

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Tuesday, 4th March, 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, Lotte Collett, Sean O'Donovan, Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, Scott Emery, Emine Ibrahim and Alexandra Worrell

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. PLANNING PROTOCOL

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

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

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

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

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

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 14 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 13th January 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/2024/1798 INTERNATIONAL HOUSE, TARIFF ROAD, TOTTENHAM, LONDON, N17 0DY (PAGES 9 - 132)

Proposal: 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.

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)

Proposal: 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.

10. PRE-APPLICATION BRIEFINGS

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

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

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

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

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

Proposal: 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 photovoltaic (PV) panels at roof level

12. UPDATE ON MAJOR PROPOSALS (PAGES 283 - 296)

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 (PAGES 297 - 316)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 30.12.24 – 31.01.25.

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

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

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

Monday, 24 February 2025

MINUTES OF THE MEETING Planning Sub Committee HELD ON Monday, 13th January, 2025, 7:20 - 9:20

PRESENT:

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

1. FILMING AT MEETINGS

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

Apologies for absence were received from Cllr Bartlett.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Cllr Ibrahim declared an interest for item 9 due to being ward councillor for Noel Park, she confirmed that she would view the item with an open mind.

6. MINUTES

RESOLVED

To confirm and sign the minutes of the Planning Sub Committee held on 9th December as a correct record.

7. PLANNING APPLICATIONS

The Chair referred to the note on planning applications and this information was noted. the meeting was adjourned for 10 minutes from 7.02pm-7.12pm to allow members of the PSC to review the addendum.

8. HGY/2023/0894 27-31 GARMAN ROAD N17 0UP

Sarah Madondo, Principal Planning Officer, introduced the report for erection of two replacement industrial units, designed to match the original units, following fire damage and demolition of the original units.

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

- This was previously developed land and located in flood risk zone 2.
- The fire at this development happened in 2019, officers did not have details of what happened. The proposed building is not a high rise building subject to Gateway One; and fire matters would be considered in detail through Building Regulations.
- Not all commercial developments need parking on site, this would depend on the plans for usage. There will need to be a section 278 agreement secured under the planning obligations. It is not uncommon for industrial estates to have offloading taking place on the carriageway.
- A financial obligation towards employment initiatives is calculated on the basis of a formula.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. The Chair moved that the recommendation be approved following a unanimous decision.

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

That the legal agreement referred to in resolution (2.1) above, is to be completed no later than 3 months from the date of the Planning Sub-Committee meeting or within such extended time as the Assistant Director for Planning, Building Standards & Sustainability/ Head of Development Management & Planning Enforcement shall in his sole discretion allow; and

2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives; and

2.4 That delegated authority be granted to the Head of Development Management & Planning Enforcement or the Assistant Director for Planning, Building Standards and Sustainability, to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee. Summary Lists of Conditions, Informatives and Heads of Terms Summary of Conditions (the full text of the recommended conditions can be found in Appendix 1 of this report).

Conditions

1. Three-year time period limit
2. In accordance with approved plans
3. Materials
4. Land contamination
5. Unexpected contamination
6. NRMM

7. Construction Environmental Management Plan
8. Energy Strategy
9. Overheating
10. BREEAM Certificate
11. Secured by Design Accreditation
12. Secured by Design Certification
13. External lighting
14. Waste and recycling
15. Restriction of use
16. Drainage
17. Noise
18. Construction Management Plan
19. Delivery and Servicing Plan
20. Fire statement
21. Disabled Bays
22. Cycle Parking

9. HGY/2024/2279 25-27 CLARENDON ROAD N8 0DD

Valerie Okeiyi, Principal Planning Officer introduced the report for demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.

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

- The principle of doing payment in lieu calculations is the same as it would be for a general residential scheme. This would be through the residual land value calculation. This looks at scheme costs and revenue.
- Noise would be controlled through Building Control and Building Regulations.
- The HSE was consulted and satisfied that two staircases had been proposed. The fire statement was submitted and received no objections.
- The strategic housing market assessment is one of the evidence-based documents that is informing the emerging new Local Plan. This could be shared with members, and it would be published as part of the new Local Plan. This specifically looks at including a new policy on co-living, officers would take on board feedback from members.
- It is common that there would be viability assessments submitted with major residential planning applications. When a developer submits a viability assessment, there are reasonable costs to meet and a profit to generate , in order to facilitate the redevelopment being delivered.
- The minimum requirement of stay for the students would be three months, as required by the London Plan. Officers were not aware that there was a maximum stay allowable, this would up for negotiation between the applicant and the Council.
- Officers have had extensive discussion with the applicant regarding Section 278 works and as part of that, a car parking bay would be provided for people with disabilities; along with a servicing bay.
- In terms of refuse collection, a condition requires submission of a Delivery and Servicing Plan, including details of waste management
- Excluding bills rent would be £1050 monthly per person; similar to the cost of renting in a HMO in the area.

Sian Roberts, Chief Executive of the Electoral Reform Services (ERS) attended the committee to speak in objection of the application. She stated that the electoral reform services staff had

not been properly engaged with by the developer. Her second point was around the planning application proposal, saying she felt they had not been properly replied to by planning officers. She proposed that there would be a pause, and that a decision not be made by the Committee until the group had been engaged with. They were also planning on installing solar panels, and her view is that this development would interfere with them.

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

- The objector had contacted officers from the Council and various councillors on this issue, to no avail. Officers advised that our consultation on the planning application was thorough.
- Officers explained to members that records show that the group were consulted, records of this could be found on the planning website. Officers had spoken to another member of staff (who wasn't present at the committee) and explained that they were unable to discuss whether the scheme would be approved or refused as the case as the application was still under consideration.
- Site notices were erected around the site, and the proposal was also advertised in the local press.
- In 2017/2018, ERS responded on the Local Plan consultation. They had employed specialist planning agents to respond on their behalf. They considered mixed use, residential led, development was now inevitable at this location; and that ERS would need to ensure that its own site could be developed in a similar way to its neighbours.
- A public exhibition was held by the developer for this scheme in May 2024. The applicant submitted a Statement of Community Involvement with their application, detailing their public consultation. Officers also held a Development Management Forum for the proposed development, which is advertised by site notice, inviting anyone interested in the local area, including neighbouring occupiers, to join that meeting. The council go beyond the statutory minimum in terms of planning consultation requirements.

Richard Quelch, Sarah Christie and Rob High, the applicant, spoke in support of the application. They had been in discussions with officers regarding these proposals since 2023. They had had a range of pre application discussions with the Council, including meeting with sustainability and transport officers. They had also worked with the Quality Review Panel and met the Planning Committee at the pre application stage last summer. They undertook public consultation on the scheme. In May 2024, they consulted circa 860 surrounding properties and businesses. Feedback from design officers, the Highways Department, the local lead flood authority, sustainability officers, the HSE and TfL was all positive regarding the scheme.

This scheme not only met the London plan shared living guidance, it exceeded it in a number of key areas, including the design standards on minimum studio sizes and amount of both internal and external amenity space. This scheme design had incorporated lessons learned from previous co living schemes in terms of studio layouts, amenity design to be 'best in class', the studios were well designed and at an average of 21 square metres.

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

- The applicant met with the Civica Centre on the 25th of January 2023 to discuss bringing forward their site and the relationship of the two sites. Following this, the applicant further developed the plans and there was subsequently the public consultation event, where invites went out to 860 properties and businesses in the area.
- There would be a minimum stay for students of 3 months, there was no reference to a maximum stay.

- From the applicant's perspective, they did seek to engage and develop a wider masterplan with neighbouring owners. In terms of moving forward, they would be happy to meet with Civica to discuss the way in which the scheme would be built.
- The applicant could not verify the £10,000 cost for solar panels, their building was also further to the north which would minimise the impact from this scheme. There could be other alternatives, for example air source heat pumps that could possibly assist in terms of achieving the CO2 reduction that was being sought.

Officers advised that it was important to note that the council have a development plan led system and that a decision must be made in accordance with the development plan, unless there are material considerations that indicate otherwise. The site allocation for this site says a tall building would be acceptable, and the principle of a mixed-use development is already accepted, with the site allocation having been consulted on over seven to eight years ago. Civica wrote to the council and supported the principle. A proposal to install solar panels now is in the knowledge that the area would be coming forward for redevelopment. . The other point that is raised in the September ERS consultation letter was around the 'right to light'. Officers advised that there is a separate legislative regime for this.

The applicant agreed to add a recommendation to consult with electoral services.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. The proposal is for demolition of the existing building and redevelopment of the site for a co living development and affordable workspace; with public realm improvements, soft and hard landscaping cycle parking, servicing and deliveries facilities, and refuse and recycling facilities. The recommendation is for approval, subject to conditions and a Section 106 agreement, and Members are also asked to note the addendum in those matters. It is also recommended that the developer would consult with neighbours on the CMP required under condition 3, which will be amended appropriately to incorporate that requirement. The Chair moved that the recommendation be approved following a unanimous decision.

RESOLVED

That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of a section 106 legal agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability that secures the obligations set out in the Heads of Terms below.

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

2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 07/03/2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be

granted in accordance with the Planning Application subject to the attachment of the conditions.

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

Conditions

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

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- Page 95
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design

10. UPDATE ON MAJOR PROPOSALS

The following was noted following questions from members:

- The Capital City College application was nearly complete, there were a few more points which required clarification.
- Officers would look into Berol Yard in more detail and inform members.

RESOLVED

To note the report.

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

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

RESOLVED

To note the report.

12. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

13. DATE OF NEXT MEETING

The next meeting is scheduled for 3rd February (since cancelled so next meeting is 4th March 2025).

CHAIR:

Signed by Chair

Date

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. Planning Sub Committee 4th March 2025

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2024/1798

Ward: Northumberland Park

Address: International House, Tariff Road, Tottenham, London, N17 0DY

Proposal: 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.

Applicant: FPF Holdings LTd

Ownership: Private

Case Officer Contact: Eunice Huang

Date received: 26/06/2024

1.1 This application is being reported to the Planning Sub Committee for a decision, as it is a major commercial development, where over 1,000 square metres of floor area is proposed.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, within a designated Strategic Industrial Location (SIL). The scheme would deliver high quality commercial space, an increased density of employment uses and new jobs. These outcomes comply with the relevant planning policies along with aligning with the Council's wider economic strategy for the Borough.
- The development would be of a high standard of design, which would respect the character and appearance of the street scene and the wider area. The scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.
- The operation of nearby businesses would not be compromised, and the living conditions of neighbouring residential properties would not be harmed.

- The development would provide a sufficient number of car and cycle parking spaces, which would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- The scheme has been designed to include a range of sustainability measures, delivering a 42% reduction in carbon emissions.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management & Planning Enforcement or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of a legal agreement satisfactory to the Head of Development Management & Planning Enforcement or the Assistant Director of Planning, Building Standards & Sustainability, that secures the obligations set out in the Heads of Terms.
- 2.2 That the legal agreement referred to in resolution (2.1) above, is to be completed no later than 3 months from the date of the Planning Sub-Committee meeting or within such extended time as the Assistant Director for Planning, Building Standards & Sustainability/Head of Development Management & Planning Enforcement shall in 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 (the full text of the recommended conditions can be found in Appendix 1 of this report).

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials 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
- 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

Section 106 Heads of Terms

- 1) Sustainable Transport Initiatives:
 - a. Implementation of Revised Commercial Travel Plan and monitoring of travel plan contribution
 - b. Permit free with respect to business parking permits for the CPZ.
- 2) Construction Logistics and Management
- 3) Considerate Constructors

- 4) Employment Initiative – participation and financial contribution towards local employment and training:
 - a. Provision of a named Employment and Skills Lead
 - b. 20% of the on-site workforce to be Haringey residents;
 - c. 5% of the on-site workforce to be Haringey resident trainees;
 - d. Provide apprenticeships at one per £3m development cost (max. 10% of total staff); and
 - e. Provide a support fee of £1,500 per apprenticeship towards recruitment costs.
 - 5) Carbon Mitigation:
 - a. DEN
 - b. Energy Plan
 - c. Sustainability Review; and
 - d. Carbon offset contribution to be calculated at £2,850 per tCO₂ plus a 10% management fee at the Energy Plan and Sustainability stages.
 - e. Solar PV monitoring
 - f. Be Seen energy performance indicators
 - g. Metering Strategy
 - 6) Highway Improvements
 - a. Highway Works Specification and S.278 agreement
 - 7) Monitoring Contribution:
 - a. 5% of total value of contributions (not including monitoring);
 - b. £500 per non-financial contribution
 - c. Total monitoring contribution to not exceed £50,000
- 2.5 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 2.6 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
1. The proposed development, in the absence of a legal agreement 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 would be contrary to Policy SP9 of Haringey's Local Plan 2017.

2. The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan and 2) a car parking permit free development with respect to the issue of business permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.
 3. The proposed development, in the absence of a legal agreement securing energy efficient measures, future connection to the DEN and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 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.

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

APPENDICES:

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| Appendix 1 | Planning Conditions and Informatives |
| Appendix 2 | Consultation Responses – Internal and External Consultees |
| Appendix 3 | Consultation Responses – Neighbours |
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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed Development

- 3.1.1. This is an application for the 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.



