will be created, though this will need effective monitoring to ensure that no worker is travelling by car to the site and parking locally. Estimated trip information has been given which shows peak vehicle movements to/from the site will be as high as 60 a month from start of the programme of works to completion. Any parking restrictions or closure of the footways required will need licenses that the developer/applicant will need to apply from the council and will need agreement on how these will be undertaken. Finally, before construction has begun a general highway survey will need to be carried at to ascertain the condition of the footway and highway and to determine if vehicle accesses will need to be reinforced.</p> <p>A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP.</p> <p>A CLP draft should include the following:</p> <ul style="list-style-type: none"> <li>• High provision of cycle parking for workers for all phases of construction to promote uptake of cycling to/from the site.</li> <li>• Gives the sites excellent connectivity to public transport which is demonstrated through its close proximity to public transport, and local parking restrictions no on-site car parking should be provided for workers.</li> <li>• The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>and peak road congestion.</p> <ul style="list-style-type: none"> <li>• Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the sites location.</li> </ul> <p>LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.</p> <p>Recommendation There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p>Conditions 1. Delivery and Servicing Plan and Waste Management The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance. The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p>	

Stakeholder	Question/Comment	Response
	<p><b>2. Cycle Parking</b> The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 103 long-stay and 23 short-stay cycle parking spaces for residents and for the commercial 12 long-stay cycle parking spaces and 6 short-stay cycle parking spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council. Reason: to be in accordance with the published London Plan 2021 Policy T5, and London Cycle Design Standards (LCDS).</p> <p><b>3. Electric Vehicle Charging</b> Subject to a condition requiring the provision of 1 active and 4 passive electric vehicle charging points to serve the on-site parking spaces from the onset.  Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport &amp; Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><b>4. Disabled parking bays</b> The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking space from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site, the plan will need to show 5 disabled car parking spaces. Reason: to ensure the development is in accordance with the published London Plan 2021 T6.1 Residential parking.</p> <p><b>5. Car Parking Management Plan</b> The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <p>1) Wheelchair accessible units or residents with a disability with the need for a car parking space only.</p>	

Stakeholder	Question/Comment	Response
	<p>S.106 obligations</p> <p>1. Car-Free Agreement The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>2. Construction Logistics and Management Plan The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> <li>a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.</li> <li>b) The estimated number and type of vehicles per day/week.</li> <li>c) Estimates for the number and type of parking suspensions that will be required.</li> <li>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</li> <li>e) The undertaking of a highways condition survey before and after completion.</li> <li>f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.</li> <li>g) The applicant will be required to contact LBH Highways to agree condition on surveys.</li> <li>h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>i) Swept path drawings.</p> <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p> <p>3. Car Club Membership The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 5 years. Reason: To enable residential and student occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>4. Commercial Travel Plan A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.</p> <p>d)The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.</p>	



Stakeholder	Question/Comment	Response
	<p>Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>5. Residential Travel Plan</p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of transport.</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</p> <p>c) The applicant is required to pay a sum of, £3,000 (three thousand pounds) per year for a period of five years. £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.</p> <p>d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>6. Highway Improvements</p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of</p>	

Stakeholder	Question/Comment	Response
	<p>each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Lawrence Road for the reconstruction/reinstatement of the footway and the installation of a new vehicle crossover, removal and installation of on-street parking bays, and the repair of the footway. The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.</p> <p>7. Parking management contribution. We will require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Lawrence Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.</p> <p>Reason: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.</p> <p><b>ADDITIONAL/REVISED COMMENTS</b></p> <p><b>Access/gate</b></p> <p>Can you please include a pre-commence condition for plans to be sent to LBH Transport Planning for approval demonstrating the design of the vehicle gates, how it will be operated, submission of visibility splays and how the gate will be set back so that a vehicle can be fully berthed on their site not impeding the free flow of pedestrians on the public footway.</p>	

Stakeholder	Question/Comment	Response
	<p><b>S278 agreement</b>  The applicant will be required to enter into agreement with the Highway Authority under Section: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Lawrence Road for the reconstruction/reinstatement of the footway and the installation of two new vehicle crossovers, removal and installation of on-street parking bays, and the repair of the footway.</p> <p>The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.  Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.</p> <p><b>Cycle parking</b></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 103 long-stay and 23 short-stay cycle parking spaces for residents and for the commercial 8 long-stay cycle parking spaces and 2 short-stay cycle parking spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p>	

Stakeholder	Question/Comment	Response														
	<p>REASON: to be in accordance with the published London Plan 2021 Policy T5, and London Cycle Design Standards (LCDS).</p> <p>Again, can the cycling condition be secured as a pre-occupation as it will influence final design of the cycle parking that they build.</p>															
Carbon Management/ Energy & Sustainability	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"><li>• Energy &amp; Sustainability Statement Revision D prepared by FHP ESS (dated 28 Aug 2024)</li><li>• Relevant supporting documents.</li></ul> <p><b>1. Summary</b></p> <p>The applicant has revised the Energy and Sustainability Statement and the energy assessment output sheets (BRUKL sheet), with minor amendments. The overall carbon reduction does not change, and the development achieves 82% carbon emission reduction against Part L 2021, which is supported.</p> <p>Appropriate conditions have been recommended.</p> <p><b>2. Energy Strategy</b></p> <p>The applicant has amended the u-values in the submitted BRUKL sheet which is consistent with the GLA carbon emission reporting spreadsheet and the energy report.</p> <p>The revised carbon reduction summary is presented in the table below:</p> <table><tr><th>Non-Residential</th><th colspan="3">Residential</th><th colspan="3">Non-residential</th></tr><tr><th>(SAP10 emission factors)</th><th>Total regulated emissions (tCO<sub>2</sub>/y)</th><th>CO<sub>2</sub> savings (tCO<sub>2</sub>/y)</th><th>Percentage savings (%)</th><th>Total regulated emissions (tCO<sub>2</sub>/y)</th><th>CO<sub>2</sub> savings (tCO<sub>2</sub>/y)</th><th>Percentage savings (%)</th></tr></table>	Non-Residential	Residential			Non-residential			(SAP10 emission factors)	Total regulated emissions (tCO <sub>2</sub> /y)	CO <sub>2</sub> savings (tCO <sub>2</sub> /y)	Percentage savings (%)	Total regulated emissions (tCO <sub>2</sub> /y)	CO <sub>2</sub> savings (tCO <sub>2</sub> /y)	Percentage savings (%)	Noted conditions/ Planning Obligations attached.
Non-Residential	Residential			Non-residential												
(SAP10 emission factors)	Total regulated emissions (tCO <sub>2</sub> /y)	CO <sub>2</sub> savings (tCO <sub>2</sub> /y)	Percentage savings (%)	Total regulated emissions (tCO <sub>2</sub> /y)	CO <sub>2</sub> savings (tCO <sub>2</sub> /y)	Percentage savings (%)										

Stakeholder	Question/Comment							Response		
	Part L 2021 Baseline	47.8			8.2					
	Be Lean savings	42.9	4.9	10%	5.3	2.9	35%			
	Be Clean savings	42.9	0.0	0%	5.3	0.0	0%			
	Be Green savings	10.7	32.2	67%	-0.6	5.9	73%			
	Cumulative savings		37.1	78%		8.8	108%			
	Carbon shortfall to offset (tCO <sub>2</sub> )	10.7			-0.6					
	Site-wide (SAP10.2 emission factors)									
		Total regulated emissions (Tonnes CO <sub>2</sub> / year)		CO <sub>2</sub> savings (Tonnes CO <sub>2</sub> / year)		Percentage savings (%)				
	Part L 2021 baseline	56.0								
	Be Lean	48.2		7.8		14%				
	Be Clean	48.2		0.0		0%				
	Be Green	10.0		38.1		68%				
	Cumulative savings	-		45.9		82%				
	Carbon shortfall to offset (tCO <sub>2</sub> )	10.0								
	Carbon offset contribution	£95 x 30 years x 10.0 tCO <sub>2</sub> /year = £28,500								
	10% management fee	£2,850								
	3. Carbon Offset Contribution									
	An indicative carbon shortfall of 10.0 tCO <sub>2</sub> /year remains. The remaining carbon emissions will need to be offset at £95/tCO <sub>2</sub> over 30 years.									

Stakeholder	Question/Comment	Response
	<p><b>4. Planning Conditions</b></p> <p>To be secured with amendments expected to the wording below once the revised information has been submitted.</p> <p><b>Energy strategy</b></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy &amp; Sustainability Statement Revision D prepared by FHP ESS (dated 28 Aug 2024) delivering a minimum 82% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, COMMUNAL air source heat pumps (ASHPs) and a minimum 48 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> <li>- <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i></li> <li>- <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 14% reduction;</i></li> <li>- <i>Details to reduce thermal bridging;</i></li> <li>- <i>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;</i></li> <li>- <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i></li> <li>- <i>Details of the PV, demonstrating the roof area has been maximised on both residential and non-residential blocks, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;</i></li> <li>- <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant;</i></li> <li>- <i>A metering strategy</i></li> </ul> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>(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.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><b>Overheating - residential</b></p> <p><i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Overheating Assessment reported on the Energy &amp; Sustainability Statement Revision C prepared by FHP ESS (dated 22 Aug 2024)</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <li><i>- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i></li> <li><i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i></li> <li><i>- Review the validity of the acoustic recommendations;</i></li> <li><i>- Specify the ventilation strategy, including: floorplans showing which habitable spaces will</i></li> </ul>	

Stakeholder	Question/Comment	Response
	<p><i>be predominantly naturally ventilated or mechanically ventilated, specification of the proposed mechanical ventilation (efficiency and air changes), window opening areas. This should also incorporate the acoustic report recommendations;</i></p> <ul style="list-style-type: none"> <li>- <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i></li> <li>- <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i></li> <li>- <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i></li> </ul> <p><i>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> <li>- <i>Natural ventilation, with openable areas 50% to full openable areas.</i></li> <li>- <i>Glazing g-value of 0.60</i></li> <li>- <i>Extended exterior window reveals for external shading.</i></li> <li>- <i>Extended roof slab supported by columns, acting as an overhang is provided for the 6th floor West facing windows in flats 6.2-6.6</i></li> <li>- <i>MVHR with 0.5 ach/hour in habitable rooms.</i></li> <li>- <i>No active cooling.</i></li> <li>- <i>Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</i></li> </ul> <p><i>If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</i></p> <p><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local</i></p>	



Stakeholder	Question/Comment	Response
	<p><i>Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><b>Overheating – non-residential</b>  <i>At least six months prior to the occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.</i></p> <p><i>The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:</i></p> <ul style="list-style-type: none"> <li>- <i>The proposed occupancy profiles and heat gains in line with CIBSE TM52</i></li> <li>- <i>The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.</i></li> <li>- <i>A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.</i></li> </ul> <p><i>The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.</i></p> <p><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><b>BREEAM Certificate</b></p> <p>a) <i>Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i></p>	

Stakeholder	Question/Comment	Response
	<p>b) <i>Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p>c) <i>Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.</i></p> <p>d) <i>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.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><b>Living roof and walls</b></p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <li><i>i) A roof plan identifying where the living roofs will be located;</i></li> <li><i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i></li> <li><i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i></li> </ul>	

Stakeholder	Question/Comment	Response
	<p>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;</p> <p>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with root ball of plugs 25cm<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</p> <p>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vii) Management and maintenance plan, including frequency of watering arrangements.</p> <p>viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</p> <p>(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs has/have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</p> <p><b>Biodiversity</b></p> <p>(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, urban greening, and 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</p>	

Stakeholder	Question/Comment	Response
	<p><i>how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><b>Sustainable design and construction</b>  <i>Prior to the commencement of development, a Sustainable Design and Construction Strategy must be submitted to and approved by the Local Planning Authority to demonstrate that the development promotes a circular economy, reduces the whole life carbon of the development with sustainable construction and materials, reduces the environmental impact of the construction process and delivers biodiversity net gain and urban greening benefits.</i></p> <p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><b>Urban Greening Factor</b>  <i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.4 has been met through greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><b>5. Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Energy Plan</li> <li>- Sustainability Review</li> <li>- Estimated carbon offset contribution (and associated obligations) of £36,480 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per</li> </ul>	

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	tCO2 at the Energy Plan and Sustainability stages.	
<b>Conservation</b>	<p>The development site sits just outside the Clyde Circus Conservation Area boundary and forms part of the central area that is excluded from the Conservation Area designation due to its substantial alteration and markedly contemporary character.</p> <p>The proposed alterations and extension to the existing two storey commercial shed aim to achieve a seven-storey residential building with a set-back top floor and a commercial ground floor. The eastern edge of the development site borders the rear gardens of the two storey, late Victorian houses fronting Collingwood Road and included in the Clyde Circus Conservation Area. Quite sensitively, the proposed scheme retains that part of the existing two storey warehouse located to the rear of the development site and adjoining the rear gardens of the original houses along Collingwood road in Conservation Area and proposes a readaptation of the former warehouse for workspace and commercial units.</p> <p>The built context along Lawrence road is much more varied and contemporary: the development site is flanked to the south by six to seven storeys contemporary buildings with commercial plinth; to the north of the development site property at No 28 is a four storey plus one storey roof extension building, one of the earliest on Lawrence Road.</p> <p>The residential scale and consistent two storey townscape of the Conservation Area within its boundary are intact and fully legible in those views across the conservation area as seen from within the protected area and the application demonstrates through two key views across the Conservation Area how the proposed development will have a neutral impact in views of the area. The proposed view from Nelson Road shows that the proposed development would appear in the background of the original houses fronting Nelson Road, but it will seamlessly sit alongside the existing buildings of similar height and it is worth stressing how those taller buildings located just outside the conservation area boundary, and fronting Lawrence road such as property at no 28 Lawrence Road, already form the established visual setting of the conservation area, both as experienced along Nelson Road and as seen in eastwards views from Clyde Road.</p> <p>Property at no 28 Lawrence Road is indeed apparent in those eastward views out of the</p>	Noted.

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	<p>conservation area as dynamically taken from Clyde road where it is neatly legible the architectural and townscape difference between the consistent residential frontage of the conservation area extending until Collingwood road, and the taller, largely modern developments located just outside the Conservation Area boundary, well set beyond the modern building of the Islamic Centre and fronting Lawrence road.</p> <p>The proposed development will very likely, yet minimally appear in the background of those westward views taken along Clyde Road just before the junction with Collingwood road and looking out of the conservation area. Glimpses of the new development will possibly sit behind the roofline of the original terrace located in conservation area on the south side of Clyde road with a neutral effect on the character, legibility, consistency, and significance of the conservation area that will only benefit from the architectural quality and urban enhancements deriving from the proposed scheme that has benefitted from extensive design advice from the design officer and Design Review panel. The proposed development has been sensitively designed to complement the scale and height the contemporary buildings within Lawrence Road, and this is the existing and emerging context immediately surrounding the conservation area where the proposed scheme belongs to and whose scale, design and character have informed the design of the proposed scheme so to seize the opportunity to improve and reinforce the architectural and urban quality of the setting of the conservation area whilst conserving its heritage significance.</p> <p>The proposed scheme will have a neutral impact on the character and appearance of the conservation area, will cause no harm to its significance and will have a positive effect on the quality of its immediate surrounding. Accordingly, the proposed scheme is supported from the conservation stance.</p>	
<b>Waste</b>	<p>Thank you for giving the waste team the opportunity to comment on this planning application for alterations and extension to the existing building and the development of residential and ground floor commercial units at 30-48 Lawrence Road, N15 4EG.</p> <p>Information about the waste and recycling provision for this development is in the Transport statement and the calculations used for the residential waste capacity is taken from BS 5906. This equates 8,400 litres waste generated per week in total which has been allocated as</p> <ul style="list-style-type: none"> <li>• General Waste: 4 x 1,100L Eurobins</li> <li>• Dry Mixed Recycling: 4 x 1,100L Eurobins</li> </ul>	Noted. Condition added.

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	<ul style="list-style-type: none"> <li>• Food Waste: 4 x 240L wheelie bins</li> </ul> <p>However we would refer the applicant to our supplementary planning guidance for waste which is available on the Haringey website planning pages. Based on this guidance the container provision should be:</p> <ul style="list-style-type: none"> <li>• General Waste: 9 x 1,100L Eurobins</li> <li>• Dry Mixed Recycling: 6 x 1,100L Eurobins</li> <li>• Food Waste: 4 x 140L wheelie bins</li> </ul> <p>Please also note the following information from our guidance</p> <ul style="list-style-type: none"> <li>• Communal collections, serving six or more dwellings, must use bulk waste bins, each of maximum size to meet total capacity needs, and be located no further than 10 metres from the nearest point where the collection vehicle can safely stop.</li> <li>• The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces must be smooth, flat and of solid construction such as concrete. Dropped kerbs must be installed as necessary for bulk bins.</li> <li>• If access through security gates/doors is required, digital keypad locks are the preferred method.</li> </ul> <p>Bin storage areas must also:</p> <ol style="list-style-type: none"> <li>a) be large enough to fit as many containers as are necessary to facilitate once per week collection.</li> <li>b) if with ceilings, have roof heights sufficient to allow residents to freely stand up inside while fully opening/closing bin lids</li> <li>c) have internal layouts that allow all containers to be accessed by users. Any one container must be able to be safely and easily removed from/put back to its original location within the bin store without the need to move other waste containers.</li> <li>d) have all doors and pathways 200mm wider than any bins that are required to pass through or over them.</li> <li>e) have the necessary lighting to facilitate safe usage for residents and collection crews.</li> <li>f) be constructed for ease of cleaning e.g. non-porous and smooth walls/floors with suitable drainage.</li> <li>h) incorporate appropriate measures to prevent:             <ol style="list-style-type: none"> <li>i. any damage to parked vehicles and property during manoeuvring of bins within and to/from the collection vehicle,</li> </ol> </li> </ol>	

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	<p>ii. any obstructions, including illegal parking, inhibiting collection operations</p> <p>iii. fire and anti-social behaviour.</p> <p>We do not have specific commercial waste guidance but commercial waste is a chargeable service which can either be provided by Haringey / Veolia or with a private waste collector. We would ask that whoever is employed, is a registered waste carrier, complying with the waste duty of care code of practice and can produce the relevant documentation if requested. Having a commercial arrangement would allow the business occupants flexibility so that they can increase/ decrease collections depending on the amount of waste generated. However we would advise against sizing of the bins store and number of bins based on minimum size/number and maximum collections. The store should be sufficient space to store waste for at least 4 days.</p>	
<b>LBH Pollution</b>	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the Alterations and extension to existing building (Class E) and erection of residential building (Class C3) including ground floor commercial (Class E), cycle and car parking, hard and soft landscaping, and all other associated works at 30-48 Lawrence Road, Tottenham, London, N15 4EG and I would like to comment as it relates to this service as follows.</p> <p>Having considered the relevant applicant submitted information including: Design and Access Statement prepared by Boehm Lynas, dated 16th May 2024; Energy and Sustainability Statement prepared by FHP ESS, dated 16th May 2024 and taken note of the proposal to use Air Source Heat Pumps and Solar Photovoltaic panels; Outline Construction Logistics Plan prepared by Caneparo Associates Ltd, dated May 2024 taking note of section 3 (Construction Programme and Methodology), 4 (Vehicular Routing and Site Access), 5 (Strategies to Reduce Construction Impacts), 6 (Estimated Vehicular Movements), 7 (Implementing, Monitoring and Updating); Air Quality Assessment with reference J10/14571A/10/1/F3 prepared by Air Quality Consultants, dated 15th May 2024 taking note of section 4 (Assessment Approach), 5 (Baseline Conditions), 6 (Construction Phase Impact Assessment), 7 (Operational Phase Impact Assessment), 8 (Air Quality Neutral), 9 (Mitigation), 11 (Conclusions); Preliminary Investigation Report with reference 20922/PIR Rev1.1 prepared by Soils Ltd, dated June 2023, taking note of section 4 (Environmental Records and Consultation), 5 (Data Collection Summary), 6 (Preliminary Conceptual Site Model), 7 (Recommendations), and Ground Gas Investigation with reference 20922/GGRA/Rev1.1 prepared by Soils Ltd., dated October 2023 taking note of</p>	<p>Noted. Conditions and informative added</p>



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	<p>sections 2 (Site Works), 3 (Exploratory Hole Details), 4 (Ground Model), 5 (Ground Gas Monitoring), 6 (Ground Risk Assessment), 7 (Conclusion), please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a. Using the information already submitted in Preliminary Investigation Report with reference 20922/PIR Rev1.1 prepared by Soils 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; a risk assessment to be undertaken, refinement of the Conceptual Model and the development of a Method Statement detailing the remediation requirements.</p> <p>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.</p> <p>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.</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</p>	

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	<p>Framework.</p> <p>3. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both 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 <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made 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> <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 Part 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> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;</p> <p>iii. Details of plant and machinery to be used during construction works;</p>	

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

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	<p>carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>Informative:</p> <p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p><b>Flood and Water Management</b></p>	<p>Thank you for re-consulting us on the above planning application reference number HGY/2024/1456 for the alterations and extension to existing building (Class E) and erection of residential building (Class C3) including ground floor commercial (Class E), cycle and car parking, hard and soft landscaping, and all other associated works at 30-48 Lawrence Road, Tottenham, London, N15 4EG</p> <p>Having reviewed the applicant’s recently submitted Flood Risk Assessment and Drainage Strategy report reference number BWM Report: 5899-BWM-XX-XX-RP-C-0010-ISSUE 3 dated 27<sup>th</sup> August 2024 as prepared by BWM structural and civil consulting engineers and their Thames Water pre-planning enquiry letter confirming the sufficient capacity within their sewers, we are generally content with the strategy and methodology as used within the above report, subject to implementation of the following planning conditions regarding the Surface water Drainage Strategy and it’s management and maintenance plan.</p> <p><b><u>Surface Water Drainage condition</u></b></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p>	<p>Noted. Conditions added.</p>

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	<p>b) 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</p> <p>c)</p> <p>d) so include an allowance for climate change.</p> <p>Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p><b><u>Management and Maintenance condition</u></b></p> <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p> <p><b>Carbon Management Response 21/03/2025</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Revised drawings prepared by boehm lynas (dated 6 Jan 2025)</li> <li>• Relevant supporting documents.</li> </ul> <p><b>1. Summary</b></p> <p>The applicant has revised the proposal with changes in the commercial element of the development. The revised roof area has decreased which initially accommodated 120 panels of 400w each with total peak output of 48kWp. With the proposed changes, there is a direct impact on the number of solar panels that</p>	

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	<p>the roof can accommodate and the associated carbon reduction figures. A revised energy strategy is required to understand the carbon impacts of these changes. This has been conditioned.</p> <p>The energy condition has been amended as follows:</p> <p><b>Energy strategy</b></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy &amp; Sustainability Statement Revision D prepared by FHP ESS (dated 28 Aug 2024) delivering a minimum 82% improvement on carbon emissions over 2021 Building Regulations Part L (indicative subject to remodelling the latest design changes of January 2025), with high fabric efficiencies, COMMUNAL air source heat pumps (ASHPs) and aiming for 48 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> <li>- <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i></li> <li>- <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 14% reduction;</i></li> <li>- <i>Details to reduce thermal bridging;</i></li> <li>- <i>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;</i></li> <li>- <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i></li> <li>- <i>Details of the PV, demonstrating the roof area has been maximised on both residential and non-residential blocks, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;</i></li> <li>- <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant;</i></li> <li>- <i>A metering strategy</i></li> </ul> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</i></p> <p><i>(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first</i></p>	

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	<p><i>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.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p>	
<b>LBH Arboriculture</b>	<p>These Plane trees are surrounded by static environment making rooting viability hard to determine.</p> <p>However, the comments below are acceptable as mitigating solutions and I concur with the proposed actions.</p> <p>Incursion into the root protection areas is minimal and favourable conditions can be created. There is an existing crossover, until the explorative excavation to determine roots is carried out, we can only assume that this area has been strengthened in the past for vehicular access.</p> <p>Every part of the tree survey and method statement will need to be conditioned including the lining of any future foundation trenches.</p>	Noted. Conditions added.
<b>LBH Design</b>	<p><b><u>HGY/2024/1456</u></b></p> <p><b>30-48 Lawrence Road Tottenham London N15 4EG</b></p> <p><i>Alterations and extension to existing building (Class E) and erection of residential building (Class C3) including ground floor commercial (Class E), cycle and car parking, hard and soft landscaping, and all other associated works.</i></p> <p>Applicant: CNF London Properties Limited</p>	Noted.