Figure 1: Aerial view – the site

3.2. Site and Surroundings

- 3.2.1. The application site is located on the western side of Tariff Road, between Northumberland Park to the south and Brantwood Road to the north. The site comprises a part one storey, part two storey industrial/warehouse building with an external storage yard.
- 3.2.2. The site is situated within the wider industrial estate between Middleham Road, Northumberland Park, Willoughby Lane and Grange Road, within Brantwood Strategic Industrial Location (SIL). Land to the south and west is within the site allocation Northumberland Park Estate Renewal which is also a designated Growth Area and Tall Building Growth Area.

- 3.2.3. There are large warehouses located to the north, east and west of the site. Residential terraces are located immediately south of the site, and a mix of residential development is located further west on Grange Road.
- 3.2.4. To the north, the site is bounded by a private road serving the warehouses to the north and west of the site. To the south, the site is bounded by the rear gardens of residential terraces (Gillham Terrace) and another industrial site currently occupied by W.S Jenkins & Co Ltd.
- 3.2.5. The site has a Public Transport Accessibility Level (PTAL) rating of 4, considered 'good' access to public transport services. Five different buses are accessible within 5 to 8 minute walk of the site, White Hart Lane Overground Station is a 12 minute walk away, and Northumberland Park National Rail Station is an 11 minute walk away. The site is also located within the Tottenham Event Day CPZ, which operates on match days and evenings when there are games or concerts/other events at the Tottenham Hotspur Stadium.

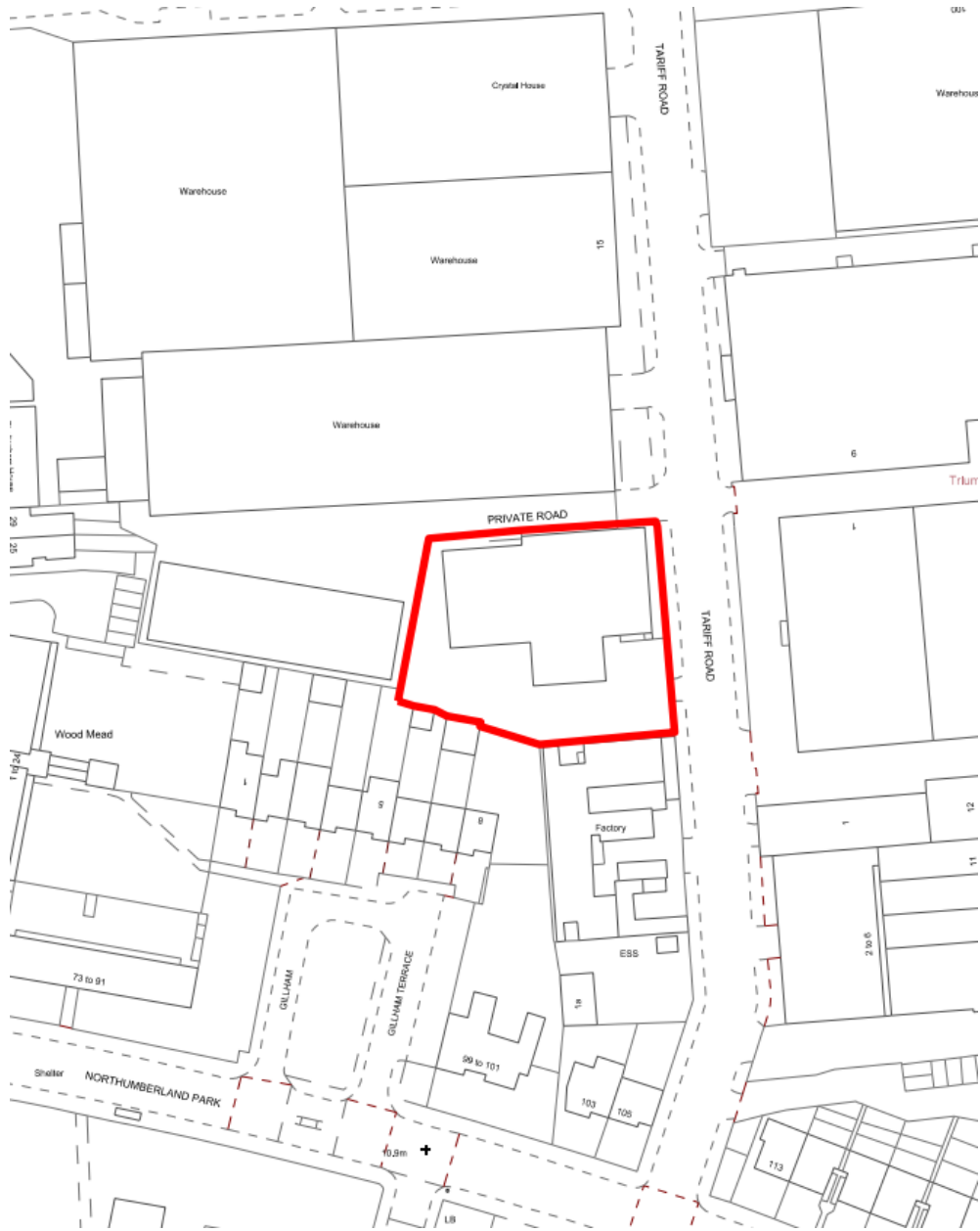


Figure 2: Site Location Plan



Figure 3: Street Scene View (Application site to the left)

3.3. Relevant Planning and Enforcement History

3.3.1. There is no recent relevant planning history on the site.

4. CONSULTATION RESPONSES

4.1. Planning Application Consultation

4.1.1. The following consultations responses have been received:

Internal:

- 1) LBH Carbon Management: No objection, subject to conditions and legal agreement.
- 2) LBH Waste: No objection, subject to conditions.
- 3) LBH Pollution: No objection, subject to conditions.
- 4) LBH Transportation: No objection, subject to conditions and legal agreement.
- 5) LBH Design: No objection.
- 6) LBH Waste Management: No objection.
- 7) LBH Drainage: No objection, subject to conditions.
- 8) Cllr Bevan: Comments highlight the need for a high design quality.

External:

- 9) Metropolitan Police Designing Out Crime Officer: No objection, subject to conditions.

10)Thames Water: No objection, subject to inclusion of informatives regarding sequential approach, sewers, groundwater discharge, etc.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

Neighbouring properties:

5.2 The application has been publicised by way of a press notice and a site notice. 104 individual letters were sent to surrounding local properties.

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

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development;
2. Design and appearance;
3. Impact on amenity of neighbouring properties;
4. Parking and highway safety; access and servicing
5. Energy and climate change;
6. Urban greening and ecology/biodiversity
7. Flood risk and drainage;
8. Air quality and land contamination;
9. Waste and recycling;
10. Employment and training; and
11. Fire safety.

6.2 Principle of Development

6.2.1 The site is located within the Brantwood Strategic Industrial Location (SIL), having the reference DEA1. The Strategic Industrial Location (SIL) designation safeguards the land for a range of industrial use classes ranging from Class E(g) (Commercial Business and Service – formerly Class B1), Class B2 (General Industrial) and Class B8 (Distribution or Storage).

6.2.2 The National Planning Policy Framework (NPPF) 2024 encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development.

- 6.2.3 The London Plan (2021) Policy E5 states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to operate on a 24-hour basis.
- 6.2.4 The London Plan (2021) Policies E4 and E5 state that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:
1. are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport;
 2. provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population;
 3. provide capacity for micro, small and medium-sized enterprises;
 4. are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision; and
 5. support access to supply chains and local employment in industrial and related activities.
- 6.2.5 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range of industrial uses. The policy states that The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The forecast demand is for an additional 23,800sqm of B Class floor space up to 2026. This forecast demand is to be met through:
- The reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes;
 - The intensification of the use of existing employment sites (where possible);
 - The provision of B1a/b floor space as part of mixed-use development on suitable sites, including town centre sites; and
 - The protection of existing viable B Class Uses on designated and non-designated sites.
- 6.2.6 In addition, the Council will also:
- Support local employment and regeneration aims;

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

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

- Is consistent with the range of uses identified in Policy SP8;
- Allows for future flexibility for a range of business types and sizes;
- Provides adequate space for on-site servicing and vehicle waiting/ movements; and
- Improves and enhances the quality of the local environment and business area; and
- Demonstrably improves the functionality of the site for employment proposes including improvements in the quality/type of employment space, quality/density of jobs on-site and the site's contribution to the Council's wider employment objectives.

6.2.8 The proposed building will provide a Gross External Area (GEA) of 1563.9sqm or Gross Internal Area (GIA) of 1330.9sqm. The existing GEA is 928.5sqm. The proposal will thus result in a 635.4sqm or 68% increase in the amount of the floor space which previously existed on site.

6.2.9 The proposed floor space would be for a B2 use relating to the relocation of the headquarters of Herts Heritage Building and Roof Suppliers, who provide a range of building services including scaffold and roofing, general building, disabled adaptations renovations and refurbishments, landscape design and passive fire protection - and are currently based in Hackney. The building includes a workshop on the ground floor level, and offices that support the company's core business activities. The proposal has been designed to meet the needs of Herts Heritage, incorporating flexible office spaces which can be sublet to partnering businesses and other occupiers, and accommodate future growth of the company. The proposal also incorporates an external scaffolding yard (B8 use) to the rear of the building.

6.2.10 It is understood the site was last occupied by a bath manufacturer, with a storage yard, employing 4 staff. This is considered to be an under-utilisation of the land. The proposal would supply a substantial uplift in the quantity, density and quality of business floorspace on the site. This intensification is supported by policy at all

levels and would represent a clear enhancement in the use of the site for employment purposes.

- 6.2.11 The applicant has reported that there are 26 staff employed by Herts Heritage. 15 of which are office-based and 11 are on-site staff. The company estimates a growth to 30-35 employees. A partnering company is also anticipated to occupy the hybrid office space proposed, with 3 existing office-based staff and 15 existing site personnel, alongside partnering contractors with 20-30 part-time office-based staff. Thus, the proposal would facilitate a marked increase in employment activity in a higher quality commercial environment, benefitting the local community through increased employment opportunities.
- 6.2.12 Overall, the proposal would enable the regeneration of this part of the estate and intensify employment opportunities within the site. The scheme would deliver good quality flexible employment floorspace for a range of uses, which would assist in addressing the employment needs of the local population and contribute to the overarching economic objectives for the Borough, in accordance with the aforementioned policies. Given the policy support of the proposed B2/B8 use, the proposed development is considered acceptable in principle.

6.3 Design and Appearance

- 6.3.1 DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan Policy D4.
- 6.3.2 The site is currently occupied by a part one storey, part two storey industrial/warehouse building. This will be demolished and a new four-storey building will be erected, containing offices and a workshop. The proposed redevelopment would result in the presence of built form of notably greater scale on site. The new development would follow the existing street alignment; the office building is setback 2.425m from the street boundary, while the secure gate to the scaffolding yard and car park is aligned to the street boundary. The proposed

building would occupy a smaller footprint than existing, to accommodate scaffolding lorry parking and the scaffolding yard to the rear; but be twice as high.

- 6.3.3 The proposed building has a four-storey appearance, with a sawtooth roof. The ground floor element would be composed of brick with inset concrete panels in a red tone, with the storeys above constructed of lightweight grey corrugated metal cladding. The upper storeys are to be set in from the storey below. The roofs of the upper levels incorporate a green roof, which aids in softening the appearance of the building. The overall design results in an articulated appearance that references its industrial setting and mitigates visual bulk while delivering uplift in floor space.
- 6.3.4 The surrounding area is comprised of mainly two storey buildings, or double height warehouses. However, it is noted that there are some higher buildings present in the vicinity, including a six-storey residential block to the west. Also, approved industrial development in this SIL have been encouraged to be taller than existing buildings, to optimise the site's potential and maximise job creation. Having regard to the prevailing and emerging height of buildings in the locality, it is considered that the four-storey proposal suitably respects the scale of built form in the area through its height and articulated design, whilst meeting the aims of the SIL in respect to regeneration and floor space uplift.
- 6.3.5 In respect to the perceived bulk and scale from the neighbouring residential terraces on Gillham Terrace – the proposed building has a greater separation distance than the existing building to these properties. The proposed building is to be setback from the western and southern boundaries, with the upper storeys also stepping in away from the southern boundary. The closest residential property is situated 29m away from the roof terrace on the top level of the proposed building. The proposed separation distance satisfactorily mitigates the visual bulk impact of the development upon nearby residences.
- 6.3.6 The front facade at street level would incorporate large glazed sliding doors at the building entrance and full height glass blocks which address the street, and providing a degree of visual permeability into the site, enhancing street activation and improve pedestrian amenity immediately outside the site. Planting will be incorporated into the front setback area of the building, comprising hedges and planter beds. This is in addition to green walls on the northern side. The development also retains a street tree which forms part of an avenue of London Plane trees that benefit the character of Tariff Road. The proposed development is therefore considered to have a positive street facing appearance and impact upon the public realm.

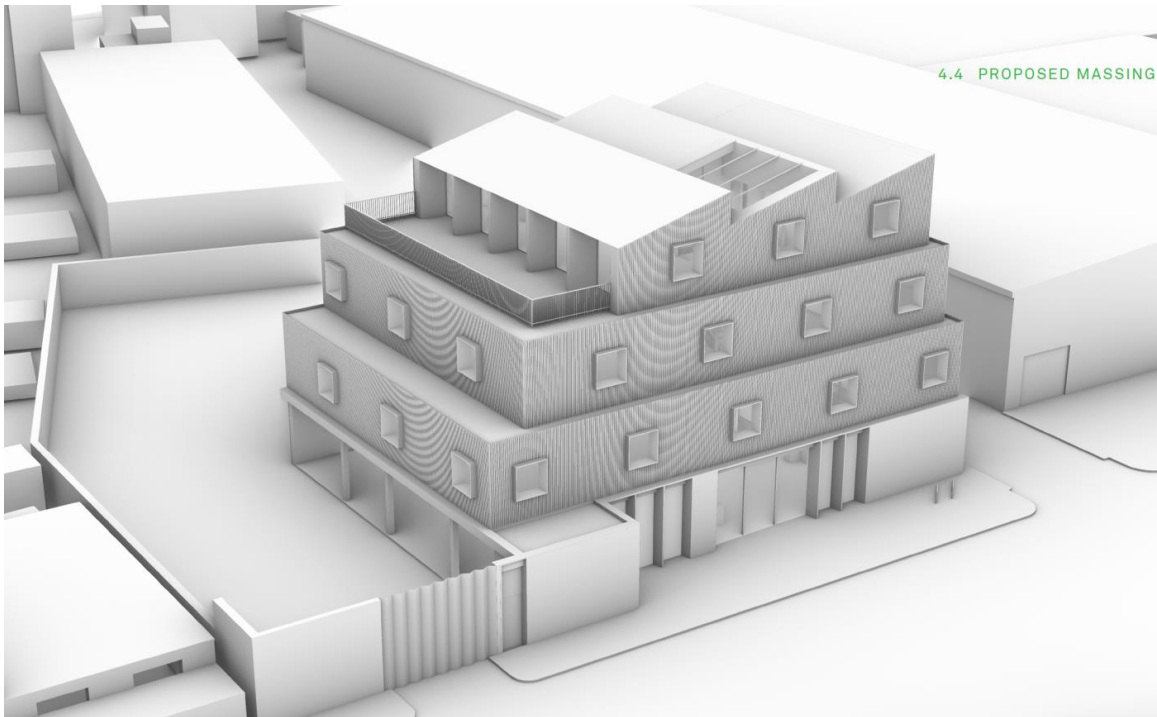


Figure 4: Proposed massing

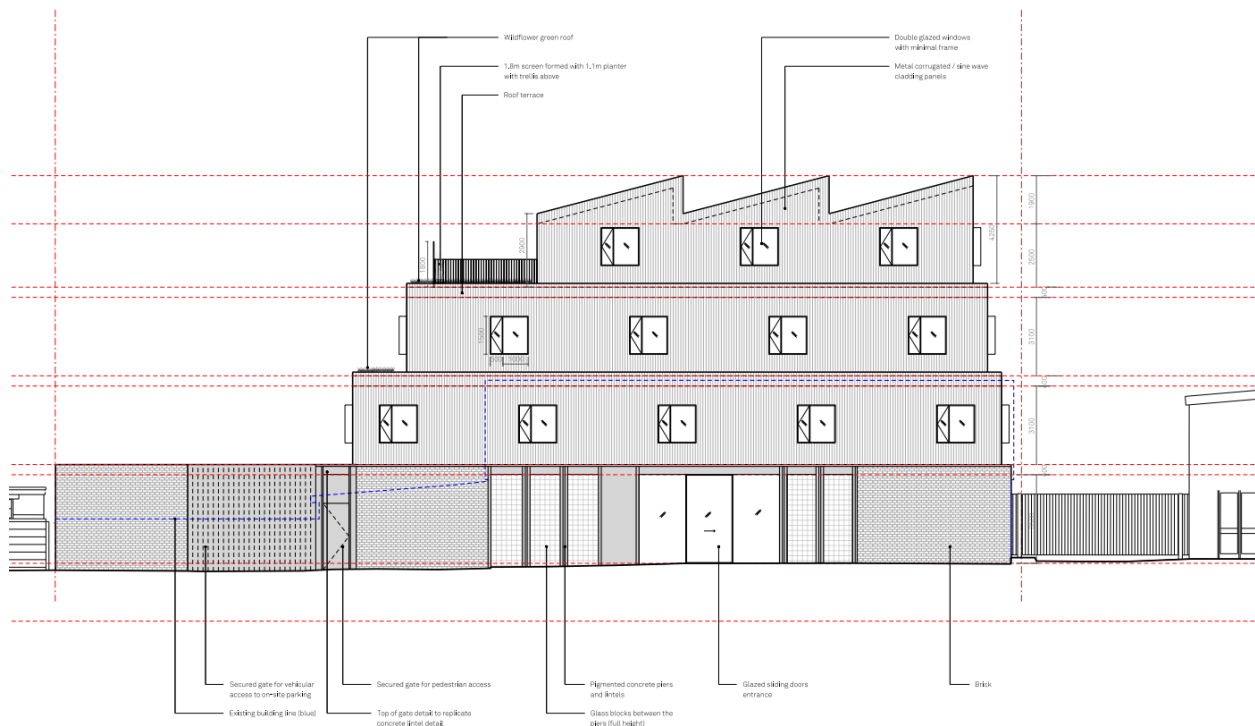


Figure 5: Proposed front elevation

6.3.7 To conclude, the proposed redevelopment would enhance the appearance of the under-utilised site, which currently does not make a positive contribution to the character of the street-scene and the surrounding area. The new building would

be of high-quality design that would relate well to the industrial nature of the area. The height, bulk, scale and massing of the redevelopment would respect the character of the surrounding area, whilst also making best use of the available space on the site for the business operations of the new occupants. The materials and detailing would be reflective of the setting but would also result in an appropriately distinctive appearance for this site. Overall, the development would make a positive contribution to the business area and would improve and enhance upon the character and appearance of the site, the street scene and quality of the local environment. The proposal is considered acceptable in design terms and complies with the relevant policies.

6.4 Inclusive Design

- 6.4.1 London Plan Policy D5 explains that proposals should ensure the highest standards of accessible and inclusive design. Developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment. In addition, DPD Policy DM2 requires that all new developments can be used safely, easily and with dignity by all.
- 6.4.2 The proposed plans show that the development would be a fully inclusive scheme, including step free access, lift access to all floors, wheelchair accessible WCs and wheelchair accessible car parking. The scheme is considered to be an accessible and inclusive development, in accordance with the above mentioned policies.

6.5 Amenity of Adjoining Occupiers

- 6.5.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific it sets out that proposals should provide sufficient daylight and sunlight to surrounding housing, while also minimising overshadowing. Furthermore, new noise generating development should put in place measures to mitigate and manage noise impacts for neighbouring residents and businesses, in line with London Plan Policies D13 and D14.
- 6.5.2 Development proposals should ensure a high standard of privacy and amenity for a development's users and neighbours, in accordance with DPD Policy DM1. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land. An appropriate amount of privacy should be provided to neighbouring properties by avoiding overlooking. DPD Policy DM1 also requires proposals to address issues of vibration, noise, fumes and odour.
- 6.5.3 There are numerous commercial premises present in the vicinity of the site. It is considered that the proposed industrial and storage uses would integrate well with

the other commercial premises in the area. The noise generated by the proposed uses would not be substantially different to that created by the other industrial uses.

- 6.5.4 The nearest residential properties are located to the south-west of the site. Residential homes on Gillham Terrace adjoin the rear portion of the site. The proposed building has a greater separation distance than the existing building to these properties. The proposed building is to be setback from the western and southern boundaries, with the upper storeys also stepping in away from the southern boundary. The closest residential building is situated 29m away from the roof terrace on the top level of the proposed building. Given these arrangements it is not considered that the proposal would result in any adverse outlook impact from the neighbouring residential occupiers.
- 6.5.5 The rear scaffolding yard and lorry yard may have the potential for noise disturbance on neighbouring residential properties. Lorries would be loaded in the afternoon and driven off site by 7am Monday to Sunday. They would return at staggered intervals throughout the day. The submission of a noise management plan to mitigate this impact is required through an attached condition (condition 22).
- 6.5.6 A roof terrace is to be located on the third floor level of the new building. This roof terrace would be accessed from the internal staff canteen, as a break space for office-based staff to eat their packed lunch. No catering is proposed on site. The kitchen would be equipped with basic facilities consisting of a fridge(s), microwave(s) and kettle(s). Hence, it is anticipated that the number of people using the roof terrace at any one time would low. The applicant has outlined in correspondence that the roof terrace doors would not be kept open. Nonetheless, the staff break/lunch room use means that the canteen and roof terrace would be primarily used only during business hours. On this basis, within the established, strategic industrial setting, the noise generated by such a canteen use is acceptable and would not have an adverse impact upon the neighbouring residential occupants. This is subject to a condition requiring the submission for a noise management plan (condition 22).
- 6.5.7 In respect to privacy impact – the roof terrace would be an ancillary outdoor amenity area for staff breaks during business hours. A privacy screen 1.8m tall is proposed on the southern side of roof terrace. This screen is formed of a 1.1m high planter with a trellis supporting climbers above. This screen would be effective at mitigating direct overlooking from the terrace area and from the internal areas of third floor level. As noted above, the rear facade of the closest residential terrace is also situated 29m away from the roof terrace, ensuring that inappropriate overlooking would not occur.

6.5.8 The applicant has submitted section drawings (Section EE) demonstrating that under a 25° test, the proposed building would not cause adverse impact upon the daylight/sunlight access of the neighbouring residential terraces. The neighbouring residences are located to the south of the application site, so any shadows would be cast towards the warehouses towards the north, as opposed to the other way round. On this basis, the scheme has an acceptable daylight/sunlight impact.

6.5.9 The amenity and living conditions of the nearby residential properties would not be compromised, and therefore the proposal would comply with the aforementioned policies.

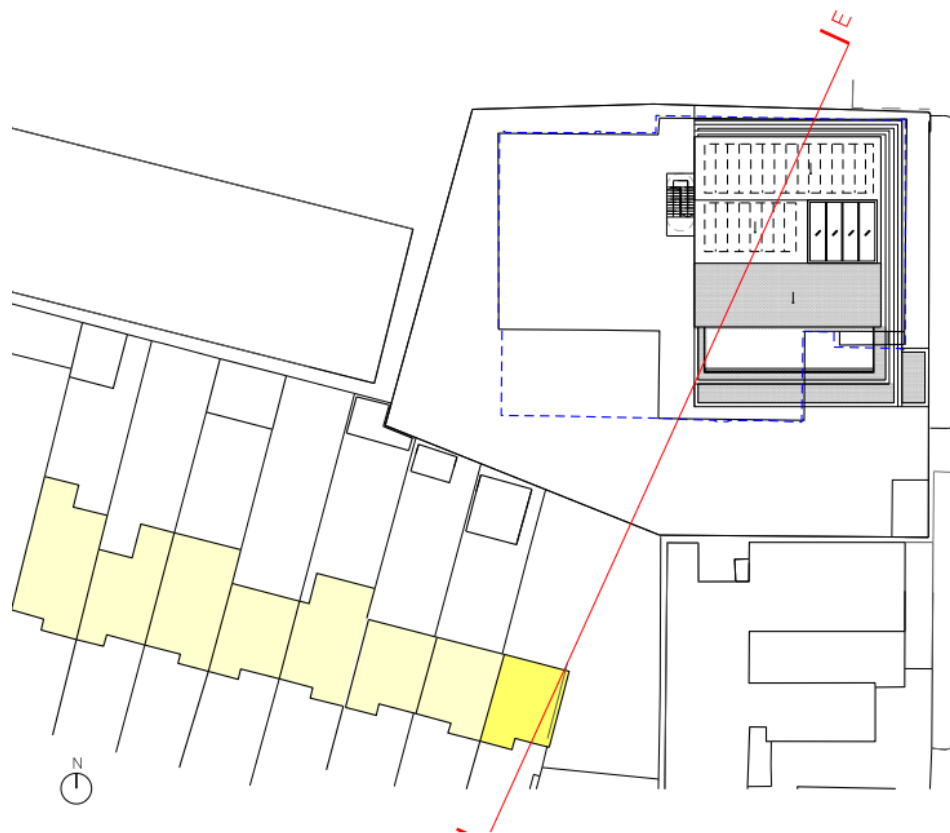


Figure 6: Site plan showing location of nearest residential buildings (yellow)

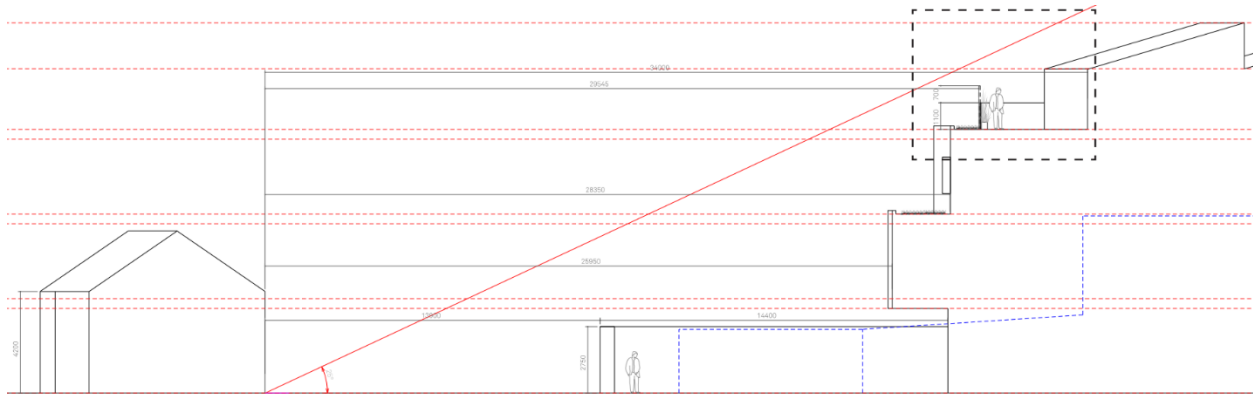


Figure 7: Section drawing showing relationship between proposed development and neighbouring residential terraces

6.6 Parking and Highway Safety, Access and Servicing

6.6.1 London Plan Policy T4 explains that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In terms of cycling, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking, which should be fit for purpose, secure and well located. Cycle parking should be provided in accordance with the minimum standards in Table 10.2 of the London Plan. London Plan Policy T6 sets out that car parking should be restricted in line with the levels of existing and future public transport accessibility and connectivity. Developments should be designed to provide the minimum necessary car parking. The maximum parking standards, outlined in Table T6.2 of the London Plan, should be applied to this proposal. The standards for non-residential disabled persons parking are identified in Table 10.6 of the London Plan.