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	<p>Agent: DP9 Limited</p> <p>Architects: Boehm-Lynas</p> <p><b><u>Contents</u></b></p> <p>Summary ..... 96</p> <p>Context, &amp; Structure of the Application..... 96</p> <p>Masterplan ..... 100</p> <p>Height, Form, Bulk, Massing &amp; Layout ..... 100</p> <p>Elevational Composition, Fenestration and Materiality ..... 102</p> <p>Residential Quality (Flat Layouts and Amenity Space) ..... 104</p> <p>Impact on Amenity (Privacy, Daylight and Sunlight) ..... 105</p> <p>Requested Conditions and Informatives..... 107</p> <p><b>Summary</b></p> <p>These proposals represent the final piece in a jigsaw of masterplanned transformation of the bulk of Lawrence Road from a struggling industrial area that attracted anti-social behaviour into a thriving higher density residentially led neighbourhood of dignified “mansion blocks”, of a consistent, elegant design with common features including regular rhythm, gradation into two storey base, three or four storey middle and recessed top floors, with employment integrated and with the existing tree lined street enhanced. This proposal largely follows the established pattern in its Lawrence Road frontage, whilst introducing its own distinctiveness, and creates what promise to be high quality new homes. It also introduces as significant amount of employment in the innovative form of reusing the rear part of the existing industrial building, to benefits of sustainability and economic development. There are a few details that will need to be conditioned, but generally the design is of a high quality and appropriate for the location and context.</p> <p><b>Context, &amp; Structure of the Application</b></p> <p>1. The site is on the east side of Lawrence Road, just north of mid-way along its length. Lawrence Road is towards the south-east of Haringey, but not close to the borough’s boundaries. It is in the wider Tottenham area, but west of the High Road that forms its spine, and crucially west of the Liverpool Street to Enfield Town and Cheshunt Overground Railway, that for many marks the western boundary of the heart of Tottenham; it can therefore be seen as being on the eastern,</p>	



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	<p>Tottenham side of the mostly residential hinterland area of Haringey between the eastern (Tottenham High Road) and central (Green Lanes / Wood Green High Road) “spines” of the borough.</p> <p>2. Lawrence Road is just north-west of the western end of the busy shopping street and designated Town Centre of West Green Road. There are also local shops and amenities on Phillip Lane, to the north. Both streets also form primary east-west connections and bus routes between Tottenham High Road and Green Lanes, merging at West Green, half way between the two. Lawrence Road therefore sits within an elongated, triangular urban block formed by West Green Road, Philip Lane and the High Road, 1km east to west and ½ km north-south, the approximate length of Lawrence Road itself.</p> <p>3. The street forms a grand avenue, running north-south, connecting West Green Road with Philip Lane; it is the main street linking the two, and its junction with West Green Road forms the point where that latter street changes abruptly from a busy, vibrant and “tightly proportioned” shopping street into a broad, residential arterial road. Philip Lane has less consistency of character, alternating between short retail parades and residential terraces and rows of detached and semi-detached villas, varying from late 18th to early 20th century.</p> <p>4. Lawrence Road is lined with majestic mature trees. Until recently Lawrence Road itself was characterised by consistent terraces of 4 and 5 storey mid-20<sup>th</sup> century industrial buildings over its southern 2/3, with one a large late 19<sup>th</sup> / early 20<sup>th</sup> century industrial building of six high storeys, no. 28, marking the end of the “industrial street”. North of this is a street/linear park crossing; for the last third of the street is residential in character, starting with a pair of 1960s 6-storey blocks then dropping down to 2-storey up to Philip Lane. Grand 19th century public houses mark each end of Lawrence Road; The Fountain at the southern end and the former Botany Bay (now a supermarket) at the northern end.</p> <p>5. The Council have considered the whole industrial stretch (southern 2/3) of Lawrence Road as suitable for residential lead mixed use redevelopment for over 17 years and first adopted this view in the 2007 Lawrence Road Planning Brief (adopted as Supplementary Planning Guidance). The sites falls within the allocated site SS2 in the adopted Tottenham Area Action Plan (July 2017), which is simply for: <i>“Mixed use development with commercial uses at ground floor level and residential above.”</i></p> <p>6. The pertinent Site Requirements for the Site Allocation are:</p> <ul style="list-style-type: none"> <li>• Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated</li> </ul>	

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	<p>development on the other land parcels within the allocation.</p> <ul style="list-style-type: none"> <li>• Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.</li> <li>• This site is suitable for taller buildings facing both sides of Lawrence Road with newtype <i>[sic]</i> streets behind containing family housing. Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported, in line with the extant planning permission on the southern section of the site.<sup>1</sup></li> </ul> <p>And the relevant Development Guidelines are:</p> <ul style="list-style-type: none"> <li>• Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.</li> <li>• The existing street trees are a strong asset to the streetscape and should be preserved.</li> <li>• Approaches to ensuring the retention of the commercial use remains affordable in perpetuity will be supported in line with Policy DM38.</li> <li>• While taller development is suitable on the Lawrence Road frontage due to the deep set backs from the street, consideration should be given to avoid new development creating a canyon-like effect on this street.<sup>2</sup></li> </ul> <p>7. The form of redevelopment envisaged by the council over the whole of Lawrence Road is of mixed employment and residential with a consistent form of blocks facing the street with non-residential use on their lowest floors and active frontage, plus possible residential behind; the retention no. 28 and its established heights form an important governing principle for the masterplan of Lawrence Road. However, it was not considered a necessity that all the industrial sites were redeveloped or all developed in exactly this way. Proposals, including this, are therefore expected to accommodate both the existing context and possible future residential led redevelopment, in accordance with previous masterplans, on their neighbours.</p> <p>8. The first and largest site to be redeveloped in accordance with the masterplan was the Bellway site,</p>	

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	<p>known to the developers as “Lawrence Square”, designed by BPTW Architects, approved in 2013 as HGY/2012/1983. This is separated from the current application site by its immediate neighbour and the most recently completed development, nos. 50-56 to the south, application no. HGY/2016/2824. West of this site, on the other side of Lawrence Road, is no. 69, which was converted and extended under permitted development and applications numbered HGY/2017/0357 &amp; HGY/2017/1821. This is followed directly opposite by no. 67 and nos. 45-63, two adjoining, intertwined sites for which complimentary planning applications ( HGY/2016/1213 &amp; HGY/2016/1212) to designs by Forge Architects and Kieran Curtis Architects, which are both currently nearing completion of their construction.</p> <p>9. North of 45-63, a linear park, improved by section 106 contributions from most of the above-mentioned developments, provides local amenity and play provisions including equipped playgrounds for 5-11 year olds and a basket ball court for 11-16 year olds, that continues the east west alignment of Clyde Road, that now turns off Lawrence Road east, just north of the site, into Clyde Circus, the ornamental heart of the neighbouring Conservation Area. Between this application site and Clyde Road, is no. 28, the one retained older building on Lawrence Road, an ornamental, late-Victorian baroque building converted into a mixture of small business units. It has two narrow yards running off Lawrence Road through an archway on its north and south side, with a smaller two storey building, facing the street with a projecting shopfront, beyond each and therefore forming the most immediate neighbour to this proposal</p> <p>10. Currently the application site, nos. 30-48 is the factory for the “Jeeves of Belgravia” dry cleaning business. This has a large car park at the front onto Lawrence Road, with a 2-storey red brick office building and a large, effectively 3 storey portal framed factory building behind filling their site. Along their southern boundary, there is a single storey lean-to (as well as a number of vent outlets in the main factory block above this lean-to). The Lawrence Road frontage of their site extends slightly past the front of no. 50-56, meaning the Lawrence Road frontage of this application site is slightly wider than its rear ¾. Jeeves of Belgravia have a large single storey plant installation, adorned with flues and vents, in this projection.</p> <p>11. Parallel to Lawrence Road to its east and west is series of quieter residential streets with a mixture of older houses, parts of the Clyde Circus Conservation Area; their back gardens back onto the eastern boundary of this site. The Bellway development backs onto long back gardens of houses on Grove Park Road, which ends in a short cul-de-sac level with the south-eastern corner of 50-56. This site, nos. 28 to its north and 50-56 to its south back onto much shorter back gardens of houses in Collingwood Road, also parallel to Lawrence Road but closer than Grove Park Road. It too terminates in a short cul-de-sac, with Nelson Road running north-east off it just before the cul-de-sac; this street will provide a view of taller buildings on the application site over the rooftops of the 2</p>	

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	<p>storey terrace of Collingwood Road.</p> <p><b>Masterplan</b></p> <p>12. The proposals are to retain about half of the existing large single storey portal framed main Jeeves building, which will be converted for use as several, flexible, smaller business units, with a new building “filling in” the frontage with a residential building. This solution arose out of extensive discussions between the applicants, officers and in three Quality Review Panel (QRP) reviews, members of the QRP, where it was agreed that in view of the relatively recent date of construction and good existing condition of the Jeeves factory building, it would be sensible to vary the Lawrence Road-wide masterplan followed on other sites for this site, and retain most of that existing building.</p> <p>13. Therefore the Lawrence Road masterplan “model” is modified for this development, with the rear of the site to be in employment use in the retained existing building, rather than replaced with a mews-type street and mews-type housing. There will still be a taller building fronting Lawrence Road, and overall a very similar height and bulk profile in this proposal to all the other sites that have previously been developed. Retention of most of the existing factory also recognises that the applicants themselves and their architects are particularly interested and expert in modern workspace, and would wish to provide more workspace as a proportion of the development as has been done in the rest of the new developments in Lawrence Road.</p> <p>14. This development is also for the whole of their site and is the last site expected to be developed in the Lawrence Road Site location, so the site allocation requirement for a masterplan is fulfilled in whole by their detailed proposals for the whole of their site and their demonstrations, convincingly made, that their proposals are well coordinated with their completed or under-construction neighbours. Therefore, there is no need for any separate masterplan in this application.</p> <p><b>Height, Form, Bulk, Massing &amp; Layout</b></p> <p>15. The taller proposed new frontage building, and the retained part of the rear existing industrial building, will form one building mass, connected by a new linking single storey “podium” structure. Given the unique strategy (for Lawrence Road) in this development, this is considered to conform well to the overall strategy employed throughout Lawrence Road, of locating the greater height and activity to the street frontage.</p> <p>16. The proposed frontage building will rise to seven stories, with the top floor set back from the front and the northern part of the rear by about 2m, and from the northern side by about 6m. In form, the northern 1/3 of the frontage projects forward, and is expressed as a lower, six-storey element that matches the bulk and height of the neighbouring main building of no. 28, whilst the seven-storey remainder, in form overlapping “behind” the six-storey element, is almost the same height as the</p>	

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	<p>neighbouring nos. 50-56 to the south. It is slightly taller than 50-56, having a higher parapet, and a less obviously recessed top floor, but this reasonably reflects the rising land along the street and the gradual increase in height that 50-56 also exhibits over its neighbour to its south. The proposal also matches the height, bulk, form and massing of 67 and 42- 65 Lawrence Road, the properties directly opposite and to its north on the west side of the street, with no. 69 to the south being slightly lower in height.</p> <p>17. The existing factory, the rear part of which is retained, is a portal (pitched) roof form aligned east-west, its eaves and retained eastern gable extending within one metre of the northern, eastern and southern boundaries of the site. As existing, it is a single open volume, but equivalent to just under two storeys of the proposed frontage building at the eaves and just over two storeys at the ridge. This is the existing boundary condition for the neighbouring houses on Collingwood Road to the immediate east of this application site.</p> <p>18. The applicants propose to raise most of the central part of the roof by about 2 further metres, following the same pitch, to provide additional floorspace and head height within the flexible workspace they plan for the retained building, but this will be pulled in from each side. This will mean there should be no apparent change in height when seen from within the neighbouring houses on Collingwood Road, and the increase should be small and well set back from the studios in no. 28. The five-storey immediately neighbouring block to the south, part of the development of 50-56, turns its back on this application site so that the minor changes proposed from their respect should not be perceived. This proposal to modestly raise the central part of roof is therefore considered wholly acceptable in design.</p> <p>19. There is a small gap between the five and eight storey blocks of the neighbouring development at 50-56, from which a small part of the rear of the frontage block and the side of the podium will “peep” into the courtyard/mews space at the heart of 50-56. The proposed frontage building is designed to align with and act as a continuation of 50-56’s frontage building.</p> <p>20. At the northern boundary, the lower six-storey proposed frontage is shallower than the seven-storey, creating a step so that it corresponds to the depth of the adjoining two storey block form no. 28; behind this step the propped development opens out into a large outdoor courtyard, that provide entrance, servicing and parking for the commercial units, as well as having areas of soft landscaping and 6no. proposed new trees, with the second residential core also opening off the archway. This has the potential to be a charming feature that can be glimpsed from the street, and should form an entirely acceptable entrance to the workspace and some of the residential. The Quality Review Panel expressed concerns about this being an entrance to some of the residential, but in the completed design, with thoughtful landscaping, and provided it is well maintained, this is considered to be an entirely acceptable transitional space to the residents’ and workspaces’ front</p>	

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	<p>door.</p> <p>21. As this proposal is of similar height to its surroundings, only a small number of views of the development in context were considered to be required, with similar views being assessed as was required for the neighbouring Vabel development (nos. 50-56 Lawrence Road). Therefore two sketch views of the street frontage, from up and down Lawrence Road, and two views of its potential impact from the residential streets behind, to the east, that are also in the Clyde Circus Conservation Area, are included. The two views from Lawrence Road convincingly show this proposal fits in well with the height, form and pattern of development established for Lawrence Road, filling the last remaining gap.</p> <p>22. The view from Collingwood Road, the quiet residential street immediately to the east of the site, shows that it would not be visible over the rooftops of these modest two storey houses, due to the narrow width of this street and the considerable distance from these houses to the taller, street-fronting building in the development. The view from the far end of Nelson Road which ends in a T-junction with Collingwood and therefore can be expected to give a longer, less obstructed view of the development, reveals the top floors of the proposal poking above the rooftops of the two-storey, terraced houses on Collingwood, but clearly distant from those houses and not so as to appear oppressively taller, and much further back and therefore less dominant than views of 50-56 (Vabel) from this place.</p> <p>23. Overall, the proposed height, form, bulk, massing and layout conforms well to the established masterplan, acts as a highly compatible neighbour to adjoining sites and fills in the last remaining gap such that on its completion, the transformed main stretch of Lawrence Road should exhibit a consistency, as a grand, tree-lined avenue, lined with contemporary (&amp; one historic), elegant, mansion blocks.</p> <p><b>Elevational Composition, Fenestration and Materiality</b></p> <p>24. The main elevational composition consideration is with the Lawrence Road street frontage, as is to be expected from such a frontage-oriented development. Whilst the rear of the frontage block is glimpsable, especially from the courtyard/mews space to the southeast of the site ("Bathurst Square"), within the podium of the development and from courtyard space within no. 28, the main drivers in the composition of the rear are its impact on residential quality.</p> <p>25. The proposed frontage to Lawrence Road closely follows the established elevational composition pattern; vertically of a two-storey base, three to four storey middle and one to two storey top; horizontally of a rhythm of regular width bays. The base is formed by both the ground floor commercial and ancillary residential accommodation and the first floor of flats, united by floor to ceiling glazing or metal doors and panels across the full width of the bays, with the 1<sup>st</sup> floor</p>	

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	<p>separated from the ground by deep projecting balconies at the full width between brick piers, very similar to both 50-56 and 67, with the brick piers to the forward projecting left portion being further enlivened with a projecting rib pater, reflecting the more decorative character of no. 28, the whole base acting architecturally as an arcade.</p> <p>26. Over the middle floors, the rhythm established by the base of piers is continues as two windows per bay. The windows are of strongly vertical proportions and on a strict regular pattern. Balconies project forward along much but not all of the elevation, with their balustrade spacing apparently reducing further up the building, and the windows to the 5<sup>th</sup> floor get a projecting frame, with a projecting stone horizontal course above and below those on the projecting element, in a further reflection of the more decorative composition of no. 28. To the top floor, the whole elevation is recessed behind a further projection in brick piers and parapet of the arcade from the base and providing shading to both balconies and windows to this floor that could otherwise be most exposed to solar gain, whilst reading as am architecturally strong, framing crown, recognising this development's status as the final crowning moment and (only just) the highest point in the transformed Lawrence Road, in what represents a very well thought out and pleasingly composed elevation.</p> <p>27. Notwithstanding its less visible status, and it's need to juggle with functional requirements, the rear is also well composed. External access decks link the two cores and provide access to dual aspect deck access flats in the centre of the plan, creating a strong horizontality, but to either side the elevational composition is of stacked regularly spaced windows of the same vertical proportions to those on the front elevation. The set-back section at the northern end, corresponding to the one floor lower, forward projecting element on the street frontage and continue its recessed brick and projecting band detailing. However, it should be noted that all windows on both elevations are shown as a single, plain sheet of glass, without any mullions, transoms, opening leaves, ventilation or accommodation of requirements to make them safe from falling; should any changes be required to the proposed design to achieve these requirements, which seems likely, there is a danger that the current elegant composition could be lost, and it is therefore suggested that a specific condition be included noting the need to maintain a consideration of the overall elevational composition, should any such changes be required.</p> <p>28. The proposed material palette is brick based, with their stated design intention in the Design &amp; Access Statement being <i>"an orange / red brick ..., similar to the Vabel building to the south, which allows No.28 to remain individual in the street with a more yellow stock brick"</i>, with the coloured images showing a brick in a red range with considerable variation. Whilst the actual brick to be used would need to be confirmed in a condition, this intent is welcomed as appropriate and likely to be an attractive brick.</p>	

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	<p>29. There are also extensive amounts of metalwork, including to doors, window frames, balcony facias, balustrades and handrails; these are described as dark grey and shown as almost a black. Whilst this is also similar to the neighbouring Vabel building, the greater width of this proposal onto Lawrence Road, and greater horizontality of the rear, officers and the QRP have noted could lead to such a dark and consistent colour being over repetitive and rather gloomy; the QRP made a good suggestion that some subtle, lighter colour variation could be introduced, especially to the rear. As the QRP noted, a condition on metalwork colours and colour scheme should be included, with an informative noting this desire.</p> <p><b>Residential Quality (Flat Layouts and Amenity Space)</b></p> <p>30. All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected, with flat layouts having been further refined since the last QRP to alleviate any concern at any flats being too cramped. Similarly, all residential units are provided with private amenity space in compliance with London Plan and Mayoral Housing SPG requirements.</p> <p>31. There are single aspect flats within the scheme; two on the 1<sup>st</sup> floor, three on each of the 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> &amp; 5<sup>th</sup> floors, fourteen in total out of 56 (25%). All are all west facing, mostly 1 bedroom (one of two bedrooms on the 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> &amp; 5<sup>th</sup> floors) and none of them are at ground level, so this is considered a very good, high number of dual aspect homes, for what is a higher density, urban location. What is more, all flats will have a more generous than normal high floor to ceiling height (2.65m), and as west facing flats will be able to use east and north facing communal external amenity space. Most will also have good sun shading to most of their west facing windows from projecting balconies above, but two single aspect flats on the 5<sup>th</sup> floor (as well as several other windows, in dual aspect on this floor) will not, although they apparently have projecting frames, which may provide sufficient protection from solar gain leading to overheating.</p> <p>32. There will be two stair and lift cores, accessed from separate street entrances, but they will connect together at each floor via the 1<sup>st</sup> floor podium or connecting decks on floors above. With just 10 affordable (shared ownership) flats, there will not be a separate core or entrance exclusively for those, so there will be no danger of perception of there being a “poor door”. Although there are proposed to be up to ten flats per floor, more than the recommended maximum of eight, given that these are split across two cores and many are accessed from external podiums and access decks overlooked by their own and neighbouring habitable room windows, any concern at anonymity of the development for residents should be avoided.</p> <p>33. Every flat will also have access to all three communal outdoor amenity spaces. Of these, the 1<sup>st</sup> floor podium will include children’s play facilities for doorstep play for younger children, with play</p>	



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	<p>facilities for older children being available in public facilities in Elisabeth Place, 100m from the development. The promises and aspirations in the Design &amp; Access Statement for landscaping to all three roof terraces is very promising, though it has to be noted that the climbing plants to create a green wall onto the courtyard, from the the new west wall to the retained workspace, is not shown on plans or elevations, so its delivery should be specifically confirmed in the relevant condition. The quantum of playspace and private communal amenity space is considered good, as is the variety pf spaces offered, suited to different characters (child friendly, quiet, with expansive views etc), and adjoining flats are well buffered from the noisier parts of the amenity and paly space with defensive planting and their own areas of private roof terrace.</p> <p><b>Impact on Amenity (Privacy, Daylight and Sunlight)</b></p> <p>34. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3<sup>rd</sup> Edition, Littlefair, 2022), known as "The BRE Guide".</p> <p>35. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% Vertical Sky Component (VSC) recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.</p> <p>36. Nevertheless, their assessment finds the proposals achieve good levels of daylight and sunlight to most floors, with 63% of rooms will satisfy the BRE guidelines and further 9% will remain within 20% of recommended level. For sunlight, 77% of apartments will satisfy the BRE guidelines, and to external amenity space, the overall area passes easily, with the 1<sup>st</sup> floor podium falling just short (49%, where 50% is considered the requirement), and the other two spaces getting much larger amounts of sunlight. This is considered a very good level of daylight and sunlight for a relatively high density development in an urban area.</p> <p>37. For impact of the proposals on existing and previously permitted neighbours (including the flats nearing completion in the developments at 45-63 &amp; 67 Lawrence Road, opposite), the daylight test indicates that 83% of the neighbouring windows and 85% of the neighbouring rooms tested satisfy the BRE guidelines, with all the rooms that fall below the BRE Guide recommendations being in</p>	

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	<p>wither no. 28 immediately north of the site or no. 67 opposite. This would not be an unacceptable result on its own, but when it is considered that the current state of the application site, with a large surface car park fronting a low rise industrial building, should be considered significant under-development of the site. When the daylight tests for the affected properties are re-run compared to a “mirror” of their own building on the application site, as the BRE Guide recommends in these circumstances, all the previously affected rooms are shown to be unaffected.</p> <p>38. The sunlight test indicates that all neighbouring properties satisfy the BRE guidelines, whilst the overshadowing test indicates that all neighbouring gardens will satisfy the BRE guidelines. Overall, these assessments show the proposals have very little if any detrimental affect on neighbours amenity and reasonable levels within the proposed development, a very good result for a relatively high density development in an urban location, considering that the BRE Guide is written primarily with suburban locations in mind.</p> <p>39. The proposals do not create any potential overlooking concerns, nor are overlooked, such as to raise concerns for privacy, except in the rear corners where flats could have a flanking view of the neighbouring properties at no. 28 (to the north) or no. 50-56 (to the south). There would not normally be any expectation of privacy from street facing windows anyway, before it is considered that the street, Lawrence Road, with its mature trees and the considerable ser-backs of these proposed and other existing buildings, creates a building-to-building distance of over 20m, in fact approaching 30m, when the maximum distance considered to raise any privacy concern is 18m.</p> <p>40. The layout of no. 28 to the north of the site means that most windows face south, onto either the blank flank of this development (which will be just over 10mm away), the 1<sup>st</sup> floor podium garden or the roof of the existing portal framed shed. Some windows will face secondary living room windows of the projecting rear 3-bedroom flat, at about 19m distance, which is just about acceptable, whilst the 45° distance to bedroom windows in the rear of the northern most 2-bed flat will also be about 18m away.</p> <p>41. The relationship between the southern end of the development and 50-56 is more complicated; its street-front block is parallel and will have no overlooking, its mews properties are much further away, and that development’s “intermediate” 5-storey block has a blank flank wall facing the two bedroom windows in the southernmost flat of this application scheme, but these projecting oriel type windows will be close to the side of those flats’ projecting south facing balconies, and only separated by about 5m. However, the side of these projecting balconies is not their primary outlook, and given the existing condition is industrial plant close to them, they have been designed with louvres screening to this side to prevent an outlook, which should also prevent overlooking.</p> <p>42. Within the development, the proposals are designed to avoid any overlooking. The main concern</p>	

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	<p>was the podium and deck access to the middle part of the east elevation, and the access decks and route have been separated off the building line by about 4m to give a reasonable separation, on the 1<sup>st</sup> floor via private roof terraces. Extensive reliance on balconies for private amenity space, including balconies facing the street, where privacy of balconies, and unsightly visibility of clutter on balconies could be a problem, should be mitigated by the applicants' stated intention that balcony balusters will be closely spaced on lower floors, becoming gradually more widely spaced as the building height increases, but this is not shown clearly on the application drawings so should be confirmed in a condition. Balconies to 1<sup>st</sup> floor flats are especially deep to provide a strong separation to the street, minimise disturbance to residential use from the street and from the service and car park access to the development from the street.</p> <p>43. Overall, these proposals benefit from being the final jigsaw piece in a well designed and successful masterplanned transformation of the Lawrence Road area into a modern mansion block neighbourhood of popular new homes that provide housing to high standards, successfully avoiding detrimental amenity impacts.</p> <p><b>Requested Conditions and Informatives</b></p> <p>44. Notwithstanding the overall design quality of this proposal, a small number of conditions and/or informatives are requested, to safeguard design quality, make up for shortcomings in the application documents and allow the full potential of the site and its neighbours to contribute to the Council's Placemaking Objectives:</p> <ul style="list-style-type: none"> <li>• Materials, including proposed brick, copings, facias, soffits, gates, door and window frames.</li> <li>• Colours and colour scheme for metalwork; including an informative referencing the comments in para. 29.</li> <li>• Details, including: window cills, jambs and heads; parapets and copings; balcony balustrade, facia and soffits (recessed and projecting); doors and gates from the street. Balcony balustrade details to include gradation of spacing of balusters from close spaced on the 1<sup>st</sup> floor to more widely spaced progressively with each additional floor, with the intention of providing residents' privacy on their balconies from the street and hiding clutter on balconies in views from the street.</li> <li>• Detailed window design, incorporating openings, ventilation, fall prevention requirements, to be designed and coordinated to maintain an elegant overall elevational appearance with the designed proportions.</li> </ul>	

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	<ul style="list-style-type: none"> <li>That security grills and shutters to “shopfront” style windows, at ground level onto the street, are only to be of the open type and fitted internally to the window.</li> </ul> <p>Landscaping to be delivered to the quality promised, including the street frontage, courtyard between the frontage and rear of the proposal, and the three podium or rooftop private communal amenity spaces, and including the green wall to the west gable wall to the retained workspace building, facing onto the 1<sup>st</sup> floor roof terrace, and to be detailed in drawings submitted for condition (otherwise in accordance with standard landscaping conditions). It should also be noted that the landscaping to the south-western corner of the street frontage should, if possible, enable maximum permeability along the street, without the fence shown on the frontage between the application site and no. 50-56 (Vabel Lawrence).</p>	
<b>EXTERNAL</b>		
<b>Thames Water</b>	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater 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. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we</p>	Noted. Informatives attached.

Stakeholder	Question/Comment	Response
	<p>provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a></p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a></p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors</p>	

Stakeholder	Question/Comment	Response
	<p>could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a></p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="https://www.thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters</p>	

Stakeholder	Question/Comment	Response
	<p>pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a></p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <a href="https://www.gov.uk/government/publications/groundwater-protection-position-statements">https://www.gov.uk/government/publications/groundwater-protection-position-statements</a>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>	
<b>Metropolitan Police Designing Out Crime</b>	<p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have</p>	Noted, Conditions attached.

Stakeholder	Question/Comment	Response
	<p>in relation to Crime Prevention (Appendices 1).</p> <p>We have not met with the original project Architects but it has been demonstrated within the Design and Access statement that they intend to follow Secured by Design Guidelines. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage.</p> <p>Metropolitan Police Service Designing out Crime Group do not provide a consultation service solely for the purposes of meeting the BREEAM Security Needs Assessment. However, the Metropolitan Police Service Designing out Crime Group can assist the developer to achieve the relevant BREEAM credit for Safety and Security via an application for Secured by Design accreditation (SBD). A signed and dated SBD Commercial application form should be emailed to the above email address. Please note full submissions should be accompanied with full product details – to include all door and window specifications etc.</p> <p>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>To ensure that Secured by Design can be achieved, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects and developer ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to</p>	



Stakeholder	Question/Comment	Response
	<p>demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities</p>	
Transport for London	<p>Thank you for consulting TfL Spatial Planning.</p> <p>The site is located away from TfL assets and TLRN, and we will be largely content for Haringey Council to assess impact and mitigation on the local highway network and to determine this application, however there are references in the application to Active Travel Zone impacts and measures.</p> <p>As such TfL Spatial Planning wish to make the following comments.</p> <p>Car and cycle parking</p> <p>It is noted that the proposals remove an existing car park and provides five disabled persons parking spaces, which would be in line with London Plan policy. reduces the amount of car parking overall from that consented which is welcomed. Four disabled persons parking spaces will be provided from the outset, and the Car Park Design Management Plan shows where a further eight spaces, to reach a total of one space per 10 per cent of units would be accommodated should there be demand from eligible occupiers.</p> <p>It is noted that cycle provision is marginally above London Plan minimum standards, with 103 residential long-stay cycle parking spaces and which includes approximately 20 per cent - 23 spaces – as Sheffield stand spaces. This is complemented by an additional 16 spaces to the</p>	<p>Noted. Conditions and section 106 added to recommendation.</p>

Stakeholder	Question/Comment	Response
	<p>north of the site, including 4 enlarged Sheffield stand spaces. For residential visitors, 3 Sheffield stands providing 6 spaces are provided adjacent to Lawrence Road.</p> <p>It is very helpful to have an annotated plan in the Transport Statement of aisle widths and spacing between stands. For the Sheffield stands, 1.2 metres spacing between Sheffield Stands is the recommended minimum width for two conventional cycles, with 1.0 metres as an absolute minimum for two such cycles, and the majority of Sheffield stand parking are 1.0m apart. It would appear that there would be the opportunity to increase spacing between stands in the public realm at least.</p> <p>ATZ assessment</p> <p>It is welcomed that a daytime ATZ assessment has been carried out, although also disappointing that a dark hours night time assessment has not been carried out, especially given the nature of some of the observations and mitigations. The ATZ does suggest that, among other items, “opening the [Seven Sisters] match day station entrance at all times would increase footfall in the evenings, providing natural surveillance.” and for step-free access to the station. Opening the entrance for daily use is not something which is currently proposed, unless there were significant contributions from applications to mitigate impacts and to allow this entrance to be made suitable for daily use and staffed accordingly. Providing step free access would also require significant contributions from external sources.</p> <p>The assessment identifies some other relatively small scale works.</p> <p>As such, TfL would support Haringey Council in securing other measures such as improvements to footways, lighting, benches and tree planting.</p> <p>Impact</p> <p>The TA assessment uplift is not expected to give rise to a significant impact to require mitigation for bus or rail modes, although as above a contribution to public realm and streetworks would be welcomed.</p> <p>Summary</p>	

Stakeholder	Question/Comment	Response
	<p>There is no objection in principle to the development however:</p> <ul style="list-style-type: none"> <li>• There should be amendments to spacing of Sheffield stand provision for oversized bicycles</li> <li>• There should be contributions to public realm works as identified in the ATZ assessment within Haringey Council control</li> </ul> <p>ADDITIONAL COMMENTS:</p> <p><b>Access/gate</b></p> <p>Can you please include a pre-commence condition for plans to be sent to LBH Transport Planning for approval demonstrating the design of the vehicle gates, how it will be operated, submission of visibility splays and how the gate will be set back so that a vehicle can be fully berthed on their site not impeding the free flow of pedestrians on the public footway.</p> <p><b>S278 agreement</b></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Lawrence Road for the reconstruction/reinstatement of the footway and the installation of two new vehicle crossovers, removal and installation of on-street parking bays, and the repair of the footway.</p> <p>The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site. Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.</p> <p><b>Cycle parking</b></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 103 long-stay and 23 short-stay cycle parking spaces for residents and for the commercial 8 long-stay cycle parking spaces and 2 short-stay cycle parking spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council. REASON: to be in accordance with the published London Plan 2021 Policy T5, and London Cycle Design Standards (LCDS).</p> <p>Again, can the cycling condition be secured as a pre-occupation as it will influence final design of the cycle parking that they build.</p>	
<b>Health &amp; Safety Executive</b>	<p>Scope of consultation</p> <p>1.1. The above planning application relates to a mixed-use development located in Lawrence Road, Tottenham, London. The development contains two buildings: a new 7- storey (GF plus L1 to L6; 19.45m to uppermost occupied floor) residential building, and an existing commercial building (GF plus L1; 4.08m to mezzanine level).</p> <p>1.2. The residential building will be served on all floors by two escape stairs, one of which is a firefighting stair forming part of a firefighting shaft. The firefighting shaft comprises: a firefighting stair, firefighting lift, and a dry rising fire main. The commercial building will be served by two escape stairs and will not be provided with a firefighting rising main.</p> <p>Previous consultations</p> <p>1.3. HSE issued a substantive response with the headline response: 'Concern,' on 7th of</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>October 2024, under the reference pgo-5935, following a consultation received on 23rd of September 2024.</p> <p>1.4. HSE issued a substantive response with the headline response: 'Concern,' on 7th of November 2024, under the reference pgo-6057, following a consultation received on 17th of October 2024.</p> <p>1.5. HSE issued a substantive response with the headline response: 'Concern,' on 6th of December 2024, under the reference pgo-6218, following a consultation received on 15th of November 2024.</p> <p>Consultation</p> <p>1.6. A further consultation was received from the LPA on 10th of January 2025, providing amended design information (revised floor plan drawings), and a revised Fire Statement (dated 09/01/2025). For the avoidance of doubt, this substantive response relates to the applicant's response/re-consultation application.</p> <p>1.7. Section 6 (building schedule) of the fire statement confirms that the design standards used are: BS9991 ('Fire safety design, management, and use of residential buildings'), and BS9999 ('Code of practice for fire safety in the design, management, and use of buildings'). HSE has assessed the application accordingly.</p> <p>1.8. Regarding the fire safety British Standard BS9991, HSE has assessed this application against BS9991: 2024, which came into effect on 30th of November 2024. HSE acknowledges that the planning application was validated on 21st of May 2024 and prepared before the extant standard came into effect, but revised/updated after the date when the extant standard came into effect.</p> <p>1.9. HSE raised a concern in the previous substantive response, regarding the fire service access, in particular, to the commercial building. The updated Site Location Plan and revised Proposed Ground Floor Plan drawings, show a new vehicle access into the proposed site/development.</p> <p>1.10. Section 10 (Fire service site plan) of the Fire Statement, states: "Fire service vehicle access is designed with a drive-through arrangement, eliminating the need for vehicles to turn</p>	

Stakeholder	Question/Comment	Response
	<p>around or reverse when exiting the site. The parking locations allow the fire service to mount their operations from 'safe air'." It is noted that the commercial building has access to within 45 metres of all areas of the building.</p> <p>1.11. The design change is noted. This will also be subject to assessment at later regulatory stages.</p> <p>1.12. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.</p> <p>Yours sincerely S.Bucur Sorin Bucur Fire Safety Information Assessor</p>	
<p><b>NEIGHBOURING PROPERTIES</b></p> <p>No of individual responses: 13</p> <p>Objecting: 12 Support: 1</p>	<p><u>Impact of neighbouring properties</u></p> <p>Officer comment: The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be adversely affected.</p> <p>Building too high/overbearing</p> <ul style="list-style-type: none"> <li>• Loss of private views</li> <li>• Loss of daylight/sunlight to nearby properties</li> <li>• Overlooking/Loss of privacy</li> <li>• Subsidence/Cracking to existing houses along Collingdale</li> <li>• Increased noise and disruption</li> <li>• Overdevelopment</li> <li>• Loss of privacy (to 28 Lawrence Road)</li> <li>• Insufficient social/affordable housing</li> <li>• The rear flats of level 4 - 7 will directly overlook the gardens and windows of Collingwood Road residential properties. These should be amended to face the front of the street.</li> <li>• New facilities will not be available wider local community.</li> </ul>	<p>.Noted.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Disruption from construction works (Officer Comment: Conditions are applied requesting a Construction Management Plan. Hours of operation are limited)</li> </ul> <p>Support</p> <ul style="list-style-type: none"> <li>• Proposal with improve the streetscape and reduce pollution.</li> <li>• New commercial units will improve existing 'barren' frontage.</li> </ul> <p>The following issues raised are not material planning considerations:</p> <ul style="list-style-type: none"> <li>• Impact on property values (Officer Comment: This is a private matter and therefore not a material planning consideration)</li> <li>• Inadequate consultation (The LPA has sent letters to 800 addresses, displayed 8 site notices in the vicinity of the site and undertaken a Development Forum. In addition, the applicant also undertook a community engagement workshop)</li> </ul>	

### Appendix 3 Plans and Images

#### Location Plan



**Aerial View Looking East (Towards Clyde Circus CA)**



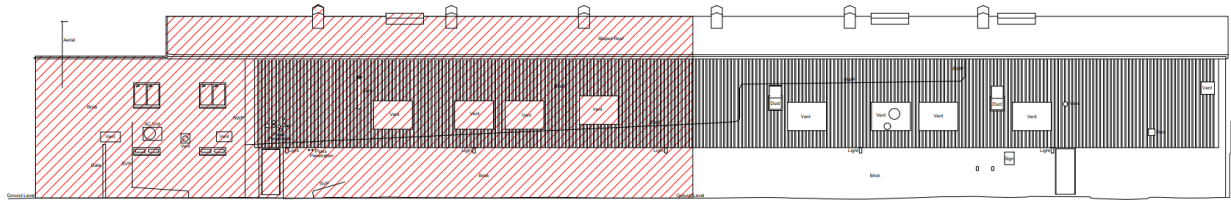


**Aerial View Looking West (from Clyde Circus CA)**



**Partial demolition of existing commercial unit (red)**





**Front Elevtion (proposed)**



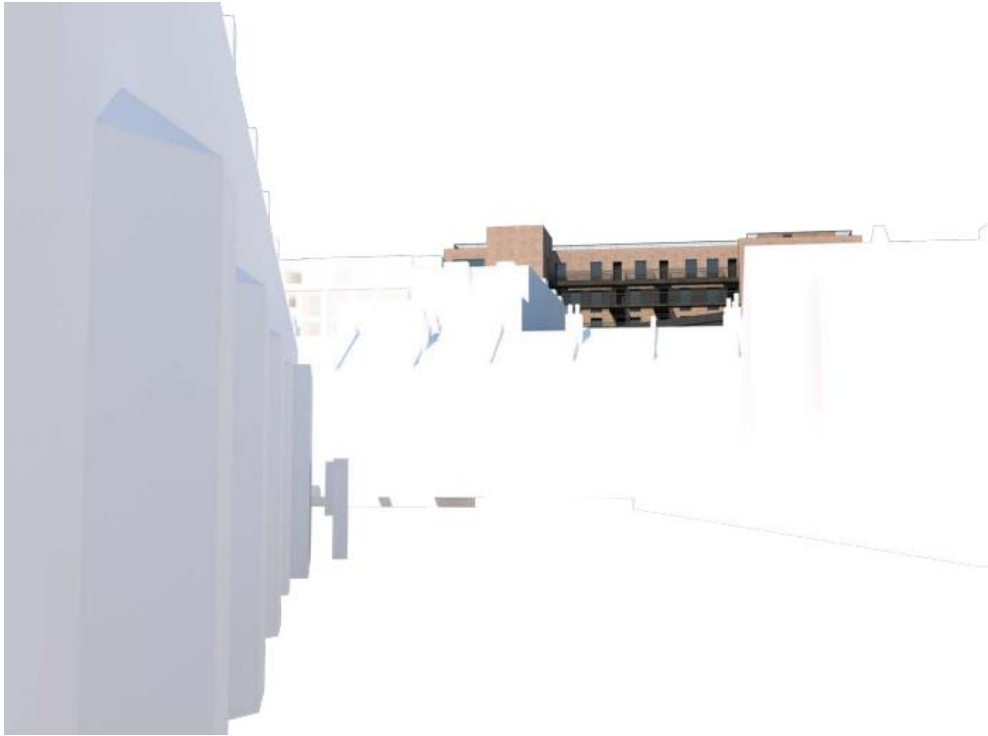
**Rear View Looking west (towards Lawrence Road)**



View From Lawrence Road (Looking North)



View From Conservation Area



Cross Section (Looking North)

Proposed Landscaping locations



**Appendix 4 Quality Review Panel Report****CONFIDENTIAL****London Borough of Haringey Quality Review Panel****Report of Chair's Review Meeting: 30-48 Lawrence Road**

Wednesday 21 February 2024  
 Alexandra House, 10 Station Road, London N22 7TY

**Panel**

Andrew Beharrell (chair)  
 Neha Tayal

**Attendees**

Carmel Keren	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey (via Teams)
Biplav Pageni	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Tom Bolton	Frame Projects
Bonnie Russell	Frame Projects

**Apologies / report copied to**

Suzanne Kimman	London Borough of Haringey
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.

Report of Chair's Review Meeting  
 21 February 2024  
 HQRP137 \_30-48 Lawrence Road



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### 1. Project name and site address

30 – 48 Lawrence Road, London N15 4EG

### 2. Presenting team

Michael Lynas	Boehm-Lynas
Jodane Walters	DP9 Limited

### 3. Planning authority briefing

The site at 30-48 Lawrence Road currently accommodates a large light industrial building, home to a dry-cleaning business and associated car parking.

The proposal is to part-retain the existing commercial building, removing the front ancillary office space and a full bay from the main warehouse. This will allow a new residential, mixed-use block to the Lawrence Road frontage, with potential commercial uses include a gym or occupation by multiple smaller businesses. A total of 56 residential units will also be created. The proposed homes are 90 per cent dual aspect, with both private and affordable housing. The proposal is car-free.

The scheme has been reviewed twice by the Quality Review Panel. Following the last meeting, held on 6 December 2023, the applicant has made a series of changes. These include modifying the entranceways, service areas and façade articulation. In addition, external amenity spaces have been substantially revised, along with changes to residential layouts and sustainability measures. The applicant currently proposes 19 per cent affordable housing.

Officers support the redevelopment of the site to align with the principles set out in the Tottenham Area Action Plan Phase 2 of the site allocation. They consider the architecture and layouts to be broadly acceptable, and asked for the panel's views on detailed aspects of the proposals, including security, ground floor access, mitigation of overheating, the experience of flats above the service yard entrance, character and quality of rooftop amenity space and the viability of the commercial units.





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### 4. Quality Review Panel's views

#### *Summary*

The panel thinks the proposals have progressed well and supports them, subject to detailed comments on massing, architecture, layout and amenity space.

The panel thinks that the architecture is developing well, and makes only detailed comments. It encourages variation in the spacing of balcony railings. It also encourages the use of more decoration in the western element of the residential building, and of subtle variations in colour for balconies and window frames, with lighter tones for the rear façade. Material colours should be conditions. The decision to raise the roof of the existing warehouse could be reconsidered but, if implemented, should be moved further from neighbours.

The panel suggests rotating the northern core to give residents direct access from the street, and simplify security arrangements. Regardless, the quality of the passageway along the northern boundary is important, and should be conditioned in any planning permission. The panel is pleased to see the addition of rooftop and sixth-floor amenity space. It thinks children's play should be located in the first-floor space, with upper spaces managed to avoid unsupervised child use. Screens should be considered to raise parapet heights. Defensible space is needed for first floor rooms overlooking the shared terrace. Daylight and sunlight analysis is needed to show what conditions will be like on the first-floor terrace.

Residential layouts are much improved, but the panel thinks the northernmost one-bedroom flats are too cramped and should be rethought, possibly as studios. Oversized flats are suited for use as wheelchair accessible units. Care should be taken to avoid overlooking from flats closest to the Vabel Building. First floor balconies should be increased in size to protect flats from service yard nuisance, and a management plan is needed to minimise disruption to residents. The panel supports the overall sustainability ambitions, but asks for reassurance that top floor flats will not overheat in the absence of solar shading.

These comments are expanded below.

#### *Architecture*

- The panel thinks that the architectural approach has developed positively since the previous review. Form and proportion are coming together well with the removal of the set-back top floor, and the residential building works better with the horizontal banding removed.
- The panel supports the suggestion that the spacing between balcony railings could increase as they ascend the building, and encourages the design team to try this out.
- The panel suggests that the projecting, western section of the residential building could be differentiated more from the element behind. Using stronger

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decoration would distinguish the two sections of the building, and respond to the character of the neighbouring building at No. 28 Lawrence Road.

- The panel also suggests that subtle colour could be introduced for balconies and window frames, to avoid too much black. This is particularly noticeable in the rear elevation of the residential building, where decks and soffits will have a significant impact. A more playful approach is encouraged, looking at lighter colours, particularly for the rear façade.
- Haringey officers should also condition brick and metalwork colours as part of a planning permission.

### *Ground floor*

- The panel suggests that the northern residential core could be rotated, to provide direct residential access from Lawrence Road, via the western elevation. This would create a clear separation between the commercial and residential areas, making security easier to manage, and would also improve ground floor activation.
- Whether or not this change is made, the nature of the passageway along the north edge of the development needs consideration. It should feel safe and pleasant, and the panel encourages Haringey officers to condition the detailed design for this areas, including surface materials, soffits, and lighting, all of which will be important in creating a positive experience for users.
- The panel also suggests considering whether rotating the bin stores by ninety degrees and locating them across the southern end of the service yard would be beneficial.

### *Commercial building*

- The panel questions whether the cost of raising the roof of the existing industrial building will deliver proportionate benefits. It suggests reconsidering this approach. If the roof remains at its current height, impact on the first-floor amenity space would be reduced. It could also release budget that could be used to provide more affordable units.
- If the applicant does decide to raise the roof, the panel asks that it is moved further away from the neighbouring houses to the east by at least a bay, to reduce the impact on their properties.

### *Residential layouts*

- The panel thinks that the residential layouts have improved since the last review, including the proportion of dual aspect flats. The decision to separate access decks from the external wall works well in creating defensible space and reducing overlooking.

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- The panel recommends a detailed study of the potential for overlooking from bedrooms at the south-eastern corner of the residential building. They appear to have a view of the side of neighbouring balconies in the Vabel Building, but more detailed assessment is needed to ensure problems are avoided.
- The panel suggests that the northernmost one-bed flats are too narrow, and that other options should be considered. For example, they may work better as generous studio flats, or with a living room and a bedroom alcove.
- The panel is concerned that the flats immediately above the service yard entrance will suffer from noise, fumes and nuisance. It suggests that all the first-floor balconies should extend further from the building, as they do on floors above, which would protect these flats and provide more amenity space.
- The panel also emphasises the need to demonstrate how the service yard will be managed to reduce the impact of vehicle movements on residents, especially early in the morning and late at night.
- The panel notes that flats at the southern end of the residential building are oversized, and the additional space could be used more effectively. These units would be suitable locations for M4(3) wheelchair user adaptable flats, especially on the first floor where is also be direct access to the terrace amenity space.

### *Amenity*

- The panel supports the introduction of rooftop amenity space on the top and sixth floors. The potential for these spaces to provide children's play space will be limited. The panel suggests that dedicated, equipped children's play space, if included, should be provided in the first-floor amenity spaces.
- A glass screen should be considered for the rooftop spaces to provide a 1500mm high parapet, which would both reduce wind impacts and improved safety for children.
- The panel also notes the need to consider how rooftop amenity spaces are designed and managed, to ensure uses are suitable: adult and supervised children's play, rather than unattended children's play.
- The panel asks for data to show how much daylight and sunlight will reach the first-floor amenity space. Although changes made to the massing will improve conditions, more analysis is required to demonstrate the quality of the space.
- The panel strongly supports tenure neutral access to amenity spaces. It suggests the applicant considers locating affordable family units on the first floor, to provide easy access to the first-floor amenity space.
- It is important to consider how to mitigate the impact of the first-floor amenity space on the three-bed flat overlooking it. The panel asks for thinking on how

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a more substantial defensible space can be created, for example using planting, especially outside bedroom windows.

### *Sustainability*

- The panel supports the ambitious sustainability targets set for the development, and looks forward to seeing them delivered.
- The panel suggests that the design team should revisit the risk of overheating in west-facing, sixth floor flats. As there are no balconies to provide external shading, unlike the floors below, it is important to be confident that conditions will remain comfortable throughout the year.

### *Next steps*

The panel is confident that the applicant can address its comments in discussion with Haringey officers.

Planning Sub Committee

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****1. APPLICATION DETAILS****Reference No:** HGY/2024/3240**Ward:** Highgate**Address:** 103-107 North Hill N6 4DP

**Proposal:** 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.

**Applicant:** Mr Mitesh Dhanak Highgate Care Ltd**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi

**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**

- The scheme optimises the potential of the site for a new modern care home and high-quality residential development which responds appropriately to the local context.
- The site benefits from an extant planning consent for the redevelopment of the site for up to a 70 bedroomed care home. This revised proposal seeks to reduce the floorspace for the care home and provide a 50-bedroom care home and nine residential homes;
- The care home facility would provide 50 bedrooms along with a rehabilitation clinic that will include specialist staff and tailored care.
- The development would provide a total of 9 residential dwellings, contributing towards much needed housing stock in the borough.
- The size, mix, and quality of residential accommodation is acceptable, and the homes would either meet or exceed relevant planning policy standards. All flats have private/communal external amenity space.
- The impact of the development on residential amenity is acceptable.
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.

- The proposed development would be a high-quality design of an appropriate scale to its context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development will lead to a very low, less than substantial harm. to the significance of the conservation area and its assets as per the extant consent however the newly proposed gap between the care home and residential buildings would be considered beneficial over the previous scheme as it would revert the site somewhat back to its historic urban grain, with two separate buildings to each street frontage.
- The proposed scheme will be more sustainable and energy efficient than the existing buildings.
- The proposed development would result in the loss of 7 low grade trees but would be replaced with 19 newly planted trees - ensuring there is no net loss off trees. The 19 new trees will form part of a high quality and substantially sized landscaping scheme as part of the proposed development and.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards is authorised to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30 April 2025 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

1. Three years
2. Drawings
3. Detailed Drawings and External Materials

4. Boundary treatment
5. Hard and Soft Landscaping
6. External Lighting
7. Site levels
8. Secure by Design Accreditation
9. Secure by Design Certification
10. Secure by Design Accreditation at the final fitting stage
11. Contaminated Land
12. Unexpected Contamination
13. Non-Road Mobile Machinery (NRMM)
14. Air Quality and Dust Management Plan (AQDMP)
15. Considerate Constructors Scheme
16. Energy Statement
17. BREEAM
18. Living roofs
19. Whole Life Cycle Carbon Emission
20. Biodiversity Net Gain Plan
21. Urban Greening Factor
22. Overheating Report
23. Arboricultural Impact Assessment
24. Demolition and Construction Management Plan
25. Cycle parking
26. Delivery and Servicing Plan (DSP)
27. Active and Passive EV Charging
28. Wheelchair accessible car parking
29. Car Parking Management Plan
30. Satellite dish/television antenna
31. Extract flues/fans
32. Care Home – C2 Use restriction
33. Telecommunications infrastructure
34. Fire safety
35. Noise from Plant/Equipment
36. Legacy of Mary Feilding
37. Air Quality Neutral

### **Informatives**

- 1) Positive and Proactive
- 2) CIL
- 3) Hours of construction
- 4) Party Wall Act
- 5) Naming and Numbering
- 6) Fire Brigade
- 7) Asbestos



- 8) Metropolitan Police Service Designing Out Crime
- 9) Thames Water underground assets
- 10) Thames Water - Groundwater Risk Management Permit
- 11) Thames Water - Water pressure

**Section 106 Heads of Terms:**

**1. Section 278 Highway Agreement**

- Footway improvement works, access to the highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, and improved pedestrian infrastructure
- The developer will be required to provide details of any temporary highways including temporary TMOs required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to:
  - 1) The strengthening of the site's vehicle crossover to allow for an increase in heavy vehicle movements
  - 2) Reconstruction of existing crossover at North Hill at the former access to footways
  - 3) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development
  - 4) Resurfacing of the carriageway outside of the site to ensure that the road network can support the increase in trips

**2. Sustainable Transport Initiatives**

- £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude employees from seeking parking permits.
- Monitoring of commercial travel plan contribution of £2,000 per year for a period of 5 years
- £20,000 towards parking management measures

**3. Construction Logistics Plan**

- £5,000 (five 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.

**4. Carbon Mitigation**

- Be Seen commitment to uploading energy data
- Energy Plan and Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £44,175 plus a 10% management fee



## 5. Employment Initiative

- Participation and financial contribution towards Local Training and Employment Plan
- Provision of a named Employment Initiatives Co-Ordinator.
- Notify the Council of any on-site vacancies during and following construction.
- 20% of the on-site workforce to be Haringey residents during and following construction; 5% of the on-site workforce to be Haringey resident trainees during and following construction.
- 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.

## 6. 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 The above obligations are considered to meet the requirements of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

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

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement to pay for any necessary highway works 2) A contribution towards parking management measures. 3) A contribution to monitor the Construction Logistics Plan 4) A contribution towards permit free with respect to the issue of Business Permits for the CPZ. 5) Implementation of a commercial travel plan and monitoring free would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32, DM48 and Highgate Neighbourhood Plan Policies TR3 and TR4.
2. 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.

3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7. In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
  - (i) There has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

**CONTENTS**

- 3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4. CONSULATION RESPONSE
- 5. LOCAL REPRESENTATIONS
- 6. MATERIAL PLANNING CONSIDERATIONS
- 7. COMMUNITY INFRASTRUCTURE LEVY
- 8. RECOMMENDATION/PLANNING CONDITIONS & INFORMATIVES

**APPENDICES:**

- |            |   |
|------------|---|
| 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

##### Background

3.1.1 Two identical planning applications under planning references HGY/2021/3481 and HGY/2022/4415 were considered by the Council's Planning Sub Committee and approved in October 2022 and February 2023 respectively subject to conditions. The extant permissions have not been implemented. The extant permissions comprise a new care home of up to 70 beds (Class C2), together with a well-being and physiotherapy centre and associated facilities and services. The proposed scheme seeks to reduce the size of the care home with the well-being and physiotherapy centre with the frontage on View Road only and introduce residential use (Class C3) in its place with the frontage on North Hill. The principle of the redevelopment, scale, massing and the use of a care home with a well-being and physiotherapy centre have already, therefore, been considered and approved.

3.1.2 Planning permission is sought for the demolition of the existing buildings and erection of two buildings fronting North Hill and View Road ranging from three to four storeys in height including a basement level to provide a 50-bed care home and rehabilitation clinic (Class C2) and 9 residential homes (Class C3).

The proposal can be broken down as follows:

##### Care home and rehabilitation clinic

3.1.3 The new care home fronting View Road is proposed to be three storeys in height consisting of 50 beds and a rehabilitation clinic located over ground, first and second floor levels that will provide well-being and physiotherapy facilities for residents to recuperate from surgery and will include specialist staff and tailored care.