6.6.2 Local Plan Policy SP7 outlines that the Council aims to tackle climate change, enhance environmental quality and improve transport safety by promoting public transport, walking and cycling. High trip generating developments should be located where public transport accessibility is high and car parking is minimised, in accordance with DPD Policy DM31 'Sustainable Transport'.

Trip Generation

6.6.3 As previously noted, the site has a PTAL of 4, which indicates that access to public transport is 'good'. The submitted Transport Assessment estimates that 22 trips would be made in total during AM peak hours and 23 trips would be made in total during PM peak hours; 174 trips would be made over a full day. The most recent use of the site was for a bath manufacturer and the Transport Assessment estimates that this use was associated with a total 2 trips during AM peak hours, 5 trips during PM peak hours, and 55 trips over a full day. This uplift in trips is acknowledged. Council's Transportation Officers have raised no objections to the

trip generation, noting that that the increase in trips would not impact the public highway or public transport capacities and networks.

Car Parking

- 6.6.4 Eight 9m long scaffolding lorries would operate from the site. These would have a tandem parking arrangement, with four banks of two spaces. They would be loaded during afternoons for morning departures out on site. It is understood that these will leave the site in 'space order' so the tandem arrangement should not cause additional manoeuvring beyond access and egress.
- 6.6.5 In addition to this there would be 12 car parking spaces. There are no specific car parking standards for a B2 use in the London Plan, which states that car parking provision should be derived on a case by case basis. Council's Transportation Officers have analysed the parking demand based on the trip generation calculations, concluding that the proposed parking provision would satisfactorily cater for all demands generated. Council's Transportation Officers outline that there would not be additional on-street demand from the proposed use. This is assumed to include both employee vehicles and service vehicles. Thus, the quantity of car parking is considered appropriate in meeting parking demand whilst being kept to a minimum quantity.
- 6.6.6 Of the twelve, two accessible car parking spaces would be provided within the yard area. This level of accessible car parking would meet and exceed the requirements of Table 10.6 of the London Plan, which requires 5% of all parking spaces to be designated as disabled persons parking bays.
- 6.6.7 Six of the twelve parking bays would be actively equipped for electric vehicle charging. There is no specific London Plan proportion or numerical requirement for electric vehicle charging for B2 developments. As per the Transport Officer's recommendation, a condition is attached requiring the provision of 6 active and 6 passive electric vehicle charging points to serve the on-site parking spaces from the onset (condition 20).

Cycle Parking

- 6.6.8 The London Plan standards require a minimum of 1 space per 500sqm of proposed floor area for long stay and 1 short stay space per 1000sqm for use classes B2-B8. London Policy T5 further elaborates that a minimum of two short- stay and two long-stay cycle spaces are provided where the application of the minimum standards would result in a lower provision. The applicant has proposed in excess of the minimum requirement of 3 long stay spaces and two short stay spaces. The scheme drawings shows two Sheffield Stands for visitor cycle parking, providing for 4 cycle spaces, located on the hardstanding adjacent to the footway, within the applicant's site. Six cycle spaces for staff are to be provided in a secure on-site bike store adjacent to the car parking, near the pedestrian gate. Two Sheffield Stands are also shown at the rear of the car spaces, providing for 4 cycle spaces. These are designated as long-term cycle spaces as per the Design and Access

Statement. However, these are unsheltered, which does not satisfy the London Cycle Design Standards for long stay cycle parking. Long stay cycle parking should have sufficient security and weather protection. A condition is attached to secure further details of the cycle storage facilities (condition 9).

Access Arrangements

- 6.6.9 The existing site access off Tariff Road will be retained for vehicles. A new pedestrian gate would be included to provide access from the footway at Tariff Road to the car parking and yard. A 1.5m wide internal demarcated pedestrian walkway is included within the site. The Transportation Team are satisfied with the arrangement subject to further details of management of access, which be secured through condition (condition 17). It is noted however, that the applicant will be required to enter into a Section 278 agreement with the Highway Authority, for any necessary highway works which include, but are not limited to, strengthening the vehicle crossover to allow for an increase in heavy vehicle movements, reconstructing footways and resurfacing the carriageway outside the site.

Delivery & Servicing

- 6.6.10 The majority of delivery and servicing vehicles are able to be accommodated within the site. Vehicles would access the site from Tariff Road and would dwell in the manoeuvring area behind the scaffolding lorry bays, or alternatively use any available parking spaces. This would be possible during the workday when the scaffolding lorries are out on site, and is an acceptable arrangement in principle. The Council's Transport Officer requires some further detailed information on the numbers of delivery and service trips generated, because these have not been explicitly included in the application. Clarity is also required on the arrangements for parking and management of arrivals and departures for different sizes of vehicles attending. These further details can satisfactorily be secured by condition (condition 18), to ensure that the proposed vehicular movements are appropriate and would allow the flow of delivery and service vehicles through the site in a safe manner.

Travel Plan

- 6.6.11 A draft Travel Plan is included in the submission, which is acceptable in principle. The Travel Plan includes targets for reducing single occupancy vehicle trips and corresponding increases in active modes trips. A S106 obligation includes the development of a 5 year travel plan, which would involve the aim of reducing car parking provision where possible.

Construction Phase

- 6.6.12 Given the scale of the development, a Construction Logistics Plan (CLP) is required and will be secured via condition (condition 7) . This is to ensure that the potential impacts on neighbours and the highway are managed and mitigated. A S106 obligation will include the monitoring fee for officer oversight of the CLP.

6.7 Energy and Climate Change

- 6.7.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.
- 6.7.2 London Plan Policy SI2 outlines that all major developments should be net zero carbon, and a detailed energy strategy should be provided with such proposals, so to demonstrate how the zero-carbon target will be met. This policy also sets out that a minimum on-site reduction of at least 35% beyond Building Regulations is required. London Plan Policy SI4 notes that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating.
- 6.7.3 Local Plan Policy SP4 requires all new developments to take measures that reduce energy use and carbon emissions. Sustainable design and construction techniques should be adopted, in line with Local Plan Policy SP11 and DPD Policy DM21.

Carbon Reduction

- 6.7.4 The applicant has submitted an Energy Statement in support of this application, and this has been reviewed by the Council's Climate Change Officer. Photovoltaic panels and ASHP are proposed to be incorporated into the scheme. The ASHP will supply 100% of the heating requirement. The solar energy generated by the proposed PV panels will be utilised on-site to directly supply the building's electrical demand, including common areas, lighting, and mechanical systems for example.
- 6.7.5 The overall predicted reduction in carbon dioxide emissions is 42%, and this is supported in principle by the Council's Climate Change Officer. A carbon offset contribution is required to achieve 'zero carbon', and this should be secured via Section 106 legal agreement. In order to optimise carbon emission mitigation and sustainability, conditions are recommended to be attached regarding adherence to the Energy Statement, and requiring further details of the Energy Strategy, which include matters relating to fabric efficiencies, thermal bridging, ASHPs details, MVHR details and PV details. Subject to the conditions (condition nos. 13) and the legal agreement, the proposal would comply with the relevant policies.

BREEAM

- 6.7.6 The applicant has submitted a Sustainability Report which states that a 'Very Good' BREEAM rating will be targeted as a minimum. The Sustainability Report includes a BREEAM Pre-Assessment Report which elaborates that a score of 75.46% is expected to be achieved, equivalent to an 'Excellent' rating. This is supported and will be secured via condition (condition 25)

Overheating

- 6.7.7 In terms of overheating, the applicant has submitted a revised report and amended elevations, with details of passive cooling measures including openable windows,

which is supported by Council's Climate Change Officer. A condition would be attached to secure overheating mitigation measures (condition 15).

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

6.8 Urban Greening and Ecology/Biodiversity

- 6.8.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that non-residential development should meet an urban greening factor target of 0.3 but states that whilst B2 and B8 uses are excluded from the 0.3 target, such development is still expected to set out what measures they have taken to achieve urban greening on-site.
- 6.8.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.8.3 Policy DM1 of the local plan requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the local plan expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.8.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.
- 6.8.5 The applicant reports that the development qualifies for the de minimis exemption from requiring a Biodiversity Net Gain on site. This is because the proposal is sited on an existing built-up industrial site covered by a concrete hard standing (sealed surface). As such, the development would be exempt as it does not impact on any onsite priority habitat and the current land has a biodiversity value of zero under the statutory biodiversity metric. The development is exempt from biodiversity percentage gain requirement.
- 6.8.6 The proposal incorporates urban greening measures throughout the design, including green roofs, green walls, Sustainable Drainage Systems and landscape planting. The green roof would be installed on four areas of the proposed flat roofs. Soft landscaping areas at the front setback would be maximised, providing a mix of evergreen hedging and low-level planting on the Tariff Road elevation. A planting border would also be provided along the northern boundary, adjacent to the private road. A green wall would be installed on this northern building elevation,

comprising climbers on tensioned wires. Green walls would also be included on the rear building facade and on the southern side boundary. Four trees are proposed on the south-western boundary. The biodiversity value of the site is also supported through the provision of bird and bat boxes. Furthermore, the proposal retains the street tree on Tariff Road. The overall landscaping scheme would be a significant biodiversity enhancement at the site. The applicant's Landscaping and UGF report calculates an Urban Greening Factor for 0.25, which is satisfactory for the proposed B2/B8 use.

6.9 Flood Risk and Drainage

6.9.1 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible. Local Plan Policy SP5 and Policy DM24 of the local plan seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.9.2 The site is located within Flood Zone One, and as such there is a low probability of flooding, having an associated annual probability of less than 1 in 1000. The report states that, given the 'less vulnerable' nature of the proposed uses, it is not considered that the development would be at undue risk of flooding. A SuDS strategy has been outlined in the submitted Flood Risk Assessment. The proposed scheme would incorporate green roofs, wall mounted rainwater harvesting tanks, and permeable surfacing for hardstand areas not proposed for heavy duty lorry use. These measures will provide improved water attenuation on site compared to the existing hard surfaces, reducing the risk of surface water flooding. The strategy also explains that it is intended to discharge water into a below ground attenuation tank which would then discharge into the public sewer. Council's Drainage Officers are content with the overall strategy and methodology used within the report, subject to the inclusion of a condition for a detailed Surface Water Drainage Scheme which includes further calculations to confirm appropriate flood risk. Conditions 10 and 11 relate to these matters.

6.10 Air Quality and Land Contamination

Air Quality

6.10.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

6.10.2 The submitted Air Quality Assessment has identified that the proposed development is 'air quality neutral' in relation to both building and transport emissions, as ASHPs and PVs are incorporated, and the number of car parking spaces is acceptable. The Carbon Management/Pollution Team has been consulted and raise no objection, subject to conditions (condition 5).

Land Contamination

- 6.10.3 A Phase 1 Contaminated Land Assessment has been submitted in support of this application. The report concludes that the preliminary risk classification of the site in relation to the proposed development is considered to be low to moderate/low. The Council's Pollution Officer has reviewed the provided documentation, and has not objected to the proposal, subject to conditions (condition 4)

6.11 Waste and Recycling

- 6.11.1 London Plan Policy SI5 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.
- 6.11.2 A secure refuse and recycling storage would be located in the south-eastern corner of the site, close to the vehicular access on Tariff Road. A Waste Management Plan has been submitted. As this is a commercial building refuse collection would be dealt with through a private arrangement. It is anticipated that refuse collections would be undertaken on-street (Tariff Road). Commercial and business trade collection will be arranged through Veolia. Council's Waste & Street Cleansing team have reviewed the application, and is satisfied with the proposal, subject to the inclusion of a condition securing details of the waste storage and recycling facilities and collection details (condition 6). As such, the proposed refuse and recycling strategy is considered to accord with the relevant policies.

6.12 Employment and Training

- 6.12.1 Local Plan Policies SP8 and SP9 aim to support local employment and facilitate training opportunities. The Planning Obligations SPD also requires the developer (and its contractors and sub-contractors) to notify the Council of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). An Employment and Skills Plan will be secured through a S106 agreement. This includes requirements for the developer to provide a support towards recruitment costs for apprenticeships and one full time apprenticeship per £3 million development cost. All these requirements would be secured by agreement.

6.13 Fire Safety

- 6.13.1 London Plan Policy D12 requires new developments to achieve the highest standards of fire safety. To this effect, a Fire Statement should be provided with all major developments.
- 6.13.2 The applicant has provided a Fire Strategy in support of this application. This document includes means of warning and escape, internal fire spread

considerations, external fire spread considerations and access and facilities for the fire and rescue service. The report outlines that the building is designed in accordance with the recommendations of Approved Document B Volume 2. Subject to adherence with measures in accordance with Approved Document B Volume 2, it is considered that the development would be acceptable in respect to fire safety.

6.14 Conclusion

- 6.14.1 There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, which forms part of a Strategic Industrial Location (SIL). The scheme would deliver high quality commercial space, an increased density of employment uses, new jobs and a range of unit sizes. These outcomes comply with the relevant planning policies and align with the Council's wider economic strategy for the Borough.
- 6.14.2 The development would be of a high standard of design, which would respect the character and appearance of the street scene and the wider area. The scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.
- 6.14.3 The operation of nearby businesses would not be compromised, and the living conditions of residential properties would not be harmed.
- 6.14.4 The development would promote the use of sustainable transport. Sufficient car and cycle parking would be provided to ensure that sustainable travel would be prioritised. The arrangements for access, servicing and deliveries are appropriate and would not harm highway safety.
- 6.14.5 The scheme has been designed to include several sustainability measures, delivering a 42% reduction in carbon emissions.
- 6.14.6 All other relevant policies and considerations, including equalities, have been considered. Planning permission should be granted for the reasons set out above.
- 6.14.7 The details of the decision are set out in the RECOMMENDATION.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £28,436 (400 x £71.09) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

8 RECOMMENDATION

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

Applicant's drawing No.(s):

- P001/- - Location Plan
- P050/- - Existing Site Plan
- P100/- - Existing Ground Floor Plan
- P101/- - Existing First Floor Plan
- P102/- - Existing Roof Plan
- P120/- - Existing East (Front) Elevation
- P121/- - Existing North Elevation
- P122/- - Existing West (Rear) Elevation
- P123/- - Existing South Elevation
- P130/- - Existing Section AA
- P131/- - Existing Section BB
- P132/- - Existing Section CC
- P133/- - Existing Section DD
- P150/A - Proposed Site Plan
- P200/B - Proposed Ground Floor Plan
- P201/- - Proposed First Floor Plan
- P202/- - Proposed Second Floor Plan
- P203/A - Proposed Third Floor Plan
- P204/B - Proposed Roof Plan
- P220/A - Proposed East Elevation
- P221/B - Proposed North Elevation
- P222/B - Proposed West Elevation
- P223/A - Proposed South Elevation
- P230/- - Proposed Section AA
- P231/- - Proposed Section BB
- P232/- - Proposed Section CC
- P233/- - Proposed Section DD
- P234/- - Proposed Section EE

- Arboricultural Report (S1368-J2-R1)

- Energy Statement V6 (24-E043-003)
- Sustainability Statement V7 (24-E043-002)
- Thermal Comfort Analysis V1 (24-E043-006)
- Mechanical Plant Report Rev 1
- Travel Plan (2023/7655/TS02)
- Transport Statement (2023/7655/TS02)
- Addendum to Transport Statement (2023/7655/TSA07)
- Delivery and Servicing Management Plan (2023/7655/DSMP04)
- Waste Management Plan (2024/7655/WMP06)
- Phase 1 Contaminated Land Assessment (83111R1)
- Landscaping and UGF Report (0606)
- Air Quality Assessment (P7478-R1-V1)
- Fire Statement (MUK10279)
- Flood Risk Assessment and SuDS Report (C3251-R1-Rev-A)

Address: International House, Tariff Road, Tottenham, London, N17 0DY

Proposal: 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.

Appendix 1 - CONDITIONS

1) Time period – 3 years

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

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

2) Approved drawings

The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

3) Materials and elevations

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

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D4 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4) 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 in advance with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

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

5) Demolition/Construction Environmental Management Plans (DEMP/CEMP)

A. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority

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

The following applies to both parts A and B above:

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
 - ii. Details of working hours, which - unless otherwise agreed in writing with the Local Planning Authority - shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
 - iii. Details of plant and machinery to be used during demolition/construction works;
 - iv. Details of an Unexploded Ordnance Survey;
 - v. Details of the waste management strategy;
 - vi. Details of community engagement arrangements;
 - vii. Details of any acoustic hoarding required;
 - 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; and .
 - xi. An Air Quality Dust Management Plan (AQDMP).
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the development has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration, which shall be available on site in the event of Local Authority Inspection;
 - iv. 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);
 - 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 for its written approval prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality, in accordance with Policies T4, T7, S11 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

6) Waste and recycling

Prior to occupation/use of the development, a detailed scheme for the provision of refuse and waste storage and recycling facilities shall have been submitted to and approved in writing by the Local Planning Authority. The waste management plan shall include details of how refuse is to be collected from the site and a cleansing schedule. Such a scheme as approved shall be implemented at first use/occupation, and be permanently retained thereafter.

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

7) Construction Management Plan (Including Construction Logistics Plan)

Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters, and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated peak number and type of vehicles per day and week;
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from any construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers; to give the Council an overview of the expected logistics activity during the construction programme; and to protect of the amenity of neighbour properties and to main traffic safety, in accordance with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

8) Uses

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

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity, in accordance with Policies E4 and E5 of the London Plan 2021, Policy SP8 of Haringey Local Plan 2017 and Policies and DM1 and DM37 of the Development Management DPD.

9) **Cycle Parking**

No development (excluding demolition) shall take place until details of the type and location of secure and covered cycle parking facilities for have been submitted to and approved in writing by the Local Planning Authority. The design must be in line with the London Cycle Design Standard. The development shall not be occupied until all cycle parking spaces for users of the development (10 long-stay and 4 short-stay spaces) have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and London Cycle Design Standards (LCDS)

10) **Surface Water Drainage**

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. Network calculations confirming a full range of rainfall data for each return period for 7 days 24 hours NOT 1 day (24 Hours) 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.

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

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter, in accordance with Policies SI 12 and SI 13 of the London Plan 2021 and Policies DM24 and DM5 of the Development Management DPD.

11) **Drainage Management and Maintenance**

Prior to occupation/use of the development hereby approved, a detailed Drainage Management Maintenance Plan for the lifetime of the development shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The development shall be carried out in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system, in accordance with Policies SI 12 and SI 13 of the London Plan 2021 and Policies DM24 and DM25 of the Development Management DPD.

12) **Secured by design accreditation**

(a) Prior to the first occupation of the development, a 'Secured by Design' accreditation shall be obtained and thereafter all features are to be permanently retained in accordance with the accreditation. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of the development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: In the interest of creating safer, sustainable communities, in accordance with Policies D3 and D11 of the London Plan 2021 and Policy DM2 of the Development Management DPD.

13) **Energy Strategy**

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Ensphere Group (rev 6 dated Jan 2025) delivering a minimum 42% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11.250 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, 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 18% reduction, and provide details of U-values of fabric buildings including glass-block and projecting window frames;
- Details to reduce thermal bridging including the projecting window frame details;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;

- Specification of any additional equipment installed to reduce carbon emissions, if relevant;
- A metering strategy.

The development shall be carried out in accordance with the details so approved prior to first operation/use 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/use of the development. Six months following the first occupation/use of the development, 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; evidence shall include 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 the development, evidence shall be submitted to, and approved in writing by, 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.

14) **DEN Connection**

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

- 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 shall 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 services, and plans and sections showing the route for three 100mm diameter communications ducts;
- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
- Details of a future pipework route from the temporary boiler location to the plant room.

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

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

15) **Overheating**

- (a) Prior to the above ground commencement of construction work, an updated Overheating Report shall be submitted to, and approved in writing by, by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Thermal Comfort Analysis prepared by Ensphere Group Ltd (revision 1 dated Sept 2024).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM52, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved 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;
- A ventilation strategy including the details of additional natural ventilation to be provided through the incorporation of openable windows;
- Updated drawings showing MVHR, on plans and elevations, vent location, top floor mitigation to reduce / mitigate cooling demand, mitigation on allowing further window opening;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation/use.
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Natural ventilation, with openable areas of 15% and opening angle of 10°;
- Glazing g-value of 0.4 or better;
- Proposed architectural shading elements and top floor 1320mm deep overheating and fins at south facing elevation
- Open internal doors where security allows
- Mechanical ventilation
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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.

16) **Boundary Treatment**

Above ground construction works must not commence until details of the proposed boundary treatment have been submitted to, and approved in writing by, the Local Planning Authority. This shall include the proposed layout, materials and colours for the full site boundary and any internal fencing/gates. The approved boundary treatment must be implemented prior to first occupation/use of the site and maintained for the lifetime of the development.

Reason: To ensure that boundary treatment is of a high-quality, and successfully responds to the context of the site, in accordance with Policy D3 of the London Plan 2021 and Policy DM1 of the Development Management DPD.

17) Access Gate Arrangements

Prior to occupation/use of the development, full details of the proposed arrangements for the access control, opening hours, and general operation and maintenance (and the emergency call out arrangements if breakdowns occur) of the access gates shall have been submitted to, and approved in writing by, the Local Planning Authority.

The development shall be carried out in accordance with the approved details prior to occupation/use, and retained as such thereafter for the lifetime of the development.

Reason: To ensure that vehicles will not be waiting or causing congestion on the highway awaiting access to the site, in accordance with Policies T4 and T7 of the London Plan 2021.

18) Delivery and Servicing Plan

The development shall not be occupied/used until a Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by, the Local Planning Authority . This plan will need to confirm the expected numbers and types of service vehicles visiting and detail the proposed arrangements for management and parking/dwelling of the service vehicles, to demonstrate that deliveries can take place without adversely impacting on the use of the public highway. The plan shall also demonstrate how the development will include the consolidation of deliveries and enable any last mile delivery using cargo bikes.

This document shall be produced in line with TfL guidance.

The final DSP must be submitted at least 6 months before the development 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 in advance 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.

19) Car Parking Management Plan

(a) Prior to first occupation/use of the development a Car Parking Design and Management Plan (CPMP) relating to the proposed accessible spaces shall be submitted to, and approved in writing by, the Local Planning Authority.

- (b) The CPMP shall include details of the following:
- i. Location and design of the car parking space(s).
 - ii. Provision of Electric Vehicle Charging Point(s) (.
 - iii. Allocation, management and enforcement of the car parking space(s) (prioritising wheelchair users, then other people with disabilities, then others as part of a dynamic strategy to prioritise use and minimise redundancy of the space(s)).

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers, promote sustainable travel and protect the amenity of the site users in accordance with Policies T6 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

20) Electric Vehicle Charging

Prior to occupation, 6 of the 12 approved car spaces shall be provided with active electric vehicle charging points, with a further 6 allocated for passive provision. The development shall thereafter be retained as such for its lifetime.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.2 Office Parking

21) Hard and soft landscaping

Prior to the first occupation/use of the development, full details of both hard and soft landscape works (for the avoidance of doubt, including new trees to be planted within the site boundary) shall be submitted to, and approved in writing by, the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:

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

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in 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.

22) Noise Management

Prior to occupation/use a, detailed Noise Management Plan and including monitoring shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include, but is not limited to, details of all noise management controls to be implemented to limit the potential for neighbour disturbance.

The development shall thereafter be carried out in accordance with the approved details prior to occupation/use, and retained as such for the lifetime of the development.

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

23) Living roofs

(a) Prior to the above ground construction work, 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 detailed roof plan identifying where the living roofs will be located/laid out;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild) flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs shall 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/use, evidence must be submitted to, and approved in writing by, 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 roof(s) 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, SI 1 and SI 2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

24) **Tree Protection Plan**

Prior to commencement of development, a tree protection plan, relating to any trees on site and protecting street trees during demolition and construction, along with an arboricultural method statement shall be submitted to, and approved in writing, by the Local Planning Authority.

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

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

25) **BREEAM**

(A) Within six months of commencement on site, 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 shall be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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

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

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.

Informatives

NPPF

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

Land Ownership

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

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.

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

London Fire Brigade

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

Thames Water

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes>

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. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes> Should you require

further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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.

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planningyour-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwaterprotection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

Advertisement

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

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.

Pollution

Prior to demolition or any construction work of the existing building, 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.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £28,436 (400 x £71.09) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey Council 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.