3.1.4 Each floor of the proposed care home consists of the following:

- The **ground floor** will provide a reception space, hydro pool, hydro plant room, male/female, changing rooms, managers office, admin office, salon, foyer/central hub, restaurant, kitchen, private dining room, 11 bedrooms, WC, visitor WC, refuse store, plant room and substation room.
- The **first floor** provides a gym/physio room, green room, female/male changing rooms, dining room, lounge with outdoor terrace, laundry room and 18 bedrooms, 2 suites, nurse station, medicine room, servery, assisted WC, hoist store, linen room; and
- The **second floor** provides consultation rooms, staff room, male/female changing rooms, servery dining room, lounge with outdoor terrace, assisted WC, 18 bedrooms, 2 suites, storeroom, med store and nurse station. Outdoor

communal amenity space for the care home and rehabilitation clinic is in the form of an expansive 'healing garden'.

### **Residential building**

3.1.5 The new residential building will be located on the North Hill frontage. The building is 4 storeys in height consisting of 9 residential homes over basement, ground and upper floors. The proposed new homes would consist of:

- 5 x 1 bed;
- 3x2 bed; and
- 1 x 3 bed dwellings.
- The three-bedroom dwelling located in the basement will have access to a private sunken garden.
- The 2-bed dwelling on the ground floor will have access to a private outdoor terrace and the upper floor dwellings will have private amenity space in the form of a balcony.
- A communal garden for the residential dwellings is located to the rear.
- The refuse store to serve the dwellings is located to the rear of the communal garden.

### **Materials**

3.1.6 The development would be contemporary in style with the North Hill frontage for the residential homes to be faced in yellow brick and include a dark grey aluminium window system and parapet in a Portland coping stone.

3.1.7 The View Road frontage for the care home and rehabilitation clinic would be faced in red multi and contrasting dark red brick and include a dark grey slate pitched roof, dark grey aluminium window system and zinc clad dormers.

### **Soft and hard landscaping**

3.1.8 The proposal would include comprehensive landscaping around the development including to the frontages along View Road and North Road. Some of the new landscaping features for the care home and rehabilitation clinic will include a 'healing garden', water features, raised planters new tree planting, hedging, paving, soft planting, semi private terraces, green walls, outdoor seating, biodiverse roof and accessible paths associated with. Some of the new landscaping features for the residential homes will include patio paving, planting, green roofs, outdoor seating, shrubs and planting.

### **Parking and highways**

3.1.9 In terms of the care home and rehabilitation clinic, the proposal would include 10 parking spaces including 2 blue badge bays and 8 cycle parking spaces. An

area for ambulances and delivery/service vehicles to park is also proposed. In terms of the residential component of the proposal, two off street car parking spaces including one blue badge parking bay and 16 cycle parking spaces within an external covered and secure cycle store in the communal garden is proposed.

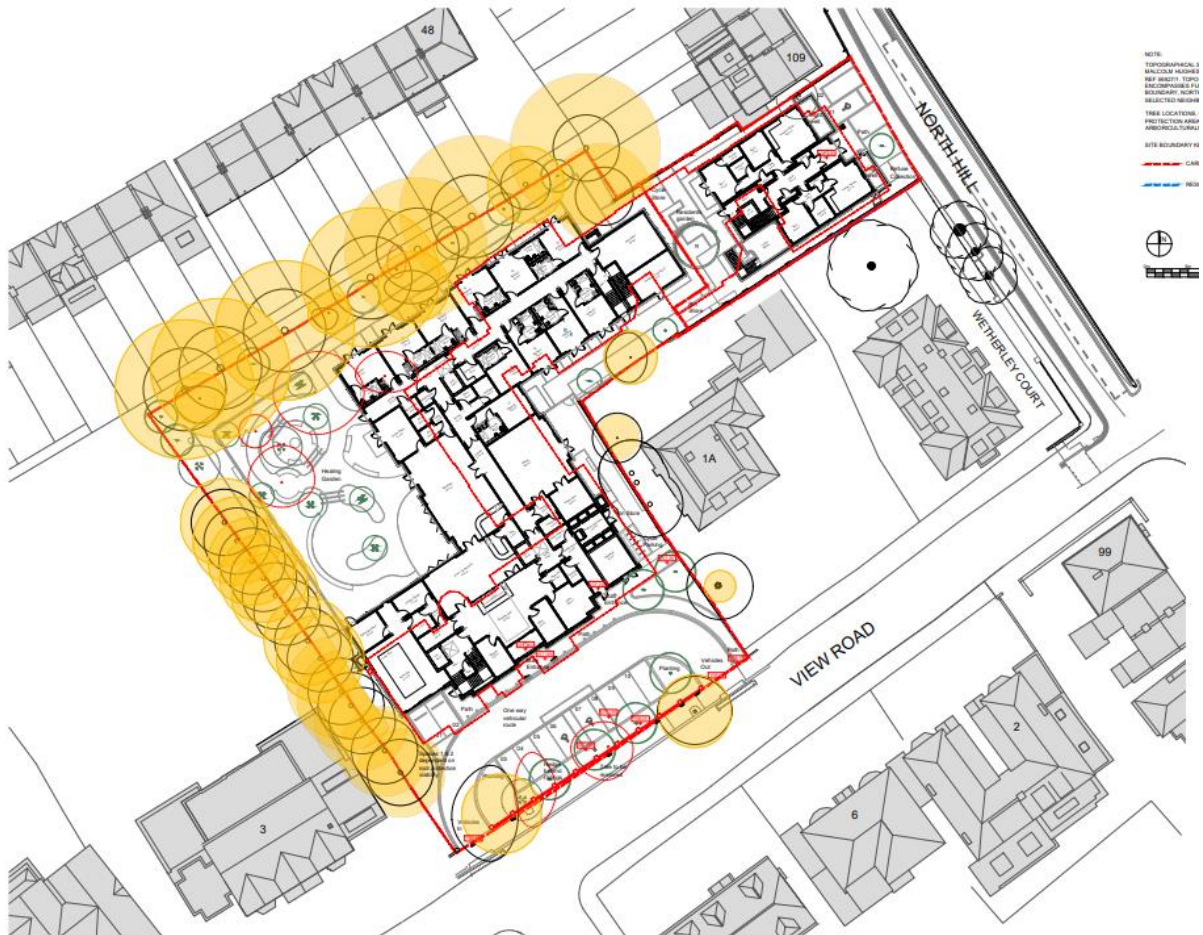


Figure 1 - proposed site layout

### Site and Surroundings

3.1.10 The site is currently occupied by a part 2, part 4 storey building that has two frontages facing onto North Hill (north-east side) and View Road (south-west side). The site was formerly owned (and operated as a care home) by the Mary Feilding Guild. It was recently acquired by Highgate Care Limited. The site is located within the Highgate Conservation Area and does not contain any listed buildings or structures.

3.1.11 On its North Hill frontage, the site is flanked on one side by a Grade II Listed Georgian terrace known as 'Prospect Terrace' while on its View Road frontage it is adjoined by a Locally Listed villa at No. 3 View Road. The current care home complex includes a red brick building on the site's View Road frontage, the core of which is an Edwardian House with some Arts and Craft features. This has been linked through a series of extensions and newer buildings to a



four storey 1960/1970s block on the North Hill frontage. The original Edwardian building is considered a positive contributor to the Conservation Area. There is a tree subject to a TPO south of the frontage facing North Hill. There are a number of trees and shrubs planting to the perimeter of the site and to the rear of the buildings is a large lawn.

3.1.12 The current main pedestrian entrance is from North Hill and the building is set back from a one-way road parallel to North Hill, which runs north-west to south east and at a lower level to the North Hill frontage and the one-way road. There is a single, large parking space for use by people with disabilities, and two visitor parking spaces on this frontage. The View Road frontage provides a gated vehicular in/out access and a car parking area to the rear.

3.1.13 To the north of the site is a narrow strip of land owned by the Council, which falls outside the application site boundary. Beyond this are the rear gardens of the properties fronting Yeatman Road. Adjacent to the site to the south-east at the junction of North Hill and View Road is Weatherley Court, a small modern development of 4 storey houses. To the rear of Weatherley Court and adjacent to the site is 1a View Road, which appears to be a large house on a large plot. Directly opposite the North Hill frontage is the four-storey block of flats 'Highcroft', located at the corner of North Hill and Church Road. The surrounding area is predominantly residential with a diverse range of different architectural styles.



**Figure 2 – Aerial View**

### **3.1 Relevant Planning and Enforcement history**

- 3.2.1 The site has a significant planning history including several alterations and extensions to the buildings. However, the most recent and relevant planning applications are set out below:

*HGY/2021/3481 – Demolition of existing buildings and redevelopment to provide a new care home (Class C2 – Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works – Granted 07/10/2022*

*HGY/2022/4415 - Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, café, lounge, bar, well-being shop general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works – Granted 14/02/2023*

*HGY/2024/1573 - Variation of Condition 2 (Approved plans, specifications and documents) of planning permission ref: HGY/2022/4415 (Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, medical/treatment rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works) – Granted 06/09/2024*

## **4 CONSULTATION RESPONSE**

### **4.1 Planning Committee Pre-Application Briefing**

- 4.1.1 A Planning Committee Pre-Application Briefing was not considered necessary for this scheme when assessed against the extant permission in terms of its changes in design and land use.

### **4.2 Quality Review Panel**

- 4.2.1 The original scheme went through rigorous design negotiations and the design of this proposed scheme does not depart significantly from the extant scheme and as such it was not necessary to be reported back to the Quality Review Panel.



#### **4.3 Development Management Forum**

- 4.3.1 A Development Management Forum was not considered necessary for this scheme due to the extent of public consultation and engagement that took place in relation to the extant permission.

#### **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 1)

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided are in support of the development, subject to conditions

Transportation

No objections raised, subject to conditions, S106 and S278 legal clauses

Waste Management

No objections

Employment and Skills

No comments received.

NHS Haringey

No comments received.

Arboricultural Officer

No objections

Nature Conservation

No comments received

Pollution Lead Officer

No comments received

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No comments received.

Supported Accommodation

No comments received.

Building Control

No comments received

EXTERNAL

Thames Water

No objection, subject to informatives

Designing out crime

No objection subject to conditions .

Transport for London

No objection

Environment Agency

No comments received.

London Fire Brigade

No comment received

Historic England

No objection

GLAAS

No objection

Tree Trust for Haringey

No comments received.

LB Camden

No objection

LB Islington

No comment

**5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

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

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:2  
Supporting: 0  
Others: 0

5.1.2 The following local groups/societies made representations:

- An objection was received from The Highgate Conservation Area Advisory Committee (CAAC)

5.1.3 An objection was received from the adjoining neighbour at 1A View Road

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

- The quality of the residential accommodation is poor
- Daylight/sunlight for the residential homes are poor
- The front elevation on North Hill is poorly designed
- Loss of privacy/overlooking
- Loss of daylight and sunlight
- Secure by Design concerns
- Concerns with additional traffic generation
- The full impact on the nearby traffic flow needs to be fully understood
- Highways and safety concerns

## 6 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Background
2. Principle of the development
3. Housing Mix
4. The impact of the proposed development on the character and appearance of the Conservation Area
5. Design and Appearance
6. Care Home Quality/Residential Quality
7. Impact on Neighbouring Amenity
8. Parking and Highways
9. Basement Development
10. Sustainability, Energy and Climate Change
11. Urban Greening, Trees and Ecology
12. Flood Risk and Drainage
13. Air Quality and Land Contamination
14. Fire Safety
15. Employment
16. Conclusion

### 6.1 Background

6.1.1 An application (planning reference : HGY/2021/3481) for the demolition of the existing buildings and redevelopment to provide a new care home (Class C2) together with a well-being and physiotherapy centre was considered by the Council's Planning Sub Committee and was approved in October 2022 subject to conditions and a S106 legal agreement. **Subsequent to this an identical application** (reference: HGY/2022/4415) was made by the Applicant as the first planning permission (reference HGY/2021/3481) at the time became the subject of a legal challenge by way of a Judicial Review on the Council's decision to grant planning permission. The second planning permission was sought to ensure it would be free from legal challenge so that the Applicant could proceed on site. The identical application (reference HGY/2022/4415) was considered by the Council's Planning Sub Committee and was approved in February 2023 subject to conditions and a S106 legal agreement. The Judicial Review application was withdrawn in March 2023.

6.1.2 The extant permissions (ref: HGY/2021/3481 and HGY/2022/4415) comprises a new care home of up to 70 beds (Class C2), together with a well-being and physiotherapy centre and associated facilities and services with a basement of 2,090.3 square metres that accommodates 17 car parking spaces, cycle spaces, gyms, consulting rooms, hydro pool and sauna, cinema, various "back of house" facilities" and plant.

6.1.3 Following this, an application to vary Condition 2 (Approved plans, specifications and documents) of this approved scheme (ref: HGY/2022/4415)

was approved under planning reference HGY/2024/1573 in June 2024 to make the following amendments;

- Omission of the basement below the care home (retained below the flats);
- A change in the window types to bedroom 10 (on the ground floor), bedroom 17 (on the ground floor) and bedroom 46 (on the first floor);
- A change in the staff entrance door from a double door to a single door;
- The omission of a lightwell fronting North Hill;
- Relocation of a dormer window at second floor to bedroom 68 (former location revised to a stairwell through all floors);
- Addition of a window at first floor to bedroom 39;
- Omission of 4 no. windows at North Hill second and third floors; and
- Internal changes to the permitted floor layouts as a result of the relocation of and reduction in the size of some of the well-being and physiotherapy centre facilities;

6.1.4 This current proposal essentially seeks to revise the current consented care home scheme for a mixed use development as the applicant has stated that the extant scheme is not currently viable mainly due to the cost associated with the basement excavation and there has also been a shift in the care market towards a preference for slightly smaller care homes with lower numbers of bedrooms.

Set out below are the proposed changes to the extant scheme, which are:

- Reduction of overall floorspace from 6,830 square metres (GEA) to 4,823 square metres (GEA);
- Omission of the two storey element of the building which links the View Road and North Hill buildings to create two separate buildings facilitating a separate care home/rehabilitation clinic building (C2) and residential building (C3) and its replacement with a communal garden for the residential homes;
- Retention of care facility but the type of care would change from long-term accommodation for senior care (including dementia and palliative care) with a care home that will provide well-being and physiotherapy facilities for residents to recuperate from surgery;
- Omission of a well-being and physiotherapy centre (which was part of the care home) that would have catered for a mix of inpatient and outpatient/public use;
- Reduction of care beds from 70 to 50;
- Addition of 9 residential homes on the North Hill frontage;
- Omission of the basement accessed off the View Road frontage (retained below for the residential element);
- Omission of the lightwells fronting View Road;
- Additional lightwell fronting North Hill;
- Wellness facilities located on the ground floor of the care home;
- Relocation of vehicle parking from the basement to the front garden of the View Road frontage;
- New retaining boundary wall at View Road;

- Addition of balconies to the rear of the residential building fronting North Hill;
- Minor changes to the façade fronting North Hill

## 6.2 Principle of the development

### *National Policy*

- 6.2.1 The 2024 National Planning Policy Framework (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 exemptions to affordable housing provision where the site or proposed development provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for older people). It also advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing
- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

### *Development Plan*

- 6.2.3 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey’s Development Plan includes the London Plan (2021), Haringey’s Local Plan Strategic Policies (2017), the Development Management Policies Development Plan Document (2017), the Site Allocations DPD (2017) and the Highgate Neighbourhood Plan (2017).

### *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.
- 6.2.5 London Plan Policy H12 contains requirements for ‘supported and specialised accommodation’ which includes reablement accommodation (intensive short-

term) for people who are ready to be discharged from hospital but who require additional support to be able to return safely to live independently at home, or to move into appropriate long-term accommodation.

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.

6.2.8 London Plan Policy D6 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.

### *The Local Plan*

6.2.9 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.

6.2.10 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. The site itself does not form part of any Site Allocation and can be described as a brownfield windfall site.

6.2.11 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.

6.2.12 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.

6.2.13 Policy DM15 of the DM DPD sets out the Council's policy on specialist housing.

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

6.2.15 The core objectives of the Highgate Neighbourhood Plan (2017) are to help achieve the vision OF social and community needs, economic activity, traffic and transport, open spaces, and the public realm and heritage.

## **5 Year Housing Land Supply**

6.2.16 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.

6.2.17 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**

6.2.18 The proposed development would replace the existing care home (Use Class C2) with a mixed-use development comprising of a new smaller care home and rehabilitation clinic of up to 50 beds (Class C2) and 9 residential homes (Class C3).

## **Proposed mixed use – Care Home and Residential Uses**

### Replacement of the existing care home

6.2.19 Policy DM15 of the DM DPD states;

- A Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.
- B The Council will support proposals for new special needs housing where it can be shown that:
  - a There is an established local need for the form of special needs housing sought having regard also to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy.
  - b The standard of housing and facilities are suitable for the intended occupiers in terms of:
    - i. The provision of appropriate amenity space, parking and servicing;



- ii. The level of independence; and
- iii. Level of supervision, management and care/support;
- c There is a good level of accessibility to public transport, shops, services and community facilities appropriate to the needs of the intended occupiers; and
- d The impact of the proposed development would not be detrimental to the amenity of the local area or to local services.

6.2.20 The site has operated as a care home (Use Class C2) for at least 87 years. The former Mary Feilding Guild care home was registered with the Care Quality Commission (CQC) as a care home (Class C2). Therefore the site has an established use as a care home and the proposed development seeks to retain a care home use on site.

6.2.21 The principle of a replacement care home has been established under the extant approved schemes – references HGY/2021/3481 and HGY/2022/4415. The extant permissions include a care home of up to 70 beds together with a well-being and physiotherapy centre and associated facilities. The extant permissions are predominantly for traditional, long-term accommodation for senior care (including dementia and palliative care). That would account for approximately 61% of the bedrooms. The well-being and physiotherapy centre would account for approximately 39% of the bedrooms provided for residents to recuperate from operations with specialist staff tailored care. The well-being and physiotherapy centre was envisaged to cater for a mix of inpatient and outpatient/public use for these facilities.

6.2.22 The current proposal comprises a smaller care home of up to 50 beds and rehabilitation clinic (Class C2) which will provide well-being and physiotherapy facilities for residents to recuperate from surgery and will include specialist staff and tailored care. The principle of a care home on this site is acceptable in light of the existing use of the site and the extant permissions. This proposal has similar facilities and services for residents as the extent permission, albeit some are of a reduced size. The applicant states that there is strong current and forecast demand for this type of facility which will provide specialist services that are not currently available in London. As a result, many people who require this type of specialist accommodation and care occupy NHS hospital beds which does not best meet their needs and does not help achieve best health outcomes for them. It also exacerbates the waiting times for other people who do require NHS beds. The applicants also state that traditional, long-term accommodation for senior care (including dementia and palliative care) that was proposed in the extant permissions can be provided elsewhere in the local area. It is important to note that planning permission was recently approved nearby in Highgate under reference HGY/2022/2731 for a 66-bed care home catering for residents with dementia.

6.2.23 Haringey's Housing Strategy 2017-22 states that the Council will move to more modern housing options for older people, ensuring services are needs-based

and not age-based, provide suitable housing and neighbourhoods for older people, and develop more tailored services for individual older and vulnerable people. In terms of the other requirements of Policy DM15 of the DM DPD; meeting an established local need and providing a standard of housing and facilities suitable for the intended occupiers; the extant permission was found acceptable in this regard and no new material issues are raised. Therefore the principle of a new care home of up to 50 beds with a rehabilitation clinic is considered acceptable.

### **Residential Use**

- 6.2.24 The proposal would also introduce 19 self-contained homes as well as the care facility. It is considered that the principle of a residential use on the site is acceptable, compatible with the care home use, and would contribute to meeting the Borough's identified housing targets. Policy SC1 of the Highgate Neighbourhood Plan seeks to facilitate delivery of a minimum of 300 net additional housing units in Highgate up to 2026. It is considered that the proposed residential homes in conjunction with the care home and rehabilitation centre is an acceptable use for the site given the site's location in a predominantly residential area.

### *Land Uses – Conclusion*

- 6.2.25 The principle of a replacement care home and rehabilitation clinic has been established under the extant approved scheme and is considered to meet an established local need, and the introduction of new residential homes will contribute to the Borough's housing stock. 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 Housing Mix**

- 6.3.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.3.2 Policy SP2 of the Local Plan and Policy DM11 of the Council's DM DPD adopts a similar approach.
- 6.3.3 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are

part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

6.3.4 The overall mix of housing within the proposed development is as follows:

Unit type	Total units	%
1 bed	5	55.5%
2 bed	3	33.5%
3 bed	1	11%
<b>Total</b>	<b>9</b>	<b>100%</b>

6.3.5 Though predominantly comprising one and two bedroomed homes, Officers consider the scheme provides a mix of dwellings which would deliver a range of unit sizes, and includes a family sized home, to meet local housing requirements. Policy SC1 of the Highgate Neighbourhood Plan notes the importance of smaller dwellings to provide for a mix of house sizes and to allow older residents to downsize from family housing.

6.3.6 As such, it is considered that the proposed mix of housing provided within this development and location is acceptable.

#### **6.4 The impact of the proposed development on the character and appearance of the Conservation Area**

6.4.1 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

6.4.2 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context. Policy DH2 of the Highgate Neighbourhood Plan (2017) states that development proposals, including alterations or extension to existing buildings, should preserve or enhance the character or appearance of Highgate's conservation areas.

##### **Statutory test**

6.4.3 Section 72(1) of the Listed Buildings Act 1990 provide: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the

character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

- 6.4.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.5 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.6 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given “considerable importance and weight” in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.7 The site lies within the Highgate Conservation Area, and adjacent to a row of Grade II listed buildings, 109-119 North Hill. The townscape along North Hill is characterised by the varied and down-sloping topography of The Bank, and three to four storey buildings of various age well set-back from the pavement behind their front gardens with a wide streetscape. The main elevation of the existing office building of the Mary Feilding Guild Care Home fronts North Hill. The existing office building on North Hill is linked through a series of utilitarian

extension buildings to the original 1920's care home building fronting View Road. View Road is a quiet residential street where several listed and locally listed large houses comfortably set in large sites are complemented by leafy front gardens and generous, deep rear gardens and contribute to a more suburban character.

- 6.4.8 The Conservation Officer notes that the extant scheme on this site was subject to an extensive set of negotiations and design refinement. Ultimately Officers considered that whilst that previous scheme would be considered to cause some less than substantial harm, this was at the lower end of the spectrum and the public benefits would outweigh this harm. The fundamental aspects of the proposed scheme's design, and its assessment of the site and its context remain, the mass of the proposed buildings and their design is predominantly the same, however the newly proposed gap would be considered beneficial over the previous scheme, this would revert the site somewhat back to its historic urban grain, with two separate buildings to each street frontage which is supported. Whilst the introduction of balconies, and associated privacy screening would introduce some greater high level mass, this would still be considered an improvement in the relationship to the listed terrace as this would be a lot less dominant than the previously proposed greater built form. The quality of the detailing for the balconies and screening should be ensured through condition.
- 6.4.9 Most of the other changes proposed are in relation to new servicing requirements and parking which have had subsequent consequences for the landscaping. Several of these changes have been amended as part of new pre-application discussions and the general extent of proposed landscaping has been better retained.
- 6.4.10 The height of the north hill facing block was carefully designed and tested. The proposals on the North Hill frontage includes rooftop Air Source Heat Pumps (ASHPs) and associated screening which has been repositioned to reduce its impact. The Conservation officer notes that the viewpoints provided demonstrates that the plant to the roof in the revised location would not be visible.
- 6.4.11 There are some aspects of the proposed landscaping which need some more careful consideration than the basic outline indicated on the plans. The frontage to North Hill has been somewhat downgraded by the retention of the two car parking spaces. Whilst the proposed would still represent a beneficial change from the existing, the entrance is now less legible because of the various conflicting uses this small frontage now needs to negotiate, as the path no longer aligns with the building and the space feels a little muddled. These detailed design aspects can be resolved through an appropriate landscaping condition.
- 6.4.12 The main alteration to the View Road is the alterations to the boundary wall and landscaping to include car parking. The previous scheme was supported in part because it was retaining a number of established features of this part of the

conservation area such as the enclosed nature of the View Road building, the suburban, residential, verdant character of View Road. The design of the proposed new boundary wall has been further refined to more closely resemble the existing boundary wall, such as omitting the aluminium railing, increasing the height between the piers and showing a recessed brick feature. The revisions are supported by the Conservation Officer as it would ensure that the positive aspect of the extant permission is maintained. The detailed design aspects of the boundary wall can be secured through condition.

- 6.4.13 The Conservation Officer therefore concludes the proposed development will lead to a very low, less than substantial harm. to the significance of the conservation area and its assets as per the extant permission; however the newly proposed gap would be considered beneficial over the previous scheme as it would revert the site somewhat back to its historic urban grain, with two separate buildings to each street frontage. The Conservation Officer recommends conditions requiring further details of materials, landscape and boundary treatment to ensure that the character and appearance of the conservation area are effectively enhanced.

## **6.5 Design and Appearance**

- 6.5.1 The NPPF 2024 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. The NPPF further states that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place
- 6.5.2 Policy DM1 of the DMDPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.
- 6.5.3 The Design officer notes that the overall scale of the development above ground, the footprint and the elevations along the site frontages remain largely unchanged from the extant permissions. The basement and associated light wells have been omitted along View Road, and an additional light well has been incorporated in the North Hill frontage. The most noticeable external change is the omission of a portion of the two-storey element in favour of creating both clear separation between the care home and residential homes, to provide a communal garden for future occupants of the residential dwellings which is supported.
- 6.5.4 The View Road façade with its gable ends, dormer windows, roof articulation and architectural detailing references the Queen Anne style of architecture. In contrast the North Hill façade is stepped into three bays, and is a contemporary interpretation of a Georgian terrace. The window proportions decrease in height

from the floor as they scale the building and the prominent soldier courses running across enhances the design of the North Hill frontage. The locality comprises a mix of classical, traditional, and modern architectural styles and those expressed in the elevations are prominently referenced in the area.

- 6.5.5 The Design Officer notes that there is a loss of green cover along the southern boundary abutting View Road to accommodate surface parking, compared to the extant permission which includes the large basement. The proposed landscaping and trees however along the boundary are considered sufficient to soften the visibility of the parked cars.
- 6.5.6 The proposed retaining boundary wall along View Road which replaces the existing wall will replicate the existing boundary wall in terms of detailing and style. The use of high quality materials is considered to be key to the success of the design standard. As such, a condition shall be imposed that requires details and samples of all key materials and further details of the design and detailing of junctions between the brick and glazed elements to be agreed, prior to commencement of works on site.
- 6.5.7 Therefore, the proposed design of the development is considered to be a high quality design and in line with the policies set out above.