Appendix 2 Consultation Responses from internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL: Carbon Management/ Energy & Sustainability	<p>Carbon Management Response 31/10/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Ensphere Group Ltd (revision 4 dated June 2024) • Sustainability Statement prepared by Ensphere Group Ltd (revision 7 dated Aug 2024) including BREEAM Pre-Assessment • Thermal Comfort Analysis prepared by Ensphere Group Ltd (revision 1 dated Sept 2024) • Building Life Cycle Assessment prepared by Ensphere Group Ltd (revision 1 dated Jun 2024) • Landscaping and UGF Report prepared by James Smith (dated July 2024) • GLA carbon emissions reporting spreadsheet • BRUKL Be Lean and Be Green worksheets • Existing and Proposed Drawing Sets prepared by Mata Architects (dated June 2024) • Mechanical Plant Report prepared by SVM (revision 1 dated Aug 2024) • Roof plan showing PV layout prepared by Mata Architects (dated Aug 2024) • ASHP and plant room drawing prepared by Mata Architects (dated Aug 2024) • PV Proposal by Zenergy (dated Sept 2024) • PV panel data sheet (Aiko 625W) • Solis Single Phase Inverters data sheet • Written Response by RPH Engineering (dated Aug 2024) • Relevant supporting documents. <p><u>Summary</u></p> <p>The development achieves a reduction of 38% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy, Overheating Strategy and PV provision. Appropriate planning conditions will be recommended once this information has been provided.</p>	Noted conditions attached.

Energy Strategy

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

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 38% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 2.6 tonnes of CO₂ from a baseline of 6.8 tCO₂/year.

London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 7.7 tCO₂.

<i>Non-residential (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	6.8		
Be Lean	5.5	1.2	18%
Be Clean	5.5	0	0%
Be Green	4.2	1.3	20%
Cumulative savings		2.6	38%
Carbon shortfall to offset (tCO₂)	4.2		
Carbon offset contribution	£95 x 30 years x 4.2 tCO ₂ /year = £11,970		
10% management fee	Plus 10% management fee: £11,970 x 10% = £1,197		

Actions:

- Applicant to confirm if all proposed floorspace are modelled as 'heated' including the atrium.

Stakeholder	Question/Comment	Response															
	<p>Energy Use Intensity (EUI) / Space Heating Demand (SHD) Applications are required to report on the total Energy Use Intensity (EUI) and Space Heating Demand (SHD), in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.</p> <table border="1"> <thead> <tr> <th></th><th>Proposed Development</th><th>GLA Benchmark</th></tr> </thead> <tbody> <tr> <td>Building type</td><td>Light Industrial and offices</td><td>All other non-residential</td></tr> <tr> <td>EUI</td><td>TBC</td><td>Meets/Does not meet GLA benchmark of 55 kWh/m²/year</td></tr> <tr> <td>SHD</td><td>TBC</td><td>Meets/Does not meet GLA benchmark of 15 kWh/m²/year</td></tr> <tr> <td>Methodology used</td><td>SBEM</td><td></td></tr> </tbody> </table> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - GLA carbon emission reporting spreadsheet has not been prepared in accordance with GLA energy assessment guidance. The “EUI and Space Heating Demand” tab was not filled in. Applicant to submit revised spreadsheet. - How does the proposed EUI perform against GLA benchmarks, i.e. at 55 kWh/m²/year? - How does the proposed SHD perform against the GLA benchmark of 15 kWh/m²/year? <p>Energy – Lean The applicant has proposed a saving of 1.2 tCO₂ in carbon emissions (18 %) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 15% reduction set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p>		Proposed Development	GLA Benchmark	Building type	Light Industrial and offices	All other non-residential	EUI	TBC	Meets/Does not meet GLA benchmark of 55 kWh/m ² /year	SHD	TBC	Meets/Does not meet GLA benchmark of 15 kWh/m ² /year	Methodology used	SBEM		
	Proposed Development	GLA Benchmark															
Building type	Light Industrial and offices	All other non-residential															
EUI	TBC	Meets/Does not meet GLA benchmark of 55 kWh/m ² /year															
SHD	TBC	Meets/Does not meet GLA benchmark of 15 kWh/m ² /year															
Methodology used	SBEM																

Stakeholder	Question/Comment		Response
	Floor u-value	0.11 W/m²K	
	External wall u-value	0.16 W/m²K	
	Roof u-value	0.11 W/m²K	
	Door u-value	1.40 W/m²K	
	Window u-value	1.40 W/m²K	
	G-value	0.40	
	Air permeability rate	3 m³/hm² @ 50Pa	
	Ventilation strategy	Natural ventilation. Extract fans in WC and kitchen areas (SFP 0.3 W/l/s)	
	Waste Water Heat recovery	TBC	
	Thermal bridging	TBC	
	Low energy lighting	> 100 l/W	
	Heating system (efficiency / emitter)	ASHP	
	Thermal mass	TBC	
	<u>Actions:</u> <ul style="list-style-type: none">- Please confirm the U-value of the proposed glass blocks as shown on the ground floor elevations.- Please provide the U-value of the projecting window surrounds, and demonstrate that the thermal bridging will be minimised and there will be no condensation.- Applicant to provide the target maximum value of thermal bridging and set out how the scheme's thermal bridging will be reduced, particularly at the junctions where the external walls stagger vertically.- What is the construction of the building and what is the assumed thermal mass?- The notional building has been modelled without PV panels. Please confirm if this is according to NCM guidance and that the proposed heat pumps will meet 100% of the space heating demand in the actual building. If the heat pumps do not meet 100% of the space heating demand, an area of PV array to be calculated according to NCM guidance should be included in the notional building.- If the air tightness of the scheme is improved, mechanical ventilation with heat recovery could be proposed to further reduce heat losses. <p>Overheating is dealt with in more detail below.</p>		

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Stakeholder	Question/Comment	Response
	<p>Energy – Clean</p> <p>London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.</p> <p>The applicant is not proposing any Be Clean measures.</p> <p>Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>The site is not located in close proximity to any existing District Energy Networks (DEN), but it is located within approximately 450m to a potential district energy network. However it is not proposed to accommodate DEN as part of the energy strategy as the source of the heat from DEN is likely higher carbon than alternatives. But the site will be future-proofed to facilitate connection, subject to the supply of heat with a lower environmental impact than alternative on-site solutions.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> – Applicant to further clarify why the heat from DEN will be more carbon intensive than the alternative on-site solutions. Please liaise with the Council DEN team for the carbon values if required to support your clarification. – Please submit a site plan showing the future connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room layout and schematics. This will be conditioned. <p>Energy – Green</p> <p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p>	

Stakeholder	Question/Comment	Response
	<p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 1.3 tCO₂ (20%) reduction of emissions are proposed under Be Green measures.</p> <p>Policy SP4 requires a minimum reduction of 20% to be achieved from on-site renewable generation through the use of PVs alone. Currently the application has achieved 20% in total through the use of PV panels as well as ASHPs. Applicant should incorporate further PV panels to meet the minimum 20% reduction requirement.</p> <p>The solar array peak output would be 11.250 kWp, which is estimated to produce around 10,309 kWh/year of renewable electricity per year. A total of 18 625W panels would be mounted on two south facing pitched roofs.</p> <p>The communal air-to-water ASHP systems (min. SCOP TBC) will provide heating to the development through radiant heaters. This includes two ASHP units which provide approximately 60kW heating load.</p> <p>The Mechanical Plant Report has shown a requirement of an external space for ASHP at roof level with full height enclosure. However this has not been indicated on the proposed roof plan, it is unclear how the external plant space requirement and its enclosure will be integrated into the proposed design.</p> <p>The hot water of the development will be provided by local electric water heaters.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The proposed PV layout has shown only one row of PVs on each pitched roof. Please provide some commentary on how the available roof space has been maximised to install solar PV. Would there be a potential to install two rows of PVs on each pitched roof? - Please provide the amount of carbon saving in tCO₂/year as a result of the renewable electricity generated by PV panels. - How will the solar energy be used on site (before surplus is exported onto the grid)? - Applicant to ensure proposed roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Please indicate the external plant space onto roof plan and elevations; and provide the details of this full height enclosure in terms of visual and noise mitigation. - How much of the heating/hot water demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented? - What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SPF) and Seasonal Energy Efficiency ratio (SEER) of the ASHP? - Please clarify the proposed use of hot water provided by local electric water heaters, e.g. for use in bathrooms and kitchens? <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>The applicant should install metering equipment on site, with sub-metering by the non-residential units. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.</p> <p>The applicant will undertake a programme of aftercare support as part of its handover process, which will also align with the BREEAM Ma05 credit requirements. An energy monitoring system with metering will also be installed to allow the collection of data.</p> <ul style="list-style-type: none"> - Please confirm that sub-metering will be implemented for commercial units. - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform) 	

Carbon Offset Contribution

A carbon shortfall of 4.2 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years, plus 10% management fee.

Overheating

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

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled all spaces under the London Weather Centre files.

16 iterations have been modelled following the cooling hierarchy:

- Iteration 1 is the baseline scenario.
- Iterations 2-8 have incorporated an increasing interventions of passive design measures and passive ventilation.
- Iterations 9-12 have incorporated mechanical ventilation mitigation strategy.
- Iterations 13-16 have examined the overheating risk by modelling using extreme weather files DSY 2 and 3 and future weather scenario (2050 DSY 1)

All spaces pass the overheating requirements for 2020s DSY1 in iteration 12. In order to pass this, the following measures will be built:

- Natural ventilation, with openable areas of 15% and opening angle of 10°
- Glazing g-value of 0.4
- Proposed architectural shading elements and top floor 1320mm deep overheating and fins at south facing elevation
- Open internal doors where security allows
- Mechanical ventilation and comfort cooling for the following rooms:

Space	Ventilation overheating mitigation solution in Iteration 12
00_Workshop	MVHR with 4ACH

Stakeholder	Question/Comment		Response
	00_Circulation / Reception area	MVHR with 4ACH	
	00_Office 1	Natural ventilation with openable windows; open internal door	
	00_Gym / Studio	MVHR with 4ACH	
	00_Office 2	MVHR with 2ACH	
	01_Offices 1	Natural ventilation with openable windows; open internal door	
	01_Offices 2	MVHR with 2ACH	
	02_Meeting room	Natural ventilation with openable windows; open internal door	
	02_Offices 1	MVHR with 2ACH	
	02_Offices 2	Natural ventilation with openable windows; open internal door	
	02_Offices 3	MVHR with 4ACH	
	02_Kithcen	MVHR with 4ACH	
	03_Canteen	Comfort cooling	
	03_Kitchen	Comfort cooling	
	03_Meeting room	Comfort cooling	

Stakeholder	Question/Comment	Response										
	<p>The openable windows of the baseline scenario are modelled as top-hung openable windows with 100mm restrictors limiting the opening angle below 10°. However applicant has not explained why the windows cannot be fully openable. Potentially window restrictors are incorporated to mitigate the falling risk, however this issue can be resolved either by raising the sill height or integrating internal guards and this will allow the windows to be modelled as fully openable in the baseline scenario.</p> <p>The Overheating Analysis has demonstrated through iterations 4 to 7 that increasing the window recess depth from 100mm to 500mm did not yield a significant impact on the number of rooms meeting the CIBSE TM52 criteria and the number of rooms passed or failed remained the same.</p> <p>Results are listed in the table below.</p> <table><tr><th>Non-domestic: CIBSE TM52</th><th>Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature</th></tr><tr><td>DSY1 2020s</td><td>Pass (iteration 12)</td></tr><tr><td>DSY2 2020s</td><td>Pass (iteration 14 – Comfort cooling to all spaces)</td></tr><tr><td>DSY3 2020s</td><td>Pass (iteration 15 - Comfort cooling to all spaces)</td></tr><tr><td>DSY1 2050s</td><td>Pass (iteration 16 - Comfort cooling to all spaces)</td></tr></table> <p>Proposed future mitigation measures include:</p> <ul style="list-style-type: none">- Comfort cooling. <p>It has been proposed comfort cooling systems will be implemented as part of the base build to mitigate the risk of overheating in the future.</p> <p>The proposed active cooling and the additional mechanical ventilation are not acceptable, further passive measures should be explored.</p> <p>The submitted overheating strategy is not considered acceptable.</p> <p>Actions:</p>	Non-domestic: CIBSE TM52	Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature	DSY1 2020s	Pass (iteration 12)	DSY2 2020s	Pass (iteration 14 – Comfort cooling to all spaces)	DSY3 2020s	Pass (iteration 15 - Comfort cooling to all spaces)	DSY1 2050s	Pass (iteration 16 - Comfort cooling to all spaces)	
Non-domestic: CIBSE TM52	Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature											
DSY1 2020s	Pass (iteration 12)											
DSY2 2020s	Pass (iteration 14 – Comfort cooling to all spaces)											
DSY3 2020s	Pass (iteration 15 - Comfort cooling to all spaces)											
DSY1 2050s	Pass (iteration 16 - Comfort cooling to all spaces)											

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Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Please justify why the windows cannot be modelled as fully openable in the baseline scenario. Please redo the overheating modelling where necessary. - Applicant must ensure all passive measures have been explored before the implementation of mechanical ventilation and comfort cooling. The following passive design measures should be further explored: <ul style="list-style-type: none"> • Internal blinds • 4ACH ventilation has been proposed in Reception in order to pass overheating analysis. Applicant should consider to reduce the area of rooflight above staircase atrium to minimize heat gain, improve the g-value of the rooflight, and /or incorporate opening mechanism for the rooflight to create stack effect. • Given the rooms on top floor have higher overheating risk, the U-values of the associated external walls and roof should be improved, especially the proposed external wall U-value is only 0.16 W/m2K. And potentially to incorporate opening mechanism for the north facing clerestory windows at top floor to create stack effect. - Please integrate the overheating mitigation measures such as MVHRs with the design information, as there is no mention of the use of MVHR in the proposed plans and elevations where indicative vents should be identified. - Please clarify where are 00_Office 1 and 00_Office 2, the proposed ground floor plan only has shown one office space. - Specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. - Confirm who will own the overheating risk when the building is occupied (not the residents). - This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants. <p><u>Sustainability</u> 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,</p>	

Stakeholder	Question/Comment	Response
	<p>flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>The proposed sustainability measures are high-level and the following are included:</p> <ul style="list-style-type: none"> - Proposed landscape scheme incorporates the use of native species or species of benefit to wildlife - Green roofs and green walls - Provision of bird and bat boxes - The development will aim for more than 95% by tonnage of demolition and construction waste to be diverted from landfill as per minimum. - All timber and timber-based products will be from FSC or equivalent source - 6 safe and dry cycle parking will be provided, with 4 additional external spaces at the rear and 4 spaces at the front of building for visitors. - 6 electric vehicle charging points will be provided. <p><u>Action:</u></p> <ul style="list-style-type: none"> - Please identify the locations and number of bird and bat boxes. - A target (%) for responsible sourced, low-impact materials used during construction. - Set out how any demolition materials can be reused. - Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system. - Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. <p>Non-Domestic BREEAM Requirement</p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report for the development. Based on this report, a score of 75.46 % is expected to be achieved, equivalent to 'Excellent' rating with a score of 11.21% as contingency. This is supported.</p> <p><u>Actions:</u></p>	

Stakeholder	Question/Comment	Response
	<p>- The Sustainability Report has indicated a very good rating will be targeted. However the BREEAM pre-assessment has indicated a total score of 75.46% which is equivalent to “Excellent” rating. Applicant to update their Sustainability Report to reflect this higher aspiration in BREEAM.</p> <p>Urban Greening / Biodiversity All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London’s biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The proposed development has achieved an Urban Greening Factor of 0.3 (with 0.2548 rounding up to 0.3), this has reached the minimum target 0.3 for commercial development.</p> <p>The applicant has not provided a calculation for Biodiversity Net Gain.</p> <p><u>Actions:</u></p> <p>- <u>Please provide the biodiversity net-gain calculation using the statutory biodiversity metric calculation tool.</u> It is recommended to read <u>this guidance</u> before using the tool. Or demonstrate that the development is exempted from BNG requirements.</p> <p>Living roofs 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 and walls 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</p>	

Stakeholder	Question/Comment	Response
	<p>plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p><i>Circular Economy</i> Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>The principles used for this development are:</p> <ul style="list-style-type: none"> - Designing for longevity, to protect vulnerable parts of the building from damage and exposed parts of the building from material degradation to reduce maintenance and operation costs for the end users. - Diversion of demolition and construction waste from landfill by converting elements and materials for alternative use. - Minimise operational waste and provide adequate space for recycling <p><u>Planning Conditions</u> To be secured (with detailed wording TBC)</p> <p>Carbon Management Response 13/01/2025 [version with highlights]</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Written Response to Carbon Management Comments by Ensphere Group dated 12/11/24 • P23-008 – 150 – Proposed Site Plan_Rev A • P23-008 – 204 – Proposed Roof Plan_Rev B • P23-008 – 222 – Proposed West Elevation_Rev A • P23-008 – 232 – Proposed Section CC * <p>* Same drawings as submitted previously</p>	

Stakeholder	Question/Comment	Response															
	<p><u>Summary</u> The development achieves a reduction of 38% carbon dioxide emissions on site, which is supported in principle. Clarifications on PV provision and a revised Overheating Analysis with further overheating mitigations must be provided prior to determination. Planning conditions have been recommended to secure the benefits of the scheme with amendments expected subject to the clarification on PV provision and Overheating mitigation.</p> <p><u>Energy Strategy</u> Applicant has confirmed all proposed floorspace has been modelled as “heated and occupied space”.</p> <p>Energy Use Intensity (EUI) / Space Heating Demand (SHD)</p> <table border="1"> <thead> <tr> <th></th><th>Proposed Development</th><th>GLA Benchmark</th></tr> </thead> <tbody> <tr> <td>Building type</td><td>Light Industrial and offices</td><td>All other non-residential</td></tr> <tr> <td>EUI</td><td>58 kWh/m²/year</td><td>Does not meet GLA benchmark of 55 kWh/m²/year</td></tr> <tr> <td>SHD</td><td>19 kWh/m²/year</td><td>Does not meet GLA benchmark of 15 kWh/m²/year</td></tr> <tr> <td>Methodology used</td><td>SBEM</td><td></td></tr> </tbody> </table> <p>The proposed EUI and SHD values both slightly exceed the GLA benchmarks. However, it is acknowledged that EUI has included an estimation of unregulated electricity use which is difficult to accurately quantify the demand. Applicant is encouraged to aim achieving the GLA benchmark when developing the proposal at later detailed stage.</p> <p>Energy – Lean Applicant has confirmed the ASHP will supply 100% of the heating requirement, therefore their notional building has been modelled without PV panels in accordance with the NCM guidance.</p> <p>Applicant has clarified the majority of the building will be ventilated naturally, MVHR will be included where necessary to ensure energy is used efficiently in cooler</p>		Proposed Development	GLA Benchmark	Building type	Light Industrial and offices	All other non-residential	EUI	58 kWh/m ² /year	Does not meet GLA benchmark of 55 kWh/m ² /year	SHD	19 kWh/m ² /year	Does not meet GLA benchmark of 15 kWh/m ² /year	Methodology used	SBEM		
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Stakeholder	Question/Comment	Response
	<p>months, and for the implementation of comfort cooling to mitigate future overheating risk. However, this is different to the notes in the Overheating Analysis where for some of the rooms MVHR is required as part of the mitigation measures.</p> <p>Further details of U-value of glass blocks, U-value and psi-value of the projecting window frame will be conditioned.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Applicant to clarify the provision of MVHR. <p>Energy – Clean</p> <p>Correspondence with Energetik has been provided, this has shown that the future DEN extension while still several hundred meters from site is programmed to be completed by March 2026. As this is unlikely to be ready for connection when the proposed development is completed, therefore DEN connection is not considered at this stage. But the applicant has confirmed the site will be future-proofed to facilitate a connection if it offers a lower carbon solution the alternative on-site solution. Site plan showing proposed future connection, location of pipe, plant room layout and schematics will be conditioned.</p> <p>Energy – Green</p> <p>Applicant has clarified the overall emissions reduction is based on a PV output of 6,971 kWh, which is equivalent to approximately 0.9 tCO₂ annually. This will not achieve the requirement of minimum 20% reduction from on-site renewable energy generation.</p> <p>However, a separate PV report submitted has indicated a detailed PV proposal with 18 number of 625W panels would achieve an output of 11.250 kWp, which is equivalent to approximately 1.4 tCO₂e annually. Based on a baseline emission of 6.8 tCO₂, this would represent a 21% reduction in carbon emissions therefore achieving the requirements of minimum 20% reduction from on-site renewable energy generation.</p> <p>The solar energy generated by the proposed PV panels will be utilised on-site to directly supply the building's electrical demand, including common areas, lighting, and mechanical systems for example. It is anticipated that an energy management system will be implemented to optimise the use of solar ensuring that the energy is prioritised for on-site consumption before being exported to the grid.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposed heat pumps will meet the full space heating requirements, with energy modelling based on an ASHP system with a COP of 3.5 for heating and an EER of 5.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> – Applicant to revise the overall emissions and reductions at different stages to align with the details in the PV report. This should be provided prior to the determination. <p>Energy – Be Seen The action items in the previous comments will be conditioned accordingly.</p> <p><u>Carbon Offset Contribution</u> A carbon shortfall of 4.2 tCO₂/year remains subject to the applicant's submission of revised carbon reduction calculations. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years, plus 10% management fee.</p> <p><u>Overheating</u> In response to our previous comments, applicant has provided further information:</p> <ul style="list-style-type: none"> - The overheating analysis was modelled based on inward top-hung openable windows with 100mm restrictions aligning with anticipated health and safety requirements. - Internal blinds have not been modelled following Part O methodology, but likely to be implemented as part of the design. - Area of atrium rooflight cannot be reduced as it would compromise daylight access to second and third floors. - The proposed U-value of external wall is relatively good, decreasing it would increase heat retention and therefore worsening overheating risks on the top floor. - 00_Office 1 and 00_Office 2 areas are marked as storage on the plans. - Indicative cooling demand is 74.5 MJ/m² and 109,403 MJ for the overall development annually. Cooling will be supplied by the ASHP system and current energy modelling is based on an indicative COP of 5. - The owner of the building will own the overheating risk when the building is occupied. A building user guide will be developed in accordance with BREEAM Man04 credit methodology. 	

Stakeholder	Question/Comment	Response
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Applicant to provide further details on how aligning with health and safety requirements will restrict the windows opening. As noted in our previous comments, if we assume window restrictors are incorporated potentially to mitigate the falling risk, this issue can then potentially be resolved either by raising the sill height or integrating internal guards. This will allow the windows to be modelled as fully openable in the baseline scenario, this can help to eliminate the need of active cooling or reduce the cooling demand. - It is acknowledged that the external wall U-value is lower than the notional building, but 0.16 W/m2K is only an average U-value. Lower U-value will indeed retain heat in winter time when the outer temperature is lower, however it will help to reduce the heat transmission in hot summer from the outside with higher temperature to the indoor with lower temperature and therefore reducing overheating risk. - Currently the proposal relies on comfort cooling for the top floor to mitigate overheating risk. Applicant needs to demonstrate all options of passive measures are exhausted such as the fabric efficiency before the incorporation of active cooling. Applicant to submit a revised overheating analysis to demonstrate either active cooling has been eliminated or cooling demand has been reduced as part of the planning conditions. <p><u>Sustainability</u></p> <p>Applicant has provided the following further information:</p> <ul style="list-style-type: none"> - Bat and bird boxes have been indicated on proposed site plan. Details, exact number and locations of wildlife boxes will be conditioned. - Best endeavours will be made to allow the scheme to align with GLA guidance of reusing/recycling at least 20% by value of materials. - To reduce surface water runoff, all surface water runoff will discharge into a below ground attenuation tank, this will then discharge into an existing surface water sewer. - SuDs report has made reference to rainwater harvesting as part of the strategy to reduce water demand. This will be conditioned. 	

	<p>Urban Greening / Biodiversity Applicant has stated the proposal is exempt from statutory BNG. It would fall under the de-minimise exemption, as the existing site is formed entirely of impermeable surfaces and there are no existing habitats on site.</p> <p><u>Planning Conditions</u> The following conditions are recommended to secure the benefits of the scheme. The Energy Condition and Overheating are expected to be amended after applicant has further revised their Energy Statement and Overheating Analysis.</p> <p><u>Energy Strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Ensphere Group (rev 4 dated June 2024) delivering a minimum 38% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11.250 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"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction, and provide details of U-values of fabric buildings including glass-block and projecting window frames;</i> - <i>Details to reduce thermal bridging including the projecting window frame details;</i> - <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> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the</i> 	
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Stakeholder	Question/Comment	Response
	<p><i>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></p> <ul style="list-style-type: none"> - <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant;</i> - <i>A metering strategy.</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</i></p> <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><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"> • <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> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • <i>Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i> • <i>Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i> • <i>A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</i> • <i>Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i> • <i>Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i> • <i>Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i> • <i>Details of a future pipework route from the temporary boiler location to the plant room.</i> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Energy Monitoring</i></u> <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</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>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 and propose a retrofit plan. This assessment shall be based on the Thermal Comfort Analysis prepared by Ensphere Group Ltd (revision 1 dated Sept 2024)</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <i>- Revised modelling of units modelled based on CIBSE TM52, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i> <i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> <i>- Updated drawings showing MVHR, on plans and elevations, vent location, top floor mitigation to reduce / mitigate cooling demand, mitigation on allowing further window opening;</i> <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> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; - Confirmation who will be responsible to mitigate the overheating risk once the development is occupied. <p>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</p> <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"> - Natural ventilation, with openable areas of 15% and opening angle of 10°; - Glazing g-value of 0.4 or better; - Proposed architectural shading elements and top floor 1320mm deep overheating and fins at south facing elevation - Open internal doors where security allows - Mechanical ventilation - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <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>Sustainability Strategy</u> Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the sustainability of the scheme including but</p>	

Stakeholder	Question/Comment	Response
	<p><i>not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.</i></p> <p><i>The report shall include:</i></p> <ul style="list-style-type: none"> - <i>Urban greening and biodiversity enhancement measures including number, specifications and locations of wildlife boxes;</i> - <i>Details on electric vehicles charging points, cycle parking facilities;</i> - <i>A target percentage for responsibly sourced, low-impact materials used during construction;</i> - <i>Details on how surface water runoff will be reduced and overall sustainable drainage strategy;</i> - <i>Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.</i> <p><i>Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, SI7 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.</i></p> <p><u><i>Living roofs</i></u></p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried</i> 	

Stakeholder	Question/Comment	Response
	<p><i>log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i></p> <p><i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vii) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 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 0.3 has been met through greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	

Stakeholder	Question/Comment	Response
	<p><u>BREEAM</u></p> <p>a) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</p> <p>b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</p> <p>c) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.</p> <p>d) Within 6 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</p> <p><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><u>Planning Obligations Heads of Terms</u></p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan 	

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Stakeholder	Question/Comment				Response
	Be Clean	5.5	0	0%	
	Be Green	3.9	1.6	24%	
	Cumulative savings		2.8	42%	
	Carbon shortfall to offset (tCO ₂)	3.9			
	Carbon offset contribution	£95 x 30 years x 3.9tCO ₂ /year = £11,175			
	10% management fee	Plus 10% management fee: £11,175 x 10% = £1,118			
	<p><u>Carbon Offset Contribution</u></p> <p>A carbon shortfall of 3.9 tCO₂/year remains subject to the applicant's submission of revised carbon reduction calculations. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years, plus 10% management fee.</p> <p><u>Overheating</u> (in green for amendment made on 03/02/2025)</p> <p>To address our comment, the applicant has explained in a correspondence that they will explore the feasibility of fully openable windows as additional passive measure to mitigate overheating risks, this is supported.</p> <p>A revised Overheating Analysis is required to confirm the ventilation strategy to mitigate overheating risk. It should also include the assessment of how additional natural ventilation can be incorporated through adding internal /external guarding or raising the proposed window sill height.</p> <p>This is expected that the issue of ventilation strategy will be resolved prior to determination, we hope it will be dealt with through design changes and reflected on the proposed design accordingly. However, it is also included in the condition.</p> <p>The applicant has confirmed in a correspondence that they will incorporate openable windows as additional passive measure to mitigate overheating risks, this is supported.</p> <p>A revised Overheating Analysis is required to include the details of the additional natural ventilation provided by incorporating openable windows. This will be conditioned.</p>				

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Stakeholder	Question/Comment	Response
	<p><u>Planning Conditions</u></p> <p>The following conditions are recommended to secure the benefits of the scheme – the amended wording has been marked by the text in blue (and in green for amendment made on 03/02/2025) and any removed wording with strike through.</p> <p>The Sustainability Condition can be removed as this is already covered by the BREEAM condition. Some of the information in the DEN connection condition can be reduced.</p> <p><u>Energy Strategy</u></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Ensphere Group (rev 6 dated Jan 2025) delivering a minimum 42% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11.250 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"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction, and provide details of U-values of fabric buildings including glass-block and projecting window frames;</i> - <i>Details to reduce thermal bridging including the projecting window frame details;</i> - <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> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the</i> 	

Stakeholder	Question/Comment	Response
	<p><i>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></p> <ul style="list-style-type: none"> - <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant;</i> - <i>A metering strategy.</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</i></p> <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><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"> • <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> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification. • Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion; • A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation; • Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts; • Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals; • Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue; • Details of a future pipework route from the temporary boiler location to the plant room. <p>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</p> <p><u>Overheating</u> 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</p>	

Stakeholder	Question/Comment	Response
	<p><i>on the Thermal Comfort Analysis prepared by Ensphere Group Ltd (revision 1 dated Sept 2024).</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> - <i>Revised modelling of units modelled based on CIBSE TM52, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i> - <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> - <i>Ventilation strategy including the details of additional natural ventilation to be provided through the incorporation of openable windows;</i> - <i>Updated drawings showing MVHR, on plans and elevations, vent location, top floor mitigation to reduce / mitigate cooling demand, mitigation on allowing further window opening;</i> - <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i> - <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i> - <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - <i>Natural ventilation, with openable areas of 15% and opening angle of 10°;</i> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Glazing g-value of 0.4 or better; - Proposed architectural shading elements and top floor 1320mm deep overheating and fins at south facing elevation - Open internal doors where security allows - Mechanical ventilation - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <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>Sustainability Strategy</u></p> <p>Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the sustainability of the scheme including but not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.</p> <p>The report shall include:</p> <ul style="list-style-type: none"> — Urban greening and biodiversity enhancement measures including number, specifications and locations of wildlife boxes; — Details on electric vehicles charging points, cycle parking facilities; — A target percentage for responsibly sourced, low impact materials used during construction; — Details on how surface water runoff will be reduced and overall sustainable drainage strategy; 	

Stakeholder	Question/Comment	Response
	<p>Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.</p> <p>Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, S17 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.</p>	
LBH Drainage	<p>Thank you for consulting us on the above planning application reference number HGY/2024/1798 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 at International House, Tariff Road, Tottenham, London, N17 0DY.</p> <p>Having reviewed the applicant's submitted Floor Risk Assessment and SuDS Report document reference number C3251-R1-REV-A dated May 2024 as prepared by Nimbus Engineering Consultant, we are generally content with the overall strategy and methodology used and as mentioned within the above Flood Risk Assessment and SuDS report, subject to following planning condition to be implemented with regards to the Surface water Drainage Strategy :</p> <p>Surface Water Drainage condition No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate: a. As a part of the Full planning application, we would like to see the network calculations confirming a full range of rainfall data for each return period for 7 days 24 hours NOT 1 day (24 Hours) 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.</p> <p>Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p>	Noted. Condition attached.

Stakeholder	Question/Comment	Response
INTERNAL: WASTE	<p>Thank you for inviting the waste team to comment on this planning application 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 with associated parking and landscaping. Haringey's waste supplementary planning guidance only covers residential waste. Any Commercial enterprise must arrangement a scheduled waste collection with a Commercial Waste Contractor. The waste management plan outlines the proposed waste and recycling storage provision. I would also refer the applicant to the forthcoming changes in legislation with regards to business recycling requirements and the separation of recyclables - https://businessofrecycling.wrap.org.uk/recyclingguide/why-your-business-needs-to-recycle/how-to-comply-with-the-new-business-recyclinglegislation The business owner (s) will need to ensure that they have a cleansing schedule in place and that all waste is always contained. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p>	<p>Noted. Condition attached.</p>
INTERNAL: CARBON MANAGEMENT TEAM (POLLUTION)	<p>Having considered the applicant submitted information including: Design and Access Statement; Energy Statement with reference 24-E043-003 prepared by Ensphere Group Ltd., dated June 2024 taking note of the proposal to install Air Source Heat Pumps and Roof mounted PV Panels; Phase 1 Contaminated Land Assessment with reference 83111R1 prepared by GeoSmart Information Ltd., dated August 2024; Air Quality Assessment with reference P7478-R1-V1 prepared by NoiseAir Ltd., dated 14 June 2024 taken note of section 4 (Baseline), 5 (Assessment) and 6 (Mitigation and Residual Effects); Outline construction Logistics Plan with reference 2024/7655/CLP05 prepared by RGP Consulting Engineers Ltd, dated 20 June 2024, taking note of section 3 (Construction Programme and Methodology), 4 (Vehicle Routing and Access), 5 (Strategies to Reduce Impact), 6 (Implementing, Monitoring and Updating), Please be advised that 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. Unexpected Contamination If, during development, contamination not previously identified is found to be present at the site then no further development (unless</p>	<p>Noted. added. Conditions</p>

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>2. NRMM a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>3. Demolition/Construction Environmental Management Plans a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and</p>	

Stakeholder	Question/Comment	Response
	<p>approved in writing by the local planning authority. The following applies to both Parts a and b above: a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP). b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include: i. A construction method statement which identifies the stages and details how works will be undertaken; ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery</p>	

Stakeholder	Question/Comment	Response
	<p>should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.</p> <p>Informative:</p> <p>1. Prior to 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.</p>	
INTERNAL: Transportation	<p><u>Development proposals</u></p> <p>The building at this site is currently configured as a part 2 storey/part 1 storey building with a floor area of 929 sqm. It has been in use for employment purposes.</p> <p>It is proposed to demolish the existing building at the site and construct a new larger 4 storey building on part of the site and enable provision of 12 car parking spaces plus a parking area for 8 scaffolding trucks to the rear of the site, along with an open storage area.</p> <p>It appears it is intended to retain the existing highway access unaltered. Cycle parking will also be provided close to the site access.</p> <p>In terms of the numbers of employees that will work/be based there, the applicant has detailed</p>	Noted and conditions attached.

Stakeholder	Question/Comment	Response
	<p>within their Transport Addendum that initially 33 will work from the site (including 8 office staff) and this is expected to increase to 43 in total.</p> <p><u>Location and access</u> This site is located to the western side of Tariff Road, roughly midpoint between the junctions of Tariff Road with Brantwood Road to the north and Northumberland Park to the south.</p> <p>The site has a PTAL value of 4, considered 'good' access to public transport services. 5 different bus services are accessible within 5 to 8 minutes walk of the site, White Hart Lane Overground station is a 12 minute walk away, and Northumberland Park National Rail Station is an 11 minute walk away.</p> <p>It is also located within the Tottenham Event Day CPZ, which operates on match days and evenings when there are games or concerts/other events at the Tottenham Hotspur Stadium.</p> <p><u>Transportation considerations</u> A Transportation Assessment accompanies the application. The key transportation issues are discussed below.</p> <p><u>Location and access</u> This site is located to the western side of Tariff Road, roughly midpoint between the junctions of Tariff Road with Brantwood Road to the north and Northumberland Park to the south.</p> <p>The site has a PTAL value of 4, considered 'good' access to public transport services. 5 different bus services are accessible within 5 to 8 minutes' walk of the site, White Hart Lane Overground station is a 12 minute walk away, and Northumberland Park National Rail Station is an 11 minute walk away.</p> <p>It is also located within the Tottenham Event Day CPZ, which operates on match days and evenings when there are games or concerts/other events at the Tottenham Hotspur Stadium.</p> <p><u>Site access arrangements</u></p>	

Stakeholder	Question/Comment	Response
	<p>It is intended to retain the existing site access off Tariff Road for vehicles. Pedestrians will access off the footway to Tariff Road at a new pedestrian access at the eastern edge of the site. Access control gates will be used. Access for cyclists can be via the main access gates or direct from the Tariff Road footway for the external visitor cycle parking.</p> <p>A 1.5m wide internal demarcated pedestrian walkway is included within the site to delineate pedestrians from parking and manoeuvring vehicles.</p> <p>Full details of the operation of the main vehicle access gates will be required, including hours of opening, breakdown arrangements, to ensure that vehicles do not wait unnecessarily in the highway to access. This can be conditioned.</p> <p>Swept path plots submitted do appear to demonstrate the vehicles expect to access and park/dwell at the site can do so via the existing access and within the existing highway arrangements on street.</p> <p>Although the highway access is not proposed for any physical changes the applicant may well need to carryout works to remedy any construction related damage to the public highway relating to the demolition/construction and build out/fit out of the development.</p> <p><u>Trip generation</u> A combined office/B2 trip generation has been provided, is below;</p>	

Stakeholder

Question/Comment

Response

Mode of Travel	AM Peak Hour			PM Peak Hour			Total Daily		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Total Vehicles	8	1	9	1	8	9	37	37	74
Cyclists	2	0	2	0	1	1	4	4	8
Pedestrians	1	0	1	0	2	2	15	15	30
Public Transport	10	0	10	0	11	11	31	31	62
Total Trips	21	1	22	1	22	23	87	87	174

Multi-Modal Trip Generation (1,330sqm – Proposed Development)

This shows peak hours with 22/23 trips in total and 174 over a full day. The most recent use of the site (which is now unused) was for a bath manufacturer, and the TA includes a comparative trip generation, which is below;

Mode of Travel	AM Peak Hour			PM Peak Hour			Total Daily		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Total Vehicles	2	0	2	0	2	2	21	17	37
Cyclists	0	0	0	0	0	0	1	1	2
Pedestrians	0	0	0	0	0	0	0	0	0
Public Transport	0	0	0	1	1	3	7	9	16
Total Trips	2	0	2	1	3	5	27	27	55

Multi-Modal Trip Generation (928sqm – Former permitted use)

As can be seen there will be a predicted increase in trips, however it is considered that this will be of no issue with respect to public highway and public transport capacities and networks.

Vehicle parking on site

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Stakeholder	Question/Comment	Response
	<p>8 no. 9m long scaffolding lorries will operate from the site, these will have a tandem parking arrangement, with four banks of two spaces, they will be loaded during afternoons for morning departures out on site. It is understood these will leave the site in 'space order' so the tandem arrangement should not cause additional manoeuvring beyond access and egress.</p> <p>In addition to this there will be 12 car parking spaces. There are no specific standards for B2 in the London Plan, which details parking provision should be derived on a case by case basis.</p> <p>The trip generation for the employment floorspace predicts 8 or 9 vehicle arrivals and departures in the peak periods and 37 arrivals/departures over a day. This would indicate that the proposed on site parking would cater for all demands generated hence there should be no additional on street demands generated that will occupy on street bays. This is assumed to include employee vehicles and delivery and service vehicles.</p> <p>The predicted mode share for trips to the site references the person vehicle mode share at 42%, so for 43 employees the 12 spaces should accommodate all demands on site.</p> <p>6 of the 12 parking bays will be actively equipped for electric vehicle charging. There is no specific London Plan proportion or numerical requirement for electric vehicle charging for B2 developments.</p> <p>The applicant has now revised their car parking arrangements to include two blue badge bays.</p> <p><u>Cycle parking</u></p> <p>The London Plan standards require a minimum of 1 space per 500 sqm for long stay and 1 short stay space per 1000 sqm. The applicant proposes in excess of this minimum. However, there is some ambiguity over the proposed short stay arrangements. The Design and Access statement shows