## 6.6 Care home Quality/Residential Quality

### Care home quality

- 6.6.1 As noted above Policy DM15 of the DM DPD requires that the standard of housing and facilities are suitable for the intended occupiers in terms of the provision of appropriate amenity space, parking and servicing; the level of independence; and level of supervision, management and care/support.
- 6.6.2 The layout of the care home and rehabilitation clinic is smaller in footprint than the extant permissions largely due to the omission of the large basement,
- 6.6.3 Residents and guests are expected to arrive by way of private ambulance, where they will be dropped off in the main car park. A drop off / deliveries area is provided for ease of vehicle movements. A separate dedicated staff entrance is located to the right side of the frontage to limit delivery movements through the resident hub.
- 6.6.4 The ground floor of the care home will focus on providing a vibrant, open, welcoming entry to a central hub. The hub will be focal point, a space to meet, access facilities, and to access the wellbeing centre. The central hub is informed by the shape and use of the site and links the internal space with what will be the secure and private healing garden.
- 6.6.5 Corridors are designed to be a minimum 1.8m width, to allow for moving of beds and sufficient width for wheelchairs to pass each other. All doors to resident areas will be designed with a minimum clear width of 800mm, allowing sufficient space for wheelchair access.

- 6.6.6 All rooms will benefit from generous floor space, wheelchair friendly wet room en-suites (large enough to allow for staff assistance) and their own private kitchenettes with drink making facilities. Private patios will be provided at the ground floor, whilst a number of Juliet balconies will be provided at first floor. All windows are designed to allow views for wheelchair users.
- 6.6.7 A dedicated nurse station is included centrally, and the care home will provide state of the art monitoring linked to nurse call systems to ensure beds are monitored and staffed and residents are safeguarded
- 6.6.8 Therefore the quality and layout of the proposed accommodation (as is the case with the extant permissions) is considered to be suitable for the intended occupiers in terms of the provision of appropriate amenity space, parking and servicing; the level of independence; and level of supervision, management and care/support in line with the requirements of Policy DM15 of the DM DPD.

#### **Care Home - Accessible Accommodation**

- 6.6.9 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. 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.
- 6.6.10 As per the extant permissions, the ground floor will broadly sit as per the existing level and will provide level access throughout. External levels will be graded through planted areas, and paths and access routes will be level with no external gradient steeper than 1:20. Each entrance into the building, and exit from dayrooms, and similar areas, will have level thresholds for ease of wheelchair use. Strategically placed 13-person lifts will allow for access to the upper floors which will provide level access throughout. Two accessible car parking spaces are provided. An ambulance drop off bay is proposed at ground level. The proposal is therefore acceptable in this regard.

#### **Care Home - Outlook and Privacy**

- 6.6.11 As per the extant permissions, the design of the proposed development has carefully considered outlook and privacy between rooms and will safeguard the amenity of future users of the care home facility. The outlook from the rooms and the building generally is one of spaciousness and pleasant, quality landscaping.

#### **Care Home - Daylight/sunlight/overshadowing**

- 6.6.12 Daylight/sunlight and overshadowing for future occupants of the proposed care home remains largely unchanged from the extant permissions as it will be a significant improvement to the existing building as natural light has been incorporated into the proposed building as far as possible.



- 6.6.13 The facilities associated with the rehabilitation clinic located on the ground and upper floors will benefit from a significant improvement of natural light when compared to the extant permissions as the basement that was heavily reliant on artificial lighting and lightwells has been omitted from this scheme.
- 6.6.14 Sunlight to the external outdoor garden space will remain largely unchanged to the extant permissions as it will vary depending on their location and neighbouring trees. Whilst some on the west side would fall marginally short of BRE guidelines they would benefit from being exceptionally private, with wooded external garden space.

### **Care Home - Other Amenity Considerations**

- 6.6.15 With regard to air quality, the care home facility will benefit from bedrooms with windows, private patios, communal outdoor spaces/terrace, and day spaces located away from the closest significant road traffic emissions source (North Hill). Further details of passive design measures can be secured by the imposition of a condition.
- 6.6.16 Lighting throughout the site would be controlled by the imposition of a condition so it would not adversely impact on future occupiers.
- 6.6.17 All waste collection will be from the dedicated store at ground floor level adjacent to the servicing bay and will be collected by private contractors. The refuse collection area to the care home is located adjacent to the substation and is carefully sited away from the pedestrian access route. The Council's Waste Management Officer is satisfied the refuse store is sufficient to store waste for one week.

### **Care Home - Security**

- 6.6.18 The site is bounded by a newly proposed low-level wall at the frontage. The access point will be open and inviting, without the restriction of gates. CCTV will monitor the vehicular access point. CCTV will be installed to monitor the buildings perimeters and main access points. The system will have recording capability and will be monitored within the home. 24-hour lighting will be proposed to communal areas, including the communal foyer, corridors, restaurant, stairwells, and all entrance / exit points. Postal deliveries will be via the main building entrance. Large deliveries will be greeted by the reception, where access will be controlled. CCTV will be installed in the lobby area and will cover the front entrance.
- 6.6.19 The secure resident garden will be bounded by a minimum of 1.8m high timber panel fence or existing brick wall structures. All pedestrian gates will span from floor to min 1.8m height to prevent gaps for intruders to climb over or under. They will be of a robust construction and not easily climbable or scalable and with no mid rails. They will be self-closing and self-locking with fob access and push button to exit, with the exit button positioned so as not to be accessible from the street. Pedestrian gates to the care home will be subject to CCTV /

audio access control or fob system. Footpaths are to include lighting to the relevant levels.

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

### **Residential Quality - General layout**

- 6.6.21 The general layout of the residential building fronting North Hill comprises of one three bedroom ground floor dwelling at basement level flanked by three light wells and accessed internally through the staircase and lift core, and externally through an outdoor staircase in the sunken garden. Two dwellings are located on each floor above. The two bed ground floor flat has a private terrace and the upper floor flats have private balconies/terraces. There is a 116 square metres communal garden to the rear of the residential block at ground level. There is a dedicated communal cycle store and bin store within the communal garden to the rear. Two parking spaces which include one blue badge parking bay would be located within the front garden facing North Hill.
- 6.6.22 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.6.23 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

### **Residential Quality - Indoor and outdoor space/accommodation standards**

- 6.6.24 All proposed dwellings exceed minimum space standards including bedroom sizes, complying with policy. All but one of the homes would have private amenity space in the form of either a private garden, terraces/balconies that meets the requirements of the Mayor's Housing SPG. Due to the constraints of the site, the ground floor one bed dwelling does not benefit from private amenity space; however the future occupant will have access onto the communal garden. All new homes would have access to a shared communal garden.

All dwellings have a minimum floor to ceiling height of 2.5m. Considerable care has been taken in the layout of dwellings within the block.

All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The homes are acceptable in this regard.

All dwellings are dual aspect whilst preserving privacy to the existing neighbours.

### **Residential Quality - Accessible Housing**

6.6.25 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.

6.6.26 All dwellings achieve compliance with Building Regulations M4 (2). Whilst the proposed scheme does not provide wheelchair accessible homes on site M4(3), all the flats will be suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. The proposed building provides step free access throughout and incorporates a passenger lift suitable for a wheelchair user. One accessible blue badge car parking space is provided in the front garden.

### **Residential Quality - Child Play Space provision**

6.6.27 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.

6.6.28 The child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator requires a total of 15.4 square metres of play space for all age groups.

6.6.29 The proposed development includes 15.4 square metres of dedicated child play space which comprises of informal play for 0-11 year olds. The playspace proposed will have a wet pour play surface which can be used with a variety of play equipment due to its safety. Details of play facilities within the playspace proposed has not been provided. Officers are satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.6.30 There are also large play areas for older children within Highgate Woods (approximately 272m from the site).

- 6.6.31 The play space provision for younger and older children is policy compliant and is therefore acceptable.

#### **Residential Quality - Outlook and Privacy**

- 6.6.32 The residential homes will have an outlook from windows and balconies onto the communal garden, refuse store, cycle store and well landscaped frontage whilst also allowing passive surveillance and animation to the communal garden. The three-bedroom dwelling located in the basement is proposed to be served by three light wells to enable sufficient outlook from the dwelling. Bedroom 1 of the two-bed dwelling on the ground floor is adequately screened by the landscaping in the rear communal garden by a 1.2m high hedge to maintain privacy to the bedroom from the communal garden. Care has been taken to ensure the proposed bedrooms of the care home are not overlooked by the windows/balconies of the new residential homes
- 6.6.33 As such, it is considered that appropriate levels of outlook and privacy would be achieved within the proposed development for the proposed residential homes.

#### **Residential Quality - Daylight/sunlight/overshadowing**

- 6.6.34 Overall it is considered the residential homes would benefit from good levels of daylight. The sunken garden of the basement flat due to its southerly aspect ensures it is well-lit despite the partially overhanging balconies two floors above on the first, second and third floors.

#### **Residential Quality - Other Amenity Considerations**

- 6.6.35 Further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraphs 6.13.1-6.13.3 of the report).
- 6.6.36 Any noise from any plant and associated equipment can be controlled through a condition.
- 6.6.37 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on future occupiers of the development.
- 6.6.38 The communal waste store for the residential block is located in the communal garden to the rear. Collections from the North Hill service road, as per the adjacent properties will be carried out for the residential units. Residents will move bins from the rear permanent waste store to the temporary kerbside collection area, which is within 10m of the collection point, and moved back to the rear of the site once emptied. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection for the residential dwellings.

#### **Residential Quality – Security**

6.6.39 CCTV will monitor the buildings perimeters and main access points. 24-hour lighting will be proposed to communal areas, including the building frontage, communal foyer, corridors, stair well and rear garden. Postal deliveries will be via the main building entrance where an intercom system will allow access to a secure covered lobby. CCTV will be installed in the lobby area and will cover the front entrance and the mailbox.

The main entrance door and the stairwell / rear door will have an integrated camera. The communal garden will be bounded by a minimum of 1.8m high timber panel fence which will be shared by the care home. All pedestrian gates will span from floor to min 1.8m height to prevent gaps for intruders to climb over or under. They will be of a robust construction and not easily climbable or scalable with no mid rails. They will be self-closing and self-locking with fob access and push button to exit, with the exit button positioned so as not to be accessible from the street.. Pedestrian gates will be subject to CCTV / audio access control or fob system.

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

## **6.7 Impact on Neighbouring Amenity**

6.7.1 London Plan Policy D6 outlines 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.

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

### **Daylight and sunlight Impact**

6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the surrounding neighbouring properties. The assessment finds

6.7.4 The daylight analysis demonstrates 95% compliance of the primary Vertical Sky Component (VSC) assessment and 97% compliance with of the supporting No

Skyline BRE assessment criteria. Furthermore, an alternative baseline assessment discounting the effect of canopies over ground floor windows to 34 and 46 Yeatman Road demonstrates that the VSC infringements are more because of the presence of these canopies rather than because of the over development of the proposed massing itself.

- 6.7.5 The sunlight assessment demonstrates 100% compliance with the annual probable sunlight hours (APSH) and 99% of the winter APSH assessments.
- 6.7.6 The shadow assessments of the neighbouring gardens and amenity spaces illustrates only three gardens which will fall short of the criteria. Two will potentially experience minor infringements only with the third impact more noticeable where this garden is in such proximity to the development boundary. The neighbouring property at 109 North Hill which is in closest proximity to the site is already overshadowed due to its close proximity to the existing care facility building and trees in the garden.
- 6.7.7 The Design Officer notes that the layout of the proposed development is considerate of the neighbouring properties and generally consistent with the Council's local planning policy on daylight, sunlight, and shadowing. Overall, the proposal would not have a material adverse impact on daylight and sunlight to residents of neighbouring properties.

#### **Privacy/Overlooking and outlook**

- 6.7.8 The proposal remains largely unchanged from the extant permission in that there will be no additional windows facing residential property's. Window positions and fenestration are broadly unchanged to all street facing elevations. Minor changes are proposed to the rear garden facing elevations, where window positions are adjusted to suit the relocated well-being centre and internal plan reconfigurations. The balconies for each residential dwelling on the upper floors will be fitted with screens to the east and west to prevent overlooking. On the third floor of the residential dwellings, a section of the slab has been indicated as a flat roof with no access to prevent overlooking on neighbouring properties.
- 6.7.9 The 20-30 metre distance between the main rear wall of the properties on Yeatman Road and that of the the proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants. This is also helped by the site itself and many of its neighbours being densely landscaped, with a particularly dense belt of existing trees to its north-west, and that care is proposed to be taken to retain and protect existing trees on the site and supplement them with additional trees. Overlooking will continue to be minimised, with no additional windows facing neighbouring residential properties. The balconies to the residential dwellings will be screened by way of balustrading with obscure glazing to mitigate overlooking/loss of privacy concerns. . Furthermore, there is already overlooking to this neighbouring property from existing bedroom windows at ground and first floor level immediately to the rear and at first, second and third floor level within the taller block which fronts North Hill and from the open communal terrace, lounge and

kitchen at first floor level. Given the current level of privacy of the garden, the additional overlooking is not considered to result in any material harm on the amenity of neighbouring occupiers.

6.7.10 In terms of outlook, the height, scale and massing of the proposed scheme remains unchanged from the extant permission. The most noticeable change is the omission of a portion of the two-storey element opposite 1A View Road, in favour of creating a clear separation between the care home and residential dwellings to provide a communal garden. In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity in this respect.

6.7.11 Therefore, it is considered that residents of nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy as per the extant permissions.

#### **Other Amenity Considerations**

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

6.7.13 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view.

6.7.14 The site is currently in use as a traditional care home. The proposed development would see the principal use of the site remain and will also include 9 residential dwellings. Given the surrounding area is predominantly residential in character there will be no increase in noise levels and general disturbance in comparison to the existing situation.

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

6.7.16 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.

6.7.17 The increase in noise from future occupants of the care home facility and future residential building would not be significant given the current existing use of the site will be retained, the predominantly residential character and current urbanised nature of the surroundings.

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

## **6.8 Parking and Highways**

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. Policy T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 Policies TR3 and TR4 of the Highgate Neighbourhood Plan seeks to minimise the impact of traffic arising from new development and reduce the negative impact of parking in Highgate.
- 6.8.4 The site is located within an area with a public transport accessibility level (PTAL) of 3, which is considered 'moderate' in terms of access to public transport services. Five different bus services are accessible within 2 to 8-minutes' walk of the site, and Highgate Underground Station is a 9-minute walk away. The site is located within the Highgate Outer Controlled Parking Zone, which operates between the hours of 10.00 to 12.00 Monday to Friday.
- 6.8.5 At present there are two vehicle crossovers/accesses off View Road and a long crossover off North Hill. There are parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.

### **Development proposal and quantum**

- 6.8.6 The Transport Officer notes that compared to the extant permissions, this proposed scheme is both physically, and in transportation terms, a slightly smaller scale development. For the care home/rehabilitation component, there is a change in the type of operation proposed. The consented 70 bed development included 43 beds for long term palliative and dementia care, and 27 beds for rehabilitation, including well being and recuperation from surgery. This current proposal for a 50 bed facility is for the rehabilitation and post operative care only and not for the longer term and more intensive palliative and dementia care arrangements. The Transport Assessment details that 82 staff in total were required for the 70 bed arrangement, and 54 will be required for this revised proposal. Therefore, there will be a reduction of around a third in terms of staff numbers compared to the consented arrangements. The current proposals for rehabilitation care as opposed to a proportion of palliative



and dementia care do require a lower ratio of staff per bed/patient and this is referenced within the Transport Assessment.

### **Access arrangements for all modes of transport**

- 6.8.7 The Transport Officer notes that at present there are two vehicle crossovers/accesses off View Road and one-off North Hill. The care home access will be off View Road, and the residential properties off North Hill. There will be no physical changes proposed for the site accesses off the public highway. However, the existing crossover off the North Hill service road for the residential component is full width of the site and is not expected to be required at these dimensions for this development given the two parking space arrangement. For both accesses any physical or dimensional changes will need to be detailed, along with swept path plots if appropriate for manoeuvring onto or off of the public highway and within the site to access car parking spaces or drop off/pick up or service vehicle facility. Any changes to the physical accesses will necessitate entering into the appropriate Highways Act Agreement. Pedestrian and cycle access for the care home and rehabilitation clinic will also be off View Road.

### **Transportation demand and impacts**

- 6.8.8 The Transport Officer notes that with a smaller care/rehabilitation facility, there are expected to be fewer trips and reduced overall transportation demands compared to the extant permissions.

### **Trip generation**

- 6.8.9 In terms of trip generation with a smaller care/rehabilitation facility, there are expected to be fewer trips and reduced overall transportation demands compared to the extant permissions. The Transport Officer notes that a comprehensive trip generation is included within the Transportation Assessment submitted. Details of staffing levels which is lower than the extant permission has been provided. It is detailed the maximum staff on site will be 32 during 0730 – 0800. There will also be a lower number of visitors than previously considered for the extant permission given the lower number of beds.

- 6.8.10 Details in the Transportation Assessment include the following;

- 100% bed occupancy assumed, two-week turnover on average (i.e. 10% turnover in terms of vehicle drop off/pick up on any day)
- Physio service for pre booked (no walk ups) up to 76 appointments a day, 0800 – 1830.
- 2 maintenance contractors on site at any time
- 4 wellness centre deliveries a day
- Delivery and service movements based on previous care home usage.

- A staff accumulation exercise is included which detailed maximum car parking demand based on census journey to work information with a car mode of 41%.
- Visitor trips to inpatients have been assumed at 32% as previously detailed, as in each patient on average has a visitor every three days. The peak number of visitors and car movements associated are between 1200 – 1300 and 1400 – 1500 with demand of 5 cars generated (assumption is all visitors visit using cars)
- For the 9 residential units, 9 inbound and 9 outbound vehicle trips a day are predicted.

6.8.11 A combined vehicular trip generation has been derived based on the above, and this has considered the vehicle trips referencing the updated current parking stress surveys carried out for this scheme (discussed in the next section of the report). This assessment has been based on the 6m long car iteration so a 'worst case' scenario.

### **Parking considerations**

6.8.12 There are no fixed London Plan standards for care home parking provision. The proposal would provide 10 off street car parking spaces in total for the care home which is predicted to meet staff car parking demands at all times except for at staff changeover times between 0730 and 0800 and 1330 and 1430. Variable visitor demands will be accommodated on street as with the previously consented arrangements. The 10 off street car parking spaces proposed will include two blue badge bays.

6.8.13 Policy T6.1 of the London Plan states that for an outer London development with a PTAL of 3, up to one car parking space can be provided for 3 bedroom dwellings, and up to 0.75 car parking spaces for 1 or 2 bedroom dwellings. The proposal would provide 2 off street car parking spaces in total for the 9 residential dwellings which meets the London Plan standards. The two off street car parking spaces proposed will include one blue badge bay. The development will also be formally designated as car free/permit free therefore occupiers will not be able to obtain CPZ permits permitting parking. The applicant will need to ensure that London Plan requirements with respect to electric vehicle charging points is met. This can be secured via the imposition of a condition.

6.8.14 A parking stress survey for daytime periods as per the extant permission of 2021 was carried out. This has recorded some on street changes carried out by the Council since the last survey, which include the addition of new EV charging bays within the 500m walk distance, plus amendments to the level of pay and display parking available on Church Road, which has been reduced. The overall level of parking spaces has marginally increased from 242 to 251 bays within 200m due to revisions to crossovers and marked bays. The Transport Officer notes that the parking stress survey identified that stresses are of a similar pattern to the earlier surveys, high stresses in some streets and lower in others, with slight stress reductions compared to the previous

application, but does identify there will be some parking overspill onto the surrounding streets resultant from this development. Refinements of waiting and loading restrictions to help manage these additional pressures on street at the busiest times will need to be secured as part of the S106 legal agreement. Similar to the extant permission the contribution towards parking management measures secured as part of the extant permission is still considered appropriate to address potential overflows of parking causing road safety concerns in the surrounding area from additional parking demands generated by the development. The recommended conditions and relevant clauses in the s106 legal agreement will secure the above measures and is therefore considered acceptable.

### **Cycle Parking**

- 6.8.15 In terms of the care home, the London Plan requires 7 long term cycle parking spaces and 3 short stay cycle parking spaces. Eight long term cycle parking spaces is proposed which exceeds the London Plan standards. For the residential dwellings the London Plan requires 15 long stay and 2 short stay cycle parking spaces. Sixteen long stay cycle parking spaces are proposed which exceeds the London Plan standards. This level of long stay cycle parking provision exceeds the London Plan cycle parking requirement for both components however there is a shortfall of short stay cycle parking spaces for both the care home and residential dwellings. The applicant will need to provide full dimensional details to demonstrate how London Plan numerical requirements for long and short stay cycle parking will be provided. This can be secured by the imposition of a condition.
- 6.8.16 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.
- 6.8.17 As such, the parking is acceptable subject to the imposition of the recommended conditions and s106 clauses in respect of proposed cycle parking arrangements.

### **Service and Delivery**

- 6.8.18 The Transport officer notes that for the care home the delivery and servicing activity will take place off the highway. As previously stated, collection from the North Hill service road, as per the adjacent properties will be carried out for the residential dwellings.
- 6.8.19 A Delivery and Servicing Plan is required to demonstrate how all delivery and servicing activity for the care home will be managed and accommodated off of the highway, including clarity on the numbers and durations of visits, the vehicle sizes and management arrangements for visiting vehicles when considering ongoing use of the off street parking spaces. The Transport Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of conditions.

### **Travel Plan**

- 6.8.20 A travel plan for the care home/rehabilitation clinic will need to be submitted to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development. The applicant will need to enter into a legal agreement to monitor the development proposal in this regard. This will be secured by a S106 agreement.

### **Construction Logistics and Management**

- 6.8.21 A comprehensive Demolition and Construction Logistics Plan will need to be submitted detailing the duration of the build and how it will be carried out with respect to access and potential impacts on the highway and neighbours. The applicant will need to engage with Haringey's Network Management officers to ensure any temporary arrangements on the highway are appropriately managed and that highway safety and smooth operation of the network is maintained. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter will be secured by a legal agreement.
- 6.8.22 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway and the uncertainty in terms of parking stresses has been sufficiently addressed and includes a S106 contribution towards highways and traffic management measures.

### **6.9 Basement Development**

- 6.9.1 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.
- 6.9.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.9.3 The large basement approved under the extant permissions has been omitted from this scheme. The proposed basement which accommodates the 3 bed family dwelling is almost identical in scale to the existing basement on site. A Basement Impact Assessment was submitted, considered to be acceptable, and approved for a large basement under the extant permission. Given the very limited extent of the basement proposed in the current application, Officers consider that a further basement impact assessment is not warranted. Officers consider that a Construction Management Plan is sufficient in this instance, which can be provided at a later stage, but prior to the commencement of works. As such, this matter can be adequately secured by condition.
- 6.9.4 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the

structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

## **6.10 Sustainability and Biodiversity**

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

6.10.2 London Plan Policy SI 2 – Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO<sub>2</sub> emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

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

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

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

### **Carbon reduction**

6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2.

6.10.7 The development achieves a site-wide reduction of 43.3% carbon dioxide emissions over Building Regulations Part L 2021, with high fabric efficiencies and individual Air Source Heat Pump (ASHP) for the residential dwellings, communal Air Source Heat Pump for the rehabilitation clinic and a minimum 25 kWp solar photovoltaic (PV) array. This represents an annual saving of approximately 13.9 tonnes of CO<sub>2</sub> from a baseline of 29.4 tCO<sub>2</sub>/year. LBH Carbon Management raises no objections to the proposal subject to some

clarifications with regards to the energy and overheating strategies which can be dealt with via condition

6.10.8 The applicant has proposed a saving of 5.3 tCO<sub>2</sub> in carbon emissions (18%) through improved energy efficiency standards in key elements of the build. This exceeds the minimum 10% and 15% reduction set respectively in London Plan Policy SI2, this is supported by LBH Carbon Management.

6.10.9 In terms of 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 6.4 tCO<sub>2</sub> (21.8%) reduction of emissions are proposed under Be Green measures.

6.10.10 The shortfall will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution is £44,175 plus a 10% monitoring fee, will be subject to change during the detailed design stage.

### **Overheating**

6.10.11 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled the proposed care home and residential dwellings. All spaces in the proposed care home and residential dwellings pass the overheating requirements for 2020s DSY1. In order to pass the mandatory weather files for the proposed care home and apartments, the following measures will be built:

- Natural ventilation unless restricted by noise issues
- Improved Glazing g-value of 0.21, 0.28 and 0.32
- MVHR with enhanced flow rates from 30l/s to 45l/s
- Cooling system – highly efficient low carbon outdoor units with a fan coil unit to each room

6.10.12 All spaces within the care home pass the overheating requirements for 2020s DSY1. In order to pass the mandatory weather files for the commercial spaces, the following measures will be built:

- Natural ventilation, with openable areas of 0.8 and opening angle of °
- Improved Glazing g-value of 0.21.
- MVHR with enhanced flow rates – 4ach
- Cooling system

6.10.13 The applicant has agreed to undertake further modelling and submit a revised overheating report showing compliance with relevant CIBSE TM52 and TM59 compliance criteria and London Plan's Cooling hierarchy. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

### **Summary**

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

## **6.11 Urban Greening, Trees and Ecology**

### **Urban Greening Factor**

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

6.11.2 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The proposed scheme includes semi natural vegetation, standard trees, extensive green roof, green wall, flower-rich perennial planting, hedges, water features and permeable paving.

6.11.3 The scheme would have an Urban Greening Factor of 0.36, however it would appear possible to achieve a higher score, in line with the London Plan target. A condition shall be imposed that requires a detailed scheme of urban greening with calculations provided to demonstrate the UGF scoreline that can be achieved through the development which at least meets the minimum target set out in the London Plan. Officers are satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

### **Trees**

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

6.11.5 Policy SP13 of the Local Plan recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.

6.11.6. The proposal involves the removal of 7 individual trees. Two trees for removal are category U – (trees recommended for removal), 4 trees are category C (trees of low quality) and 1 tree is category B (Trees of moderate quality value). The only change from the extant permission is for the removal of the Category C Silver Birch tree fronting View Road and its replacement with a semi mature tree. The proposal includes 19 new trees planted in addition to the retained

trees, when compared to the extant permission 8 new trees were proposed to be planted.. The Illustrative Landscape Masterplan includes details of the species of the trees proposed that will be planted. Therefore, there will be a net increase of 12 trees on site.

6.11.7 The Council's Tree Officer has been consulted on the proposal and does not raise any objections subject to adherence with the Arboricultural Impact Assessment and the tree protection plans (TPP) and they are satisfied with the net gain of trees and proposed species. An aftercare programme to be planted to establishing independence of the trees and planting will need to be submitted. Details of the aftercare programme can be secured by the imposition of a condition.

### **Ecology**

6.11.8 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

6.11.9 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

6.11.10 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

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

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

6.11.13 A Biodiversity Net Gain Assessment has been undertaken of the proposals. Opportunities have – in the first instance – been sought to retain higher value habitats. Following this proposals will include the creation of replacement habitats, including the delivery of new trees, areas of green roof, water features, and shrub. The applicant's Biodiversity Net Gain Assessment calculation shows a net loss of -20.75%, which is below the 10% requirement as set out in the Environment Act 2021. The applicant has confirmed that there will be opportunities to provide enhancements for certain species. These will include bat and bird boxes delivered throughout the site and there is a lot of scope here to increase the Biodiversity Net Gain given the nature of the site. The applicant is required to firstly, explore options to enhance the biodiversity on-site and only after on-site measures have been maximised, the applicant will be required to secure off-site credits. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.



## **6.12 Flood Risk and Drainage**

6.12.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seeks to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site falls within Flood Zone 1, which has the lowest risk of flooding from tidal and fluvial sources. The applicant has submitted a Surface Water and Foul Drainage Statement. This has been reviewed by the LBH Flood and Water Management officer who has confirmed that they are satisfied with the overall information on how the site is to be built, operated and managed and that the impact of surface water drainage have been adequately addressed. The proposal therefore satisfies relevant planning policy and is acceptable in this regard.

6.12.2 Thames Water raises no objection with regards to surface water drainage, waste water network, sewage treatment works, water network and water treatment infrastructure capacity. Thames Water recommends imposing an informative regarding underground waste water, Thames Water groundwater risk management permit assets, and water pressure. The recommended informatives will be included on any grant of planning permission.

## **6.13 Air Quality and Land Contamination**

### **Air Quality**

6.13.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.13.2 The proposed development is considered to be air quality neutral given the building and transport related emissions associated with the proposed development are both below the relevant benchmarks.

6.13.3 Construction works are temporary and can be mitigated through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The Council Lead Pollution Officer raises no objection to the proposal subject to the relevant condition being imposed in respect of management and control of dust. The proposal is not considered an air quality risk, nor would it cause potential harm to nearby residents, or future occupiers.

### **Land Contamination**

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

6.13.5 Prior to redevelopment of the site a desktop study will need to be carried out and include the identification of previous uses, potential contaminants that might be expected, give those uses, and other relevant information.

6.13.6 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

6.13.7 The previous application was found acceptable in this regard, there has been no material change in this regard and the Air Quality and Land Contamination impacts are therefore considered acceptable.

## **6.14 Fire Safety**

6.14.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement. This application is not subject to Fire Safety Gateway 1 and therefore the Health and Safety Executive (HSE) is not required to be formally consulted as the residential building on the North Hill frontage is 4 storeys and the care home building on the View Road frontage is 3 storeys in height – the scheme heights would therefore be below the 7 storey and 18 metres threshold which would trigger the need to consult with the HSE.

6.14.2 Figure 1: London Plan Policy D12(b) Fire Statement checklist sets the criteria for assessing fire statements at planning application stage to ensure the policy requirements of Policy D12 are sufficiently addressed.

1. The fire safety information has been provided within a fire statement prepared by N Lambert dated 02/04/2024.
2. The applicant has made a declaration of compliance that the fire safety of the proposed development and the fire safety information satisfies the requirements of London Plan Policy D12A
3. Information within the fire statement addresses Policy D12 A1-A6 of the London Plan
  - Access for a pump appliance is directly outside of both buildings within 18m and to 15% of the elevations
  - For the care home a fire alarm Grade L1 to BS5839 Part 1 is proposed throughout.
  - For the residential building a fire alarm Grade L3 to BS5839 Part 6 is proposed within dwellings only
  - Internal fire spread (linings and structure and internal fire spread complies to part B of Building Regulations

- Suitable and convenient means of escape, and associated evacuation strategy for all building users has been provided
  - A suitable outline evacuation strategy is provided within the fire statement and can demonstrate how the provision of standard lifts support the strategy
  - Access for a pump appliance is directly outside of both buildings within 18m and to 15% of the elevations. There should be no issues with secure entrances, gates, or roadway widths impeding pump appliance access. s Hydrants are available within 90m on both View Road and North Hill
4. The fire safety information is specific and relevant to the development proposal
  5. The author has made a declaration of compliance against London Plan Policy D5(B5) requirement for fire evacuation lifts
  6. The compliance declaration states that the applicant is satisfied the design and provision of lifts is compliant with the stated design code

Officers are satisfied that the policy requirements have been sufficiently addressed and the fire safety information is satisfactory under London Plan Policy D12(A). A formal detailed assessment will be undertaken for fire safety at the building control stage.

## **6.15 Employment**

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

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

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

## **6.16 Conclusion**

- The scheme optimises the potential of the site for a new modern care home and high-quality residential development which responds appropriately to the local context;
- The site benefits from an extant planning consent for the redevelopment of the site for up to a 70 bedroomed care home. This revised proposal seeks to reduce the floorspace for the care home and provide a 50 bedroom care home and nine residential homes;
- The care home facility would provide 50 bedrooms along with a rehabilitation clinic that will include specialist staff and tailored care;

- The development would provide a total of 9 residential dwellings, contributing towards much needed housing stock in the borough;
- The size, mix, and quality of residential accommodation is acceptable and the homes would either meet or exceed relevant planning policy standards. All flats have private/communal external amenity space;
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area;
- The proposed development would be a high quality design of an appropriate scale to its context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development will lead to a very low, less than substantial harm. to the significance of the conservation area and its assets as per the extant consent however the newly proposed gap between the care home and residential buildings would be considered beneficial over the previous scheme as it would revert the site somewhat back to its historic urban grain, with two separate buildings to each street frontage.
- The proposed scheme will be more sustainable and energy efficient than the existing buildings;
- The proposed development would result in the loss of 7 low grade trees but would be replaced with 19 newly planted trees - ensuring there is no net loss off trees. The 19 new trees will form part of a high quality and substantially sized landscaping scheme as part of the proposed development and;
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

6.16.1 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 in section 2 above,

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

Based on the information given on the plans, the Mayoral CIL charge will be £13,436.01 (189 sqm x £71.09) and the Haringey CIL charge will be £81,939.06 (189sqm x £433.54). These rates are based on the Annual CIL Rate Summary for 2024, which will increase if the decision notice is issued in 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/ PLANNING CONDITIONS & INFORMATIVES**

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement

Subject to the following condition(s)

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<b>Report for:</b>	<b>Planning Sub Committee</b> <b>Date: 03 April 2025</b>	<b>Item Number:</b>	
<b>Title:</b>	<b>Update on major proposals</b>		
<b>Report Authorised by:</b>	<b>Rob Krzyszowski</b>		
<b>Lead Officer:</b>	<b>John McRory</b>		
<b>Ward(s) affected:</b>  <b>All</b>		<b>Report for Key/Non Key Decisions:</b>	

## 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](http://www.haringey.gov.uk). From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.



Site	Description	Timescales/comments	Case Officer	Manager
<b>APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED</b>				
<b>Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15</b>  <b>HGY/2023/0728</b>	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
<b>807 High Road Tottenham, London, N17</b>  <b>HGY/2024/0692</b>	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

<b>Capital City College Group, Tottenham Centre) N15</b>  <b>HGY/2024/0464</b>	New Construction and Engineering Centre, extending to 3,300 sq. m	Members resolved to grant planning permission subject to the signing of legal agreement.  106 Agreed and awaiting return from the Applicant	Roland Sheldon	John McRory
<b>39, Queen Street, London, Tottenham, N17</b>  <b>HGY/2024/1203</b>	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
<b>157-159, Hornsey Park Road, London, N8</b>  <b>HGY/2024/0466</b>	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
<b>27-31 Garman Road, N17</b>  <b>HGY/2023/0894</b>	Erection of two replacement units designed to match the original units following fire damage and demolition of the original units	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
<b>25-27 Clarendon Road, N8</b>	Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm	Members resolved to grant planning permission subject to the signing of legal agreement.	Valerie Okeiyi	John McRory

<b>HGY/2024/2279</b>	improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.	Negotiations on legal agreement are ongoing.		
<b>Land adjacent to Seven Sisters Road and St Ann's Road, N15</b> <b>HGY/2024/3315</b>	Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Gareth Prosser	John McRory
<b>International House, Tariff Road, Tottenham, N17</b> <b>HGY/2024/1798</b>	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.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Eunice Huang	Tania Skelli
<b>APPLICATIONS SUBMITTED TO BE DECIDED</b>				
<b>Selby Centre, Selby Road, N17</b> <b>HGY/2024/2851</b>	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.	To be reported to members at the April Planning Sub Committee.	Phil Elliott	John McRory
<b>Former Mary Feilding Guild Care Home</b>	Demolition of existing buildings and redevelopment to provide a new care home and rehabilitation clinic (Class C2 - Residential	To be reported to Members on the April Planning Sub Committee.	Valerie Okeiyi	John McRory

<b>103-107 North Hill, N6</b>  <b>HGY/2024/3240</b>	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.			
<b>30-48 Lawrence Road, N15</b>  <b>HGY/2024/1456</b>	Partial demolition and refurbishment of existing light industrial building (Class E) and erection of residential building (Class C3), including ground floor workspace (Class E), cycle parking, hard and soft landscaping, and all other associated works.	To be reported to Members on the April Planning Sub Committee.	Gareth Prosser	John McRory
<b>Former Car Wash, Land on the East Side of Broad Lane, N15</b>  <b>HGY/2023/0464</b>	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment	Sarah Madondo	Tania Skelli
<b>Former Petrol Filling Station</b> <b>76 Mayes road, N22</b>  <b>HGY/2022/2452</b>	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

<b>Rochford &amp; Martlesham, Griffin Road, Broadwater Farm Estate, N17</b>  <b>HGY/2024/3522</b>	Refurbishment of two residential blocks with 176 existing residential units in total across both blocks.	Application submitted and under assessment.	Adam Silverwood	John McRory
<b>15-19 Garman Road, Tottenham, N17</b>  <b>HGY/2024/3480</b>	Outline planning permission for the demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the 3rd floor.	Application submitted and under assessment.	Kwaku Bossmann-Gyamera	Tania Skelli
<b>312 High Road, Tottenham, N15</b>  <b>HGY/2024/3386</b>	Refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. Commercial use on part of the ground floor and self-contained residential uses on upper floors to provide short stay emergency accommodation.	Application submitted and under assessment.	Kwaku Bossmann-Gyamera	Tania Skelli
<b>Drapers Almshouses, Edmansons Close, Bruce Grove, N17</b>  <b>HGY/2022/4319 &amp; HGY/2022/4320</b>	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

<b>Highgate School, North Road, N6</b>  <b>HGY/2023/0328</b> <b>HGY/2023/0315</b> <b>HGY/2023/0338</b> <b>HGY/2023/0313</b> <b>HGY/2023/0317</b> <b>HGY/2023/0316</b>	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	Applications submitted and under assessment.	Samuel Uff	John McRory
<b>Berol Yard, Ashley Road, N17</b>  <b>HGY/2023/0241</b>	Section 73 application for minor material amendments	Application submitted and under assessment. Linked to HGY/2023/0261.	Philip Elliott	John McRory
<b>Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4</b>  <b>HGY/2022/4310</b>	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
<b>Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4</b>  <b>HGY/2023/0570</b>	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	Application submitted and under assessment.	Phil Elliott	John McRory

	spaces, children's play space and waste and refuse areas.			
<b>Land to the rear of Plevna Crescent, N15</b> <b>HGY/2024/1825</b>	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
<b>13 Bedford Road, N22</b> <b>HGY/2023/2584</b>	Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
<b>Newstead, Denewood Road, N6</b> <b>HGY/2024/2168</b>	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
<b>1-6 Crescent Mews, N22</b> <b>HGY/2023/1620</b>	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	Application Invalid	Eunice Huang	John McRory

	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.			
<b>26 Lynton Road, N8</b> <b>HGY/2023/0218</b>	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
<b>IN PRE-APPLICATION DISCUSSIONS</b>				
<b>28-42 High Road, Wood Green, N22</b>	Demolition of existing buildings for co-living accommodation (Sui Generis) led scheme of circa 400 units and 854 sqm of commercial (Use Class E) floorspace	Meeting scheduled for April 2025. Extant permission HGY/2018/3145 was approved for circa 200 dwellings for wider site 22-42 High Road. Part of that site is CR2 safeguarded. This proposes alternate development on part of the site	Samuel Uff	John McRory
<b>Wood Green Central, N22</b>	Initial discussions for Station Road sites within SA8 of the DPD.	Initial meeting held March 2025. Discussion of heights (around	Samuel Uff	John McRory



		35 storey maximum outline proposed), uses, siting and relationship to adjacent site allocations.		
<b>Clarendon Square/Alexandra Gate Phase 5, N8</b>	Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings <i>G1, G2, J1, J2 &amp; F1</i> forming Phase 5 of the Northern Quarter, including the construction of residential units (Use Class C3), commercial floorspace and associated landscaping pursuant to planning permission HGY/2017/3117 dated 19th April 2018	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory
<b>Chocolate Factory Phase 2, Mallard Place, N22</b>	Council House mixed use scheme	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory
<b>St Ann's New Neighbourhood, N15</b>	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
<b>Lotus Site / former Jewson Site, Tottenham lane, N8</b>	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

<b>THFC Stadium, N17</b>	Plot 5 Reserved Matters for 'appearance' for the residential towers	Pre-application meeting held and discussions ongoing.  QRP was held in September.	Samuel Uff	John McRory
<b>Timber merchants, 289-295 High Road, Wood Green, N22</b>	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 <sup>th</sup> preapp meeting held 23 September 2024.  Presented to QRP in February. Amendments to the scheme being discussed.	Samuel Uff	John McRory
<b>Reynardson Court, High Road, N17</b>  <b>Council Housing led project</b>	Refurbishment and /or redevelopment of site for residential led scheme – 18 units.	Pre-application discussions taking place	TBC	Tania Skelli
<b>50 Tottenham Lane, Hornsey, N8</b>  <b>Council Housing led project</b>	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
<b>1 Farrer Mews, N8</b>	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Benjamin Coffie	John McRory
<b>Lock Keepers Cottages, Ferry Lane, Tottenham, N17</b>	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

<b>Ashley House and Cannon Factory, Ashley Road, N17</b>	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Pre-application discussions ongoing	Phil Elliott	John McRory
<b>505-511 Archway Road, N6</b>	Council House scheme 16 units	PPA agreed with ongoing meetings	Mark Chan	Matthew Gunning
<b>Lynton Road, N8 (Part Site Allocation SA49)</b>	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
<b>139 - 143 Crouch Hill, N8</b>	Demolition of existing Oddbins building and retail and residential parade of nos.141-143 and construction of 5 storey building with 26 flats; 207sqm commercial floorspace; and 11 car park spaces in basement.	3 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
<b>679 Green Lanes, N8</b>	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
<b>CURRENT APPEALS</b>				
<b>Site</b>	<b>Description</b>	<b>Type of Appeal</b>	<b>Case Officer</b>	<b>Manager</b>

<b>The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10</b>	Redevelopment of site including conversion of existing pavilion into <u>1.no</u> residential dwelling and erection of <u>8.no</u> residential dwellings, associated landscaping and cycle storage	Hearing	Josh Parker	Matthew Gunning
<b>15-19, Garman Road, N17</b>	Demolition of the existing buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution and 10 self-contained design studio offices.	Written Representations	Kwaku Bossman-Gyamera	Tania Skelli

Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Prior notification: Development by telecoms operators	HGY/2024/3374	No Objections	06/02/2025	Alexandra Park Secondary School, Bidwell Gardens, Wood Green, London, N11 2AZ	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: ? Proposed upgrade of the existing base station installation at Alexandra Park Secondary School, Bidwell Gardens, Wood Green, London, N11 2AZ (NGR: E: 529100 N: 190911)	Kwaku Bossman-Gyamera
Alexandra Park	Lawful development: Proposed use	HGY/2025/0294	Permitted Development	18/02/2025	181 Alexandra Park Road, Wood Green, London, N22 7UL	Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion	Laina Levassor
Alexandra Park	Lawful development: Proposed use	HGY/2025/0116	Permitted Development	10/02/2025	56 Bidwell Gardens, Wood Green, London, N11 2AU	Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion	Laina Levassor
Alexandra Park	Full planning permission	HGY/2024/3354	Refuse	14/02/2025	Ground Floor Flat, 77 Rosebery Road, Hornsey, London, N10 2LE	Erection of an infill single-storey extension to the side and replacement of external rear doors.	Ben Coffie
Alexandra Park	Householder planning permission	HGY/2024/3571	Approve with Conditions	18/02/2025	318 Alexandra Park Road, Wood Green, London, N22 7BD	Erection of a single storey rear/side infill extension to the rear outrigger of the property. (AMENDED DESCRIPTION)	Daniel Boama
Alexandra Park	Lawful development: Proposed use	HGY/2024/2787	Permitted Development	10/02/2025	318 Alexandra Park Road, Wood Green, London, N22 7BD	Certificate of lawfulness for proposed use: Loft conversion with erection of an L-shaped rear dormer in zinc cladding material, the insertion of 2no. rooflights above flat roof of dormer, and insertion of 1no. bathroom side window 1.7m above floor level.	Daniel Boama
Alexandra Park	Approval of details reserved by a condition	HGY/2024/1725	Approve	05/02/2025	Alexandra Park Secondary School, Bidwell Gardens, Wood Green, London, N11 2AZ	Approval of details pursuant to conditions 5 (Air Quality), 6 (CEMP), and 11 (Energy Strategy) attached to planning permission ref: HGY/2023/2642.	Mark Chan
Alexandra Park	Full planning permission	HGY/2024/3373	Approve with Conditions	26/02/2025	Ground Floor Flat, 236 Victoria Road, Wood Green, London, N22 7XQ	Infill side return extension.	Eunice Huang
Alexandra Park	Non-Material Amendment	HGY/2025/0078	Approve	07/02/2025	57 Grove Avenue, Hornsey, London, N10 2AL	Non-material amendment to planning permission HGY/2024/0933 to provide new velux rooflight to front elevation, and Juliet balcony to rear dormer.	Nathan Keyte
Alexandra Park	Non-Material Amendment	HGY/2025/0075	Approve	17/02/2025	57 Grove Avenue, Hornsey, London, N10 2AL	Non-material amendment to planning permission HGY/2024/1146 to modify ground floor rear and side fenestration and additional windows; and aluminium cladding to parapet section of rear extension.	Nathan Keyte
Alexandra Park	Householder planning permission	HGY/2024/3487	Approve with Conditions	25/02/2025	31 Crescent Road, Wood Green, London, N22 7RP	Formation of rear L-Shaped dormer with rooflights on front slope	Nathan Keyte
Alexandra Park	Full planning permission	HGY/2024/2534	Approve with Conditions	27/02/2025	Land Rear of 98 Alexandra Park Road, London, N10 2AE	Erection of a new two-storey building to the rear of 98 Alexandra Park Road to provide 1x1b2p dwelling. Alterations to the rear light-well. (amended description).	Nathan Keyte
Alexandra Park	Householder planning permission	HGY/2024/3573	Refuse	25/02/2025	143A Durnsford Road, Wood Green, London, N11 2EL	Roof extension to existing 2 bedroom bungalow to facilitate changes to internal layout with associated alterations to exterior treatment of building.	Roland Sheldon
Alexandra Park	Householder planning permission	HGY/2024/2401	Approve with Conditions	04/02/2025	337 Alexandra Park Road, Wood Green, London, N22 7BP	Proposed single storey side to rear infill and wrap-around rear extension.	Roland Sheldon

Alexandra Park	Full planning permission	HGY/2024/3414	Approve with Conditions	10/02/2025	183 Albert Road, Wood Green, London, N22 7AQ	Alterations to fenestration including new glass door to rear and new metal staircase to facilitate access to garden. (AMENDED PLANS)	Sion Asfaw
Alexandra Park	Full planning permission	HGY/2025/0032	Approve with Conditions	25/02/2025	157 Albert Road, Wood Green, London, N22 7AQ	Installation of a rear external metal spiral staircase with French doors giving access from the kitchen to the rear garden and modification of rear window.	Alicia Croskery
Bounds Green	Consent under Tree Preservation Orders	HGY/2025/0494	No Objections	28/02/2025	31 Maidstone Road, Wood Green, London, N11 2TR	**AS THERE ARE NO CONSERVATION AREA OR TREE PRESERVATION ORDER CONSTRAINTS FOR THIS PROPERTY, THE PROPOSED TREE WORKS DO NOT REQUIRE PERMISSION OR NOTICE** T1 3m multi stem tree of heaven remove to ground level. Poor form and many stems from weak union at base. Previous shed stems	Daniel Monk
Bounds Green	Prior notification: Development by telecoms operators	HGY/2025/0395	Permitted Development	18/02/2025	Newbury House, Partridge Way, Wood Green, London, N22 8DX	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: The proposed development comprises of the installation of 6no. antennas, 1no. 300mm dish and 1no. 600mm dish, 2no. cabinets (at roof level) and ancillary works thereto.	Kwaku Bossman-Gyamera
Bounds Green	Approval of details reserved by a condition	HGY/2025/0236	Approve	25/02/2025	Land adjacent to 16 Park Road / Edith Road, Wood Green, London, N11 2QE	Approval of details for Condition 13 (Secure by Design) of planning permission ref. HGY/2020/0589 granted on 03/07/2020 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	Tania Skelli
Bounds Green	Approval of details reserved by a condition	HGY/2022/1823	Approve	26/02/2025	Land Opposite 16 Park Road, Edith Road, London, N11 2QE	Approval of details pursuant to condition 16 (b and d) (Air Source Heat Pumps) 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	Householder planning permission	HGY/2024/3546	Approve with Conditions	17/02/2025	46 Whittington Road, Wood Green, London, N22 8YF	Single storey rear/side infill extension, with a pitched roof and rooflights.	Neil McClellan
Bounds Green	Householder planning permission	HGY/2024/3429	Approve with Conditions	12/02/2025	111 Nightingale Road, Wood Green, London, N22 8PT	Erection of a first floor rear extension and insertion of window at first floor rear elevation. Replacement of windows and doors to ground floor rear and side elevation.	Sabelle Adjagboni
Bounds Green	Non-Material Amendment	HGY/2024/2418	Approve	13/02/2025	Atm Site, Garage, Pinkham Way, Wood Green, London, N11 2UU	Non-material amendment to planning permission ref: HGY/2024/1581 in order to change the beginning part of the wording of conditions 4 from "Before development commences other than for investigative work:" to "Should the wider site be redeveloped other than for that development hereby approved, other than for investigative work:".	Ben Coffie

Bounds Green	Lawful development: Existing use	HGY/2024/3402	Approve	06/02/2025	97A Chilton Court, Truro Road, Wood Green, London, N22 8DH	Certificate of Lawfulness for the existing use of the first and second floor of 97A Chilton Court, Truro Road, Wood Green, London, N22 8DH as a four bedroom self contained residential unit	Daniel Boama
Bounds Green	Change of use	HGY/2024/2932	Approve with Conditions	19/02/2025	Shop, 139 Myddleton Road, Wood Green, London, N22 8NG	Change of use of commercial ground floor unit to a yoga studio (Use Class E(d)). (AMENDED DESCRIPTION)	Daniel Boama
Bounds Green	Full planning permission	HGY/2024/3206	Approve with Conditions	05/02/2025	The Lodge, Scout Park, Gordon Road, Wood Green, London, N11 2PB	Change of use from residential dwelling (Class C3) associated with Scout Park to use as a children's daycare nursery (Class E) [Retrospective Application]	Josh Parker
Bounds Green	Listed building consent (Alt/Ext)	HGY/2024/2752	Approve with Conditions	12/02/2025	The Starting Gate Public House, Station Road, Wood Green, London, N22 7SS	Listed building consent for installation of replacement signs to include 2 x new pictorial display, existing projecting bracket, 2 x sets of individual letters finished gold, 3 x half menu cases, 1 x set of sign written directional text, 2 x sets of sign written house name letters and repainting to the exterior woodwork.	Roland Sheldon
Bounds Green	Consent to display an advertisement	HGY/2024/2751	Approve with Conditions	12/02/2025	The Starting Gate Public House, Station Road, Wood Green, London, N22 7SS	Advertisement consent for installation of replacement signs to include 2 x new pictorial displays, 2 x sets of individual letters finished gold, 3 x half menu cases, 1 x set of sign written directional text, 2 x sets of sign written house name letters	Roland Sheldon
Bounds Green	Householder planning permission	HGY/2024/3403	Approve with Conditions	05/02/2025	37 Blake Road, Wood Green, London, N11 2AG	Proposed single storey rear extension for full width of property with a maximum height of 3.7m.	Alicia Croskery
Bruce Castle	Householder planning permission	HGY/2024/3299	Refuse	04/02/2025	38 Lordsmead Road, Tottenham, London, N17 6EY	Erection of single storey rear infill extension.	Emily Whittredge
Bruce Castle	Full planning permission	HGY/2024/3394	Approve with Conditions	03/02/2025	7 Elmhurst Road, Tottenham, London, N17 6RQ	Replacement of the current timber frame windows with new UPVC windows.	Laina Levasse
Bruce Castle	Full planning permission	HGY/2024/3395	Approve with Conditions	28/02/2025	16 Elmhurst Road, Tottenham, London, N17 6RQ	Replacement of current timber framed windows with new UPVC windows	Oskar Gregersen
Bruce Castle	Approval of details reserved by a condition	HGY/2024/3195	Approve	24/02/2025	819-829, High Road, London, N17 8ES	Approval of details reserved by parts (a) and (b) i), ii), iii), iv), v), vi), vii), x), xi), xiv) of Condition 8 (Approval of Details PRE-COMMENCEMENT) and Condition 9 (Masonry Cleaning) attached to 'The Printworks' 819-829 High Road N17 Listed Building Consent ref. HGY/2023/2307 dated 04th March 2024 for PBSA and Class E.	Philip Elliott
Bruce Castle	Approval of details reserved by a condition	HGY/2024/2354	Approve	24/02/2025	807 High Road, Tottenham, London, N17 8ER	Partial approval of details (limited to partial demolition works only) reserved by part (a) of Condition 30 (Construction Logistics Plan), part (a) of Condition 31 (Demolition/Construction Environmental Management Plans) in respect of the partial demolition to the rear of the site only, and part (b)i) of Condition 33 (Business and Community Liaison) attached to planning permission HGY/2021/0441 dated 03/09/2021.	Philip Elliott
Bruce Castle	Full planning permission	HGY/2024/3521	Approve with Conditions	14/02/2025	236-251 Somerset Gardens, Tottenham, London, N17 8JY	Replacement of existing single glazed timber windows and doors with new double glazed uPVC window and doors.	Neil McClellan
Bruce Castle	Householder planning permission	HGY/2024/3371	Approve with Conditions	04/02/2025	36 Elmhurst Road, Tottenham, London, N17 6RQ	Erection of a single storey rear and side infill extension.	Ben Coffie
Bruce Castle	Full planning permission	HGY/2024/2937	Approve with Conditions	27/02/2025	283 Mount Pleasant Road, Tottenham, London, N17 6HD	Replacement and reduction of the size of a side bathroom window.	Ben Coffie

Bruce Castle	Householder planning permission	HGY/2025/0122	Approve with Conditions	24/02/2025	91 Bruce Castle Road, Tottenham, London, N17 8NL	Erection of single storey rear side extension	Sion Asfaw
Bruce Castle	Full planning permission	HGY/2024/3549	Approve with Conditions	18/02/2025	302 Mount Pleasant Road, Tottenham, London, N17 6HA	Replacement of existing timber windows with double glazed UPVC windows on all facades and replacement of rear timber door with new UPVC door. Replacement of timber Front Entrance Door with composite unit.	Alicia Croskery
Bruce Castle	Approval of details reserved by a condition	HGY/2024/3425	Approve	10/02/2025	313, The Roundway, Tottenham, London, N17 7AB	Submission of details to discharge condition 21 (Highways Condition Survey) of planning permission reference HGY/2022/0967 for Demolition of existing buildings and erection of a three to five storey building with new Class E/F1 floorspace at ground floor and residential C3 units with landscaping and associated works as approved on 15/09/2023.	Adam Silverwood
Crouch End	Consent under Tree Preservation Orders	HGY/2024/2658	Refuse	25/02/2025	108 Crouch Hill, Hornsey, London, N8 9DY	Works to tree protected by a TPO. Ash tree on land to the rear of 108 Crouch Hill, N8 9DY. Fell for safety due to severe decay on the lower trunk and main roots. Crown reduction was considered, but is not a viable option, as set out in the attached report. Replacement planting to be agreed with the Council. There are other Ashes nearby, but this is the largest tree on the site, recognisable by large wound on the N side of the trunk.	Daniel Monk
Crouch End	Householder planning permission	HGY/2024/3493	Approve with Conditions	12/02/2025	22 Cecile Park, Hornsey, London, N8 9AS	The erection of a side extension to the front along with an air source heat pump with timber screen. Alterations to the rear elevation with new windows and doors to a semi detached house. Along with the erection of an outbuilding to the rear garden.	Kwaku Bossman-Gyamara
Crouch End	Non-Material Amendment	HGY/2024/2968	Approve	11/02/2025	24 Rosebery Gardens, Hornsey, London, N8 8SH	Non-Material Amendment application following a grant of planning permission HGY/2023/0208 in relation to the alteration to the internal layout of the basement studio flat.	Matthew Gunning
Crouch End	Householder planning permission	HGY/2024/3494	Approve with Conditions	12/02/2025	14 Glasslyn Road, Hornsey, London, N8 8RH	Erection of rear dormer and 2 front facing roof lights. Minor alterations to rear fenestration.	Oskar Gregersen
Crouch End	Full planning permission	HGY/2024/3463	Approve with Conditions	11/02/2025	Flat 3, 13 Berkeley Road, Hornsey, London, N8 8RU	Insertion of 2no rooflights into front slope of existing roof	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2024/3211	Approve with Conditions	03/02/2025	Flat A, 30 Weston Park, Hornsey, London, N8 9TJ	Erection of a timber framed garden office/store at the end of the garden with flat roof.	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2024/3302	Approve with Conditions	25/02/2025	37 Womersley Road, Hornsey, London, N8 9AP	Retrospective conversion of a single family house into 1x1 bed and 1x3 bed flat.	Ben Coffie
Crouch End	Householder planning permission	HGY/2024/3409	Approve with Conditions	21/02/2025	First Floor Flat, 252 Ferme Park Road, Hornsey, London, N8 9BN	Construction of roof terrace above rear outrigger flat roof with 1.5 high privacy screening on party wall comprising 1.1m high brick wall and wooden Trellis panels above, 1.1m high black-coated metal safety railings on front and side boundaries of roof terrace, and erection of a small rear dormer for accessing roof terrace. (AMENDED DESCRIPTION)	Daniel Boama



Crouch End	Approval of details reserved by a condition	HGY/2024/3537	Approve	25/02/2025	HIGHGATE CRICKET AND LAWN TENNIS CLUB, CROUCH END PLAYING FIELDS, Park Road, Hornsey, London, N8 8JJ	Details pursuant to phase 1 (demolition of the clubhouse, relaying and extension of courts and associated works to the courts) of condition 10 (Construction management plan) of planning permission HGY/2023/2299 (as amended by NMA HGY/2024/0364) for Resurfacing and extension of tennis courts including change of use from garden to sports use, provision of floodlights, redevelopment of clubhouse and associated works.	Roland Sheldon
Crouch End	Full planning permission	HGY/2024/3518	Approve with Conditions	19/02/2025	Flat 4, 50 Coolhurst Road, Hornsey, London, N8 8EU	Installation of garden shed	Sion Asfaw
Crouch End	Full planning permission	HGY/2024/3446	Approve with Conditions	10/02/2025	193 Ferme Park Road, Hornsey, London, N8 9BS	Replacement of current timber windows with UPVC windows on all facades	Alicia Croskery
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/0264	Approve with Conditions	26/02/2025	79 Fortis Green, Hornsey, London, N2 9HU	Works to tree protected by a TPO. T1 Large Ash Tree: request to cut back by 30% and generally 'tidy up' - the tree is around 20 metres high and 10 metres across at its widest point - ideally trim it down to around 14 metres tall and 6 metres wide, whilst still keeping its shape. No work undertaken to this tree for 20 years. One or two branches have fallen off over the last couple of years in storms	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2510	Approve with Conditions	24/02/2025	35 Ringwood Avenue, Hornsey, London, N2 9NT	Mature Oak in neighbouring property (33 Ringwood Avenue): Reduce lateral spread on north side (over garden of 35 Ringwood Avenue only) by up to 2 metre branch lengths; all cuts to significant growth points in line with BS3998.	Daniel Monk
Fortis Green	Full planning permission	HGY/2024/3352	Approve with Conditions	07/02/2025	5 Gilson Place, Hornsey, London, N10 1AF	Proposed alterations to front elevation including the replacement of existing garage door to window to facilitate the conversion of garage to habitable space	Laina Levassor
Fortis Green	Lawful development: Proposed use	HGY/2025/0364	Permitted Development	18/02/2025	15 Springcroft Avenue, Hornsey, London, N2 9JH	Lawful development: Proposed use. Proposed internal remodelling of existing kitchen, dining and living area to the rear of property. Replacement/moving of windows and a door to the side elevation. Replacement of mono-pitched tiled and glazed roof to existing single storey side infill rear extension with a zinc mono-pitched roof with large skylight, alterations to external materials of rear extension.	Oskar Gregersen
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0144	Not Required	24/02/2025	35 Everington Road, Hornsey, London, N10 1HT	Erection of a single storey rear extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.6m and for which the height of the eaves would be 2.8m	Oskar Gregersen
Fortis Green	Lawful development: Proposed use	HGY/2025/0143	Permitted Development	18/02/2025	35 Everington Road, Hornsey, London, N10 1HT	Certificate of Lawfulness Proposed Use for the formation of a rear dormer roof extension with installation of 2no. rooflights on the front slope.	Oskar Gregersen
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0136	Not Required	18/02/2025	14 Coppetts Road, Hornsey, London, N10 1JY	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m	Oskar Gregersen

Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0135	Not Required	18/02/2025	14 Coppetts Road, Hornsey, London, N10 1JY	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m	Oskar Gregersen
Fortis Green	Approval of details reserved by a condition	HGY/2025/0112	Approve	06/02/2025	Coppetts Wood Hospital, Coppetts Road, Hornsey, London, N10 1JN	Approval of details for Condition 15 (Secure by Design) of planning permission ref. HGY/2016/3482 granted on 27/04/2017 for the demolition of all existing buildings and redevelopment to provide 80 residential units (C3 use), comprising: 69 flat apartments across 3 building blocks rising from 3 and 4 storeys to part 5 and 6 storeys and 11 houses, rising from 2 to 3 and a half storeys, together with associated infrastructure, vehicular and cycle parking (subterranean and ground), public realm and landscaping works and Non-material amendment ref. HGY/2018/1513.	Tania Skelli
Fortis Green	Householder planning permission	HGY/2024/3357	Approve with Conditions	21/02/2025	198 Creighton Avenue, Hornsey, London, N2 9BJ	Two-storey side & rear extension to semi-detached dwelling.	Ben Coffie
Fortis Green	Householder planning permission	HGY/2024/3327	Refuse	21/02/2025	50 Great North Road, Hornsey, London, N6 4LT	Proposed 2nd floor side extension	Ben Coffie
Fortis Green	Full planning permission	HGY/2024/3170	Approve	17/02/2025	88 Coniston Road, Hornsey, London, N10 2BN	Retrospective replacement of windows from single glazed UPVC windows to double glazed UPVC windows (Amended description).	Ben Coffie
Fortis Green	Full planning permission	HGY/2023/2653	Refuse	07/02/2025	St Matthews Court 7b, Coppetts Road, Hornsey, London, N10 1NW	Construction of a new residential building (use class C3), together with landscaping, cycle and car parking, and associated works.	Ben Coffie
Fortis Green	Non-Material Amendment	HGY/2024/3525	Approve	18/02/2025	76 Creighton Avenue, Hornsey, London, N10 1NT	Non-Material Amendment to planning permission reference HGY/2022/1148 to amend courtyard infill, pitch the roof above the 2.4m high wall adjacent to the boundary with No.78, to insert 1no. rooflight above utility room, remove 2no. side windows facing No.74, and replace parts of the external finishing render and masonry on the front and rear elevation. (AMENDED DESCRIPTION)	Daniel Boama
Fortis Green	Lawful development: Proposed use	HGY/2025/0254	Approve	17/02/2025	11 Hill Road, Hornsey, London, N10 1JE	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion; and 2 roof lights to the front elevation.	Nathan Keyte
Fortis Green	Lawful development: Proposed use	HGY/2025/0253	Approve	10/02/2025	11 Hill Road, Hornsey, London, N10 1JE	Certificate of lawfulness proposed: garden outbuilding.	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2024/2895	Approve with Conditions	04/02/2025	41 Collingwood Avenue, Hornsey, London, N10 3EE	Air Conditioning Unit with enclosure at roof level ? part retrospective (amended description).	Nathan Keyte
Fortis Green	Full planning permission	HGY/2024/2335	Refuse	06/02/2025	78 Great North Road, Hornsey, London, N2 0NL	Conversion of single family dwelling into 4 x 1 bedroom apartments and associated works.	Roland Sheldon
Fortis Green	Householder planning permission	HGY/2024/3544	Approve with Conditions	14/02/2025	74 Muswell Avenue, Hornsey, London, N10 2EL	Removal of ground floor rear lean-to extension. New full-width opening with aluminium sliding folding patio doors.	Alicia Croskery
Fortis Green	Lawful development: Proposed use	HGY/2024/3295	Refuse	03/02/2025	71 Coppetts Road, Hornsey, London, N10 1JH	Lawful development: (Proposed) Rear First Floor Extension constructed in cavity brickwork with tiled hipped roof.	Adam Silverwood
Harringay	Full planning permission	HGY/2025/0063	Approve with Conditions	10/02/2025	Flat A, 580 Green Lanes, Hornsey, London, N8 0RP	Construction of rear roof extension to first floor level flat	Laina Levassor

Harringay	Full planning permission	HGY/2025/0024	Approve with Conditions	28/02/2025	16 Warham Road, Hornsey, London, N4 1AT	Erection of single storey rear extension to replace existing conservatory extension. Replacement of existing uPVC/aluminium windows at front & rear elevation, with timber sash windows. Proposed alterations to raise roof ridge height by 400mm. Construction of rear dormer to facilitate loft conversion with associated rooflights.	Laina Levassor
Harringay	Consent to display an advertisement	HGY/2024/3489	Approve with Conditions	12/02/2025	23 Grand Parade, Tottenham, London, N4 1LG	Application for advertisement consent for new fascia and wall signs.	Neil McClellan
Harringay	Lawful development: Proposed use	HGY/2024/3516	Permitted Development	14/02/2025	57 Lothair Road South, Hornsey, London, N4 1EN	Lawful development: Proposed use for the erection of a rear dormer extension with the insertion of 3 roof lights on the front roof slope	Sabelle Adjagboni
Harringay	Full planning permission	HGY/2024/3418	Approve with Conditions	07/02/2025	Flat 2, 78 Raleigh Road, Hornsey, London, N8 0JA	Erection of rear dormer and extension to outrigger, installation of 2 front roof lights.	Ben Coffie
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3378	Approve	03/02/2025	Florentia Clothing Village, 108 Vale Road, Haringey, N4 1TD	Approval of details reserved by a condition 23 (Removal of redundant vehicle crossover) attached to planning reference HGY/2022/0044.	Sarah Madondo
Hermitage & Gardens	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/3424	Approve with Conditions	07/02/2025	Unit 5a, 2 Overbury Road, Tottenham, London, N15 6RH	Application to determine if prior approval is required for the change of use of the ground floor of the existing building from commercial use (Class E Use) to residential use (Class C3 Use) to provide 2 self-contained flats. Application made under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).	Neil McClellan
Hermitage & Gardens	Householder planning permission	HGY/2025/0089	Approve with Conditions	26/02/2025	21 Stanhope Gardens, Tottenham, London, N4 1HY	Rear L shaped dormer clad in zinc with rooflights to front slope	Ben Coffie
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/3213	Approve	25/02/2025	40 Chesterfield Gardens, Tottenham, London, N4 1LP	Certificate of lawfulness for the proposed installation of three front rooflights and a L-shaped rear dormer on the main roof and rear outrigger.	Mark Chan
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3146	Approve	04/02/2025	11 Rutland Gardens, Tottenham, London, N4 1JN	Approval of details pursuant to conditions 3 (Cycle Parking) attached to planning permission ref: HGY/2023/3246.	Mark Chan
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/3332	Approve	06/02/2025	46 Chesterfield Gardens, Tottenham, London, N4 1LP	Certificate of lawfulness proposed for L-shaped dormer to rear roof slopes and 2 no skylights to front roof slope.	Josh Parker
Highgate	Consent under Tree Preservation Orders	HGY/2024/3545	Approve with Conditions	18/02/2025	6 Sheldon Avenue, Hornsey, London, N6 4JT	Works to tree protected by an Area TPO. T1) Mature Oak at rear of property: Overall crown thin by 20%; remove any dead and defective branchwood. G2) 4 x Callery Pear trees: Lightly reduce height by up to 0.5 metres. T3&4) 2 x Cherry: General crown tidy by removing epicormic growth & any dead and defective branchwood; reduce longest growth over flower bed by up to 1.5 metres to provide more light. T5) Mature Oak in neighbouring property (8 Sheldon Avenue): Reduce lateral spread towards 6 Sheldon Avenue by up to 1.5 metres.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3529	Approve with Conditions	18/02/2025	1 Highgate Avenue, Hornsey, London, N6 5RX	Works to tree protected by a TPO. Lime tree adjacent to property: Re-pollard to previous most recent reduction points. This tree has been routinely managed as a pollard.	Daniel Monk

Highgate	Consent under Tree Preservation Orders	HGY/2024/3499	Approve with Conditions	18/02/2025	Hillside Mansions, Jacksons Lane, Hornsey, London, N6 5SS	Works to trees protected by a TPO. Ash T1 (12M high, 350mm dia.) - Reduce the crown of the tree by up to 3 metres and back to the most recent points of reduction. Thin crown by up to 10% False Acacia T2 (14M high, 1000mm dia.) - Reduce the crown of the tree by up to 3 metres and back to the most recent points of reduction. (Full details provided on application form)	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3406	Approve with Conditions	18/02/2025	4 Somerset Gardens, Hornsey, London, N6 5EQ	Works to tree protected by a TPO. T1 - Black pine. Remove 1 dead / dying 120mm diameter branch at 7m height to south east. Remove major deadwood / crown clean	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3314	Approve with Conditions	07/02/2025	Park House, Hampstead Lane, Hornsey, London, N6 4LA	Works to trees protected by an Area TPO as detailed on the attached schedule	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3313	Refuse	17/02/2025	Apollo House, 14 Broadlands Road, Hornsey, London, N6 4AT	Works to tree protected by a TPO. T1 Cedar of Lebanon Substantial cavities at 15-16m above ground, where large limbs have broken off. The regrowth, in the upper canopy, from these weakened areas must be considered structurally unsound. The cavities were apparent during an aerial assessment 3-4years ago. The asymmetrical shape of the upper crown testifies to a major limb failure in the past 25-30 years and the subsequent regrowth from this weakened point is of justified concern. Proposed works: reduce height by 2-2.5m, reduce spread of heavy lateral growth by 2-2.25m, remove major deadwood.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3220	Approve with Conditions	03/02/2025	Land to the North West of Olisa Court, Archway Road, Haringey, London, N6 4HU	Works to tree protected by a TPO. T1 - London Plane - repollard to previous pollard heads to provide clearance of Olisa Court and the carriage way.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/2511	Approve with Conditions	24/02/2025	21 Broadlands Road, Hornsey, London, N6 4AE	Works to tree protected by a TPO. Tree Number - T4. Tree Type - Indian Bean (Catalpa bignonioides). Approx. Diameter at 1.5m - 0.3-0.5m. Approx. Height - 7m. Approx. Crown Spread Diameter - 8m. Location - Rear garden right hand side. Service - Crown Reduction. Work Required - Crown reduce back to previous by removing around 1m from the height and around 1m from the sides. Reason - as part of continued maintenance. Priority Code - on. (All other works will be considered under application ref. HGY/2024/2513 as the remaining trees are in a Conservation Area but not protected by TPOs)	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/2072	No Objections	24/02/2025	Flat 2, 39 Talbot Road, Hornsey, London, N6 4QS	Removing all dead deceased and crossing limbs slight thin. Very gentle reduction to all in the boundary line.	Daniel Monk

Highgate	Non-Material Amendment	HGY/2025/0265	Approve	26/02/2025	Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL	Non-Material Amendment (Section 96a) pursuant to the Planning Application Ref. HGY/2019/2944 (as varied by HGY/2021/2566, HGY/2023/2998, HGY/2024/0025, HGY/2024/1074, HGY/2024/1075 and HGY/2024/1256) to incorporate a new solid door to front façade, reconfiguration of rear façade windows and rear windows to ground floor formal living to be arched.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2024/3410	Approve with Conditions	10/02/2025	39 Milton Avenue, Hornsey, London, N6 5QF	Formation of rear dormer roof extension with installation of 2no. rooflights on the front slope.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2024/3346	Approve with Conditions	03/02/2025	Flat 1, 11A Jacksons Lane, Hornsey, London, N6 5SR	Erection of single storey outbuilding in rear garden	Oskar Gregersen
Highgate	Householder planning permission	HGY/2024/2809	Approve with Conditions	13/02/2025	15 Bancroft Avenue, Hornsey, London, N2 0AR	Erection of ground floor rear extension with patio and replacement of doors for windows on the front elevation.	Sabelle Adjagboni
Highgate	Householder planning permission	HGY/2024/3013	Approve with Conditions	12/02/2025	10A Tile Kiln Lane, Hornsey, London, N6 5LG	Erection of 3m deep rear extension on the ground floor; 2m deep and 4m wide rear extension on the first floor.	Josh Parker
Highgate	Removal/variation of conditions	HGY/2024/3471	Approve with Conditions	11/02/2025	40 Bancroft Avenue, Hornsey, London, N2 0AS	Minor Material Amendment application under Section 73 of the Town and Country Planning Act for variation to conditions 2 & 3 attached to planning permission HGY/2023/0692 to change the existing and proposed front roof form, with changes to cladding on rear and side facades; changes to fenestration (amended description).	Nathan Keyte
Highgate	Listed building consent (Alt/Ext)	HGY/2024/2921	Approve with Conditions	18/02/2025	52A North Hill, Hornsey, London, N6 4RH	Listed Building Consent for rectification of damp issues (part retrospective).	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/2298	Approve with Conditions	18/02/2025	46 Langdon Park Road, London, N6 5QG	Removal of the existing render to the rear of the property and replacement with new external wall insulation (50mm) and silicone render finishes (20mm); and replacement rainwater goods and repairs to the existing coping stones.	Nathan Keyte
Highgate	Non-Material Amendment	HGY/2025/0126	Refuse	18/02/2025	11 View Road, Hornsey, London, N6 4DJ	Non-material amendment to planning application HGY/2023/0441 for demolition of existing pair of semi-detached dwellings and replacement with a new two storey dwelling with accommodation in the roof. Proposed amendment: To omit 2 rear chimney stacks from the design of the new dwelling.	Roland Sheldon
Highgate	Full planning permission	HGY/2024/2730	Approve with Conditions	10/02/2025	1 Townsend Yard, Hornsey, London, N6 5JF	Demolition of the existing glasshouse and construction of a new gallery building set within a walled garden to replace the existing glasshouse, to be used as events space in association with Omved Gardens.	Roland Sheldon
Highgate	Householder planning permission	HGY/2024/3060	Approve with Conditions	03/02/2025	24 Southwood Lawn Road, Hornsey, London, N6 5SF	External alterations including replacement of existing front porch, alterations to fenestration including new rear bay, removal of render from side elevation and replacement front and side boundary treatment (AMENDED PLANS).	Sion Asfaw

Highgate	Removal/variation of conditions	HGY/2025/0044	Approve with Conditions	27/02/2025	12 Broadlands Close, Hornsey, London, N6 4AF	Variation of condition 1 (approved drawings) and Condition 5 (Occupancy of dwelling) attached to planning permissions ref: HGY/2019/2188) to make changes to the permitted occupiers of the dwelling and appearance.	Alicia Croskery
Highgate	Full planning permission	HGY/2024/2641	Approve with Conditions	14/02/2025	109 North Hill, Hornsey, London, N6 4DP	Replacement of single-glazed timber casement windows on the front elevation with new hardwood timber casement windows containing vacuum-insulated glazing painted white.	Alicia Croskery
Hornsey	Consent under Tree Preservation Orders	HGY/2024/3018	Approve with Conditions	06/02/2025	Units 9-10, Cranford Way, Hornsey, London, N8 9DG	Works to tree protected by a TPO. T2: Ash: Twin stemmed - one stem has heavy lean over car park: Reduce stem by 5m to reduce risk of failure. Tree is opposite Unit 9. (Fed Ex has the unit opposite). Tree backs on to 70 Uplands Road.	Daniel Monk
Hornsey	Lawful development: Proposed use	HGY/2025/0200	Permitted Development	21/02/2025	89 Hawthorn Road, Hornsey, London, N8 7LY	Certificate of lawfulness: installation of two front and two rear roof lights to the principal roof	Emily Whittredge
Hornsey	Non-Material Amendment	HGY/2024/3496	Approve	28/02/2025	Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU	Non-Material Amendment to amend condition 2 (approved drawings) of planning approval HGY/2023/1835 (as amended from HGY/2022/3858) for "the construction of 15 new Council rent homes in a part 4, 5 and 7 storey building" to remove the 7th storey and increase the 4 storeys to 5 storeys; raising ground floor level by 150mm and addition of ramps to create accessible levels; reconfiguration of solar PV panels / roof plant; amendments to the facade and parapet treatment; additional fenestration louvres; removal of roof balustrade; alterations to internal stair core; redistribution of bike storage; and alterations to internal layout and balcony configuration.	Samuel Uff
Hornsey	Approval of details reserved by a condition	HGY/2024/2867	Approve	10/02/2025	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 8 (Secure by Design Accreditation ) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/2177	Approve	27/02/2025	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 7 (Site levels) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/2173	Approve	03/02/2025	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 3b only (Detailed design and materials - Detailing of roof and parapet treatment ) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Lawful development: Existing use	HGY/2024/3475	Approve	11/02/2025	Flat 9, Windsor Court, 73 High Street, Hornsey, N8 7QB	Certificate of Lawfulness for the existing use of Flat 9, Windsor Court as a separate, self-contained two-bedroom flat (Class C3 Use).	Neil McClellan
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0058	Not Required	24/02/2025	16 Park Avenue South, Hornsey, London, N8 8LT	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Hornsey	Full planning permission	HGY/2024/2954	Approve with Conditions	06/02/2025	88 Rathcoole Gardens, Hornsey, London, N8 9PG	Replacement of existing timber windows with uPVC windows and doors	Mark Chan

Hornsey	Approval of details reserved by a condition	HGY/2024/2253	Approve	05/02/2025	46 Priory Road, Hornsey, London, N8 7EX	Approval of details pursuant to condition 5 (Cycle Parking) attached to planning permission ref: HGY/2022/2086.	Mark Chan
Hornsey	Full planning permission	HGY/2024/1943	Not Determined	05/02/2025	Ground Floor Flat A, 65 Rathcoole Gardens, Hornsey, London, N8 9NE	Installation of External Wall Insulation (EWI) to all external walls.	Mark Chan
Hornsey	Full planning permission	HGY/2024/1942	Not Determined	05/02/2025	First And Second Floors, 14 Rathcoole Gardens, Hornsey, London, N8 9NB	Installation of External Wall Insulation (EWI) to all external walls.	Mark Chan
Hornsey	Full planning permission	HGY/2024/1941	Not Determined	05/02/2025	Flat B, 95 Rathcoole Gardens, Hornsey, London, N8 9PH	Installation of External Wall Insulation (EWI) to all external walls.	Mark Chan
Hornsey	Full planning permission	HGY/2024/1944	Not Determined	05/02/2025	Upper Flat, 88 Rathcoole Gardens, Hornsey, London, N8 9PG	Installation of External Wall Insulation (EWI) to all external walls.	Mark Chan
Hornsey	Householder planning permission	HGY/2024/0121	Not Determined	05/02/2025	119 Nelson Road, Hornsey, London, N8 9RR	Replacement of front bay window from timber single-glazed to UPVC double-glazed.	Mark Chan
Hornsey	Change of use	HGY/2024/1698	Approve with Conditions	19/02/2025	3 Myddelton Road, Hornsey, London, N8 7PY	Change of use from a single dwelling (Use Class C3) to a house in multiple occupation (HMO) for up to six residents (Use Class C4), including erection of part single storey, part two storey rear extension and provision of cycle storage. External alterations to property.	Roland Sheldon
Hornsey	Lawful development: Proposed use	HGY/2025/0015	Permitted Development	18/02/2025	40 Farrer Road, Hornsey, London, N8 8LB	Certificate of lawfulness: proposed use for replacement of second floor window.	Sion Asfaw
Hornsey	Householder planning permission	HGY/2024/3438	Approve with Conditions	10/02/2025	42 Harvey Road, Hornsey, London, N8 9PA	Single storey infill extension.	Sion Asfaw
Hornsey	Lawful development: Proposed use	HGY/2024/3372	Permitted Development	06/02/2025	31 Priory Avenue, Hornsey, London, N8 7RP	Certificate of lawfulness: proposed use second floor rear extension.	Sion Asfaw
Hornsey	Full planning permission	HGY/2024/3503	Approve with Conditions	10/02/2025	182 Nelson Road, Hornsey, London, N8 9RN	Replacement of window and UPVC windows with double glazed UPVC windows on all elevations	Alicia Croskery
Hornsey	Householder planning permission	HGY/2024/3398	Refuse	25/02/2025	6 Park Avenue South, Hornsey, London, N8 8LT	Proposed terrace above lower ground floor extension on the rear elevation. Modification from window to door to accommodate rear terrace.	Alicia Croskery
Muswell Hill	Consent under Tree Preservation Orders	HGY/2024/3505	Approve with Conditions	18/02/2025	1 Queens Avenue, Hornsey, London, N10 3PE	Works to tree protected by a TPO T2 Ash - Reduce to point of previous reduction on a strict 2 year cycle, ring Ivy. (Works to TG1 self-set Ash will be considered separately under application reference HGY/2024/3506, as the trees are not protected by a TPO but are located within a Conservation Area)	Daniel Monk
Muswell Hill	Consent under Tree Preservation Orders	HGY/2024/3385	Approve with Conditions	25/02/2025	80 Onslow Gardens, Hornsey, London, N10 3JX	Works to tree protected by a TPO. We have recently had an arborist round to recheck our oak tree at the end of our garden. He first checked it in Sept 2022. Very sadly he has said it has experienced rapid decline in the two years since he first checked it and to avoid it falling he recommends it is removed with the year. Please find the 2022 and 2024 full reports attached. The tree has a TPO on it. Please could you let me know how I gain permission to take this down. Once we take this down, we intend to replace it with another mature tree. For all visual references please see the attached reports.	Daniel Monk
Muswell Hill	Full planning permission	HGY/2024/3048	Approve with Conditions	18/02/2025	Flat A, 5 Hillfield Park, Hornsey, London, N10 3QT	Replacement of single glazed timber window and door installation to the rear at ground floor level with double glazed units.	Emily Whittredge

Muswell Hill	Approval of details reserved by a condition	HGY/2022/4013	Approve	10/02/2025	100, Cranwood, Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for partial discharge of Condition 15 (Piling) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue.	Tania Skelli
Muswell Hill	Approval of details reserved by a condition	HGY/2024/2870	Approve	27/02/2025	5-9 Connaught House , Connaught Gardens, London , N10 3LH	Approval of details reserved by a condition 5 (Central Dish/Aerial System) attached to planning permission reference HGY/2015/1956 granted on 13/11/2015. (AMENDED DESCRIPTION)	Daniel Boama
Muswell Hill	Approval of details reserved by a condition	HGY/2024/2868	Approve	24/02/2025	5-9 Connaught House, Connaught Gardens, London, N10 3LH	Approval of details reserved by a condition 8b (Management and maintenance plan) attached to planning permission reference HGY/2015/1956 granted on 13/11/2015. (AMENDED DESCRIPTION)	Daniel Boama
Muswell Hill	Approval of details reserved by a condition	HGY/2024/0599	Approve	26/02/2025	30 Queens Avenue, Hornsey, London, N10 3NR	Approval of details reserved by conditions 4 (Engineering), 5 (Basement construction method) & 6 (Construction Management Plan) for parent application ref: HGY/2021/0542.	Josh Parker
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0151	Approve	27/02/2025	33 Birchwood Avenue, Hornsey, London, N10 3BE	Approval of details reserved by a condition 3 (Details of external materials) and condition 4 (Full details of the roof design) attached to planning reference HGY/2024/2698	Sion Asfaw
Muswell Hill	Householder planning permission	HGY/2024/3568	Approve with Conditions	17/02/2025	46 Muswell Hill Road, Hornsey, London, N10 3JR	Replacement of existing timber windows and doors on the rear façade with crittle-style metal. Replacement and extension of timber patio with concrete beam and block system with brick finish with steel painted black handrail on the rear facade.	Alicia Croskery
Muswell Hill	Full planning permission	HGY/2024/3413	Refuse	10/02/2025	49 Queens Avenue, Hornsey, London, N10 3PE	Roof extension incorporating two rear dormers, two rooflights on the rear roof slope and three on the front.	Alicia Croskery
Noel Park	Full planning permission	HGY/2024/3417	Approve with Conditions	07/02/2025	12 Lymington Avenue, Wood Green, London, N22 6JA	Conversion of a single family dwelling to a house in multiple occupation (HMO) for up to 6 Persons (RETROSPECTIVE PLANNING APPLICATION).	Kwaku Bossman-Gyamera
Noel Park	Householder planning permission	HGY/2024/3190	Approve with Conditions	05/02/2025	67 Mayes Road (Ground Floor Flat), Wood Green, London, N22 6TN	Erection of rear extension and the re-building of the front porch.	Kwaku Bossman-Gyamera
Noel Park	Full planning permission	HGY/2024/3364	Approve with Conditions	26/02/2025	13 Courcy Road, Wood Green, London, N8 0QH	Replacement of current timber windows with new like for like UPVC windows	Oskar Gregersen
Noel Park	Householder planning permission	HGY/2024/2644	Refuse	11/02/2025	129 Morley Avenue, Wood Green, London, N22 6NP	The installation of a secure metal Asgard bike shed in the front garden of 129 Morley Avenue (Retrospective).	Oskar Gregersen
Noel Park	Lawful development: Existing use	HGY/2025/0172	Approve	19/02/2025	22-42, High Road, London, N22 6BX	Lawful development Certificate for Existing development to confirm implementation of planning permission HGY/2018/3145	Samuel Uff
Noel Park	Approval of details reserved by a condition	HGY/2025/0137	Approve	10/02/2025	707-725 LORDSHIP LANE, WOOD GREEN, LONDON, N22 5JY	Approval of details pursuant to condition 9 (Secure by Design Accreditation ) attached to planning permission HGY/2024/0450	Valerie Okeiyi



Noel Park	Approval of details reserved by a condition	HGY/2024/3349	Approve	05/02/2025	707-725 Lordship Lane, Wood Green, London, N22 5JY	Approval of details pursuant to condition 21 (Piling Method Statement) attached to planning permission HGY/2024/0450	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/3344	Approve	10/02/2025	707-725 Lordship Lane, Wood Green, London, N22 5JY	Approval of details pursuant to condition 13 (NRM) attached to planning permission HGY/2024/0450	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/3343	Approve	10/02/2025	707-725 Lordship Lane, Wood Green, London, N22 5JY	Approval of details pursuant to condition 11 ? partial discharge (Land contamination) attached to planning permission HGY/2024/0450	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/3165	Approve	27/02/2025	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 4 (Community room) attached to planning permission HGY/2020/1851	Valerie Okeiyi
Noel Park	Lawful development: Proposed use	HGY/2024/3363	Permitted Development	06/02/2025	33 Feline House, Civica Election Services, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0NW	Certificate of Lawfulness for the proposed installation of roof mounted 148.72kW solar PV system comprising of 338 x Canadian Solar 440w modules. Applied for under Schedule 2 Part 14 Class J(b) of the GPDO.	Mark Chan
Noel Park	Householder planning permission	HGY/2024/3433	Refuse	14/02/2025	15 Gladstone Avenue, Wood Green, London, N22 6JU	Construction of two rear dormer windows.	Josh Parker
Northumberland Park	Full planning permission	HGY/2024/3501	Refuse	13/02/2025	33 St Pauls Road, Tottenham, London, N17 0ND	Change of use of the existing dwelling - Class C3 to a 4-bed small House in Multiple Occupation (HMO) - Class C4 for max of 6 persons	Kwaku Bossman-Gyamera
Northumberland Park	Full planning permission	HGY/2024/1450	Approve with Conditions	14/02/2025	Arundel Court and Baldewyne Court, Lansdowne Road, Tottenham, London, N17 0LR	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.	Kwaku Bossman-Gyamera
Northumberland Park	Householder planning permission	HGY/2024/3366	Refuse	03/02/2025	225 Shelbourne Road, Tottenham, London, N17 9YD	Formation of a vehicle crossover to facilitate off road parking	Laina Levassor
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0023	Approve	06/02/2025	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 4e(Remediation of contamination) and condition 5(Unexpected contamination) attached to planning reference HGY/2022/0664	Sarah Madondo
Northumberland Park	Householder planning permission	HGY/2024/3401	Approve with Conditions	07/02/2025	73 Poynton Road, Tottenham, London, N17 9SJ	Erection of a single storey outbuilding in rear garden.	Neil McClellan
Northumberland Park	Full planning permission	HGY/2025/0008	Refuse	28/02/2025	41 Baronet Road, Tottenham, London, N17 0LY	Erection of a rear dormer extension. Change of use from a single dwellinghouse (Class C3) to an 8-bed HMO (Sui-Generis) including the provision of refuse and cycle storage	Sabelle Adjagboni
Northumberland Park	Lawful development: Proposed use	HGY/2025/0242	Permitted Development	21/02/2025	63 Asplins Road, Tottenham, London, N17 0NG	Certificate of lawfulness: Proposed use loft extension and 2no. of rooflights.	Sion Asfaw

Seven Sisters	Consent under Tree Preservation Orders	HGY/2024/3215	Refuse	03/02/2025	Flat A, 5 Holmdale Terrace, Tottenham, London, N15 6PP	Works to tree protected by a TPO. T1, Mature Lime pollarded at around 15m Tree appears in good health. cause for concern is two large historic pruning wounds beside one another on the tension side of the stem at around 4 meters With extensive localised decay. Risk of failure appears moderate but the tree is large and weighted significantly towards the property which is around 6 meters from the tree meaning the consequences of failure would be significant. Intended works: Removal to ground level	Daniel Monk
Seven Sisters	Approval of details reserved by a condition	HGY/2024/3510	Approve	10/02/2025	Brunel Walk, Tottenham, London	Approval of details pursuant to condition 15 (Cycle Parking) attached to planning permission HGY/2022/2723	Valerie Okeiyi
Seven Sisters	Approval of details reserved by a condition	HGY/2024/3405	Approve	11/02/2025	Brunel Walk, Tottenham, London	Approval of details pursuant to condition 8 (Secure by Design Accreditation) attached to planning permission HGY/2022/2723	Valerie Okeiyi
Seven Sisters	Approval of details reserved by a condition	HGY/2024/0528	Approve	10/02/2025	Brunel Walk , London, N15 5HQ	Approval of details pursuant to condition 11 (Plant and Machinery) attached to planning permission HGY/2022/2723	Valerie Okeiyi
Seven Sisters	Full planning permission	HGY/2024/3311	Approve with Conditions	13/02/2025	Flats A & B, 13 High Road, Tottenham, London, N15 6LT	Proposed two-storey rear extension at lower and upper ground floor levels and rear dormer extension.	Neil McClellan
Seven Sisters	Full planning permission	HGY/2024/3362	Approve with Conditions	03/02/2025	39 Southey Road, Tottenham, London, N15 5LJ	Erection of rear roof extension to main roof and outrigger and 3 x front rooflights	Sabelle Adjabong
South Tottenham	Householder planning permission	HGY/2024/0730	Approve with Conditions	04/02/2025	59 Gladesmore Road, Tottenham, London, N15 6TA	Erection of ground floor infill extension together with erection of a mansard roof extension	Emily Whittredge
South Tottenham	Full planning permission	HGY/2024/3250	Refuse	21/02/2025	12-14, Clifton Gardens, London N15 6AP	The erection of a basement extension with rear lightwells and a new staircase connecting the basement to the rear garden. Resubmission of the ground floor 6m rear extension to No. 12 following approval (Ref: HGY/2022/1138). Rear infill extension to the ground floor rear extension at No. 14..	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2024/3139	Approve with Conditions	05/02/2025	63A Elm Park Avenue, Tottenham, London, N15 6UN	Erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 extension)	Oskar Gregersen
South Tottenham	Approval of details reserved by a condition	HGY/2025/0041	Refuse	27/02/2025	19 Norfolk Avenue, Tottenham, London, N15 6JX	Approval of details reserved by a condition 7 (Construction Management Plan) attached to planning reference HGY/2023/1591	Sarah Madondo
South Tottenham	Approval of details reserved by a condition	HGY/2025/0004	Refuse	26/02/2025	19 Norfolk Avenue, Tottenham, London, N15 6JX	Application for approval of details reserved by a condition 6 (Chartered Civil Engineer) attached to planning application reference HGY/2023/1591.	Sarah Madondo
South Tottenham	Full planning permission	HGY/2024/3136	Approve with Conditions	07/02/2025	58 & 60 Wargrave Avenue, Haringey, London, N15 6UB	Proposed ground and first-floor extensions to the rear of 58 and 60 Wargrave Avenue.	Ben Coffie
South Tottenham	Householder planning permission	HGY/2024/2684	Approve with Conditions	04/02/2025	17 Pembroke Road, Tottenham, London, N15 4NW	Erection of a single storey side and rear extension, first floor rear extension and a L-shaped rear dormer.	Mark Chan
South Tottenham	Full planning permission	HGY/2024/3469	Approve with Conditions	11/02/2025	139 Castlewood Road, Tottenham, London, N15 6BD	Erection of a single storey ground floor rear extension and half-width first floor rear extension across the two properties, 139 & 141 Castlewood Road.	Josh Parker
South Tottenham	Householder planning permission	HGY/2024/3383	Approve with Conditions	04/02/2025	139 Castlewood Road, Tottenham, London, N15 6BD	Erection of an additional storey (?Type 3 extension).	Josh Parker

South Tottenham	Householder planning permission	HGY/2024/3473	Approve with Conditions	25/02/2025	10 & 12, Gladesmore Road, South Tottenham, London, N15 6TB	Erection of "Type 3" additional floor Roof Extension to both joint semi-detached properties	Roland Sheldon
South Tottenham	Lawful development: Existing use	HGY/2024/3488	Approve	12/02/2025	86 Fairview Road, Tottenham, London, N15 6TP	Certificate of lawfulness: existing use as 2 self contained flats.	Sion Asfaw
St Ann's	Lawful development: Proposed use	HGY/2024/3484	Permitted Development	05/02/2025	10 Brampton Road, Tottenham, London, N15 3SX	Certificate of lawfulness for proposed use: Loft conversion with erection of rear dormer with a Juliette balcony and insertion of 3no. rooflights on front roof slope of main roof.	Daniel Boama
St Ann's	Householder planning permission	HGY/2024/3392	Approve with Conditions	05/02/2025	10 Brampton Road, Tottenham, London, N15 3SX	Demolition of existing rear single storey extension and replacement with erection of new single storey extension with 1no. rooflight. Replacement of existing uPVC framed windows on front and rear elevations with new white aluminium-framed double glazed windows to the front and dark grey aluminium-framed double glazed windows to the rear. Replacement of existing part glazed timber-framed and glass front door with timber front door. (AMENDED DESCRIPTION)	Daniel Boama
St Ann's	Householder planning permission	HGY/2024/3408	Approve with Conditions	04/02/2025	96A Woodlands Park Road, Tottenham, London, N15 3SD	Replacement single storey rear extension.	Sion Asfaw
Stroud Green	Householder planning permission	HGY/2025/0006	Approve with Conditions	27/02/2025	1 Dagmar Road, Hornsey, London, N4 4NY	Erection of single storey rear extension, following demolition of existing kitchen & utility on the ground floor	Oskar Gregersen
Stroud Green	Householder planning permission	HGY/2024/2739	Approve with Conditions	10/02/2025	29 Ossian Road, Hornsey, London, N4 4DX	Enlargement of existing rear balcony at ground floor level.	Mark Chan
Stroud Green	Householder planning permission	HGY/2024/3076	Approve with Conditions	17/02/2025	79 Lancaster Road, Hornsey, London, N4 4PL	Installation of PV panels and Air source heat pump.	Nathan Keyte
Stroud Green	Householder planning permission	HGY/2024/3261	Approve with Conditions	21/02/2025	46 Lancaster Road, Hornsey, London, N4 4PR	Replacement timber double glazed box sash windows throughout and new doors to ground floor rear and single storey ground floor bay window to side return rear.	Sion Asfaw
Tottenham Central	Consent under Tree Preservation Orders	HGY/2025/0036	Approve with Conditions	18/02/2025	137 Philip Lane, Tottenham, London, N15 4JR	Reduce 2 x Sycamore by 3 meters all over	Daniel Monk
Tottenham Central	Householder planning permission	HGY/2024/3279	Approve with Conditions	28/02/2025	21 Napier Road, Tottenham, London, N17 6YG	Rear side return infill extension with mono-pitched roof and three rooflights.	Neil McClellan
Tottenham Central	Lawful development: Proposed use	HGY/2025/0229	Permitted Development	25/02/2025	47 Sperling Road, Tottenham, London, N17 6UQ	Certificate of Lawfulness: Proposed use roof extension, 2no. of rooflights and juliet balcony.	Sion Asfaw
Tottenham Central	Full planning permission	HGY/2024/3359	Approve with Conditions	06/02/2025	First Floor Flat, 162 Philip Lane, Tottenham, London, N15 4JN	Replacement of all timber windows and doors with double-glazed timber windows and doors to first floor flat.	Sion Asfaw
Tottenham Green	Approval of details reserved by a condition	HGY/2021/1952	Approve	13/02/2025	45-63, Lawrence Road, London, N15 4EN	Approval of details pursuant to condition 21 (Green roof ) attached to planning permission HGY/2016/1213	Valerie Okeiyi
Tottenham Hale	Lawful development: Proposed use	HGY/2025/0080	Permitted Development	06/02/2025	84 Rosebery Avenue, Tottenham, London, N17 9SA	Certificate of Lawfulness for proposed rear dormer extension and rooflights to facilitate loft conversion	Laina Levassor
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/3369	Approve	03/02/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by parts (b) and (d) of Condition 34 (Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott

Tottenham Hale	Approval of details reserved by a condition	HGY/2024/3284	Approve	24/02/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by part (a) of Condition 12 (External Materials and Details) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/3009	Approve	24/02/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by part (a) of Condition 3 (Basement impact mitigation measures (PRE-COMMENCEMENT in part)) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Full planning permission	HGY/2024/3159	Approve with Conditions	10/02/2025	Lapwing Heights, Waterside Way, Tottenham, London, N17 9GP	Partial replacement of existing cladding on southern and western elevations of Pavilion 5 (Lapwing Heights).	Neil McClellan
Tottenham Hale	Householder planning permission	HGY/2025/0014	Approve with Conditions	25/02/2025	34 Carew Road, Tottenham, London, N17 9BA	Erection of hip to gable roof extension with rear dormer; no.3 front rooflights; demolition of existing rear extension with proposed new single storey ground floor rear extension. The proposed rear ground floor extension will extend 5.25m beyond the original property, instead of 4.5m (per the approved plans in planning permission HGY/2024/2023).	Nathan Keyte
Tottenham Hale	Householder planning permission	HGY/2024/3467	Approve with Conditions	07/02/2025	41 Scales Road, Tottenham, London, N17 9HD	Removal of existing ground floor rear toilet extension, new French doors and sidelights to the rear elevation, enlargement of garden side door with sidelight, and replacement of existing dining room window with door.	Alicia Croskery
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0131	Approve	03/02/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of Details pursuant to Condition 52 (Digital Connectivity) of Planning Permission reference HGY/2022/0752: Council Depot, Ashley Road, London, N17 9DP - Full planning application for the erection of 272 homes including 50% socially rented homes extending 4-13 storeys, 174sqm of flexible Use Class E floorspace along with a new vehicular access to the site, car parking and two pedestrian north south routes. The proposal also includes both private and public hard and soft landscaping throughout the site, as approved on: 31/08/2022.	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/3179	Approve	14/02/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Partial submission of details for condition 50 (Part (a) only - Ecology Management Plan) attached to planning permission HGY/2022/0752 for the erection of 272 homes extending 4-13 storeys, 174sqm of flexible Use Class E floorspace and associated works	Adam Silverwood

Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2621	Approve	03/02/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Application to discharge Condition 14 (Delivery and Servicing Plan) as attached to the application HGY/2022/0752: Council Depot, Ashley Road, London, N17 9DP - Full planning application for the erection of 272 homes including 50% socially rented homes extending 4-13 storeys, 174sqm of flexible Use Class E floorspace along with a new vehicular access to the site, car parking and two pedestrian north south routes. The proposal also includes both private and public hard and soft landscaping throughout the site, as approved on: 31/08/2022.	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/0882	Approve	07/02/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Partial approval of details pursuant to Condition 15(a) Parts (i) and (ii) only (Construction Environmental Management Plan and Sensitive Lighting Strategy) attached to Planning Permission Ref: HGY/2022/0752 dated 31 August 2022.	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2024/1799	Refuse	27/02/2025	Land between, 145-147, Downhills Way, London, N17 6AH	Approval of details reserved by a condition 20 (Detailed Method & Design Statement) attached to planning application reference HGY/2021/3223.	Sarah Madondo
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3563	Refuse	04/02/2025	Flat A, 89 Carlingford Road, Tottenham, London, N15 3EJ	Erection of single storey extension which extends beyond the rear wall of the original house by 4.88m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
West Green	Lawful development: Proposed use	HGY/2024/3562	Permitted Development	24/02/2025	Flat B, 89 Carlingford Road, Tottenham, London, N15 3EJ	Lawful development certificate for a proposed rear dormer roof extension	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2024/3561	Approve with Conditions	24/02/2025	Flat B, 89 Carlingford Road, Tottenham, London, N15 3EJ	Erection of a single storey return infill & rear extension	Sabelle Adjagboni
West Green	Lawful development: Proposed use	HGY/2025/0201	Permitted Development	18/02/2025	64 Graham Road, Tottenham, London, N15 3NJ	Certificate of lawfulness for the proposed loft conversion with erection of a rear L-shaped dormer on main roof and rear outrigger and insertion of 2no. rooflights on front slope of main roof.	Daniel Boama

West Green	Non-Material Amendment	HGY/2024/3514	Approve	03/02/2025	Broadwater Farm Estate, London	<p>Application for a Non-Material Amendment for the planning permission HGY/2022/0823 - Broadwater Farm Estate, London, N17, as approved on 07/03/2023 for: Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate. This application seeks to amend the wording to conditions 15 (Delivery and Servicing Plan), 22 (Considerate Constructors Scheme), 23 (Construction Environmental Management Plan), 26 (Construction Phase Fire Strategy), 29 (Updated Air Quality Assessment) 52 (Details of Living Roofs and Walls) in order to enable partial discharge of these conditions.</p>	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2024/3460	Approve	04/02/2025	Broadwater Farm Estate, London N17	<p>Partial approval of details for the discharge of Condition 24 (Surface Water Drainage Scheme - MOSELLE PHASE ONLY) as attached to the planning permission HGY/2022/0823, as approved on 07/03/2023 for: Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate. This application relates to Phase 1 (Moselle) of this development, only.</p>	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2024/3457	Approve	24/02/2025	Broadwater Farm Estate, London N17	<p>Submission of details for partial discharge of Condition 14 (Cycle Parking - Phase 1 - Moselle only) as attached to the planning permission HGY/2022/0823 as approved on 07/03/2023.</p>	Adam Silverwood

White Hart Lane	Prior notification: Development by telecoms operators	HGY/2025/0502	Permitted Development	28/02/2025	1 Compton Crescent, Tottenham, London, N17 7JU	Formal notification in writing of 28 days? notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposals contained herein constitute permitted development under Class A of Part 16. Description of Development: Replacement and relocation of 17.5m pole supporting 6no. Antennas with 20m pole supporting 12no. Antennas, replacement and relocation of 6no. Equipment cabinets and development ancillary thereto.	Kwaku Bossman-Gyamara
White Hart Lane	Full planning permission	HGY/2024/2821	Refuse	28/02/2025	46 Ellenborough Road, Wood Green, London, N22 5EY	Change of use from C3 [dwellinghouse] to C4 [HMO] for up to 6 persons.	Josh Parker
White Hart Lane	Full planning permission	HGY/2024/1911	Approve with Conditions	19/02/2025	Store Rear Of 66-74, Ellenborough Road, Wood Green, London, N22 5EY	Redevelopment of land to the rear of 74a Ellenborough Road to provide a single 3-bedroom residential dwelling with associated access and landscaping.	Roland Sheldon
Woodside	Full planning permission	HGY/2024/3234	Refuse	13/02/2025	53 Cranbrook Park, Wood Green, London, N22 5NA	Change of use of the property from an existing small scale HMO for up to six residents (Class C4 Use) to a large scale HMO for seven residents (Sui-generis Use).	Oskar Gregersen
Woodside	Approval of details reserved by a condition	HGY/2025/0246	Approve	24/02/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 28 (Air Quality and Dust Management Plan) of Planning Permission HGY/2023/1043 for "erection of a three-storey building comprising of Class E floorspace and external alterations of the existing Civic Centre and offices"	Samuel Uff
Woodside	Non-Material Amendment	HGY/2024/3264	Approve	05/02/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Non-Material Amendment to planning permission approval HGY/2023/1043 for "erection of a three-storey building (Use Class E) with refurbishment and external alterations of the existing Civic Centre and offices? to amend the time trigger for submission of conditions 3 (external materials); 7 (landscaping); 13a (living roofs) and 35 (climate change adaption)	Samuel Uff
Woodside	Full planning permission	HGY/2024/3431	Approve with Conditions	27/02/2025	Flat C, 8 Park Avenue, Wood Green, London, N22 7EX	Relocation of flue pipe	Sion Asfaw
Woodside	Householder planning permission	HGY/2024/3323	Approve with Conditions	03/02/2025	8 Ranelagh Road, Wood Green, London, N22 7TN	Erection of ground floor infill extension with 3 no. of rooflights.	Sion Asfaw
Woodside	Lawful development: Existing use	HGY/2024/3554	Approve	17/02/2025	107 Arcadian Gardens, Wood Green, London, N22 5AE	Continued Use of property as two self contained flats.	Alicia Croskery
Woodside	Lawful development: Proposed use	HGY/2024/3539	Approve	19/02/2025	33 Cranbrook Park, Wood Green, London, N22 5NA	Certificate of Proposed Lawfulness for the change of use from a C3(a) dwellinghouse to a C3(b) dwellinghouse (not more than six residents living together as a single household where care is provided for residents).	Adam Silverwood

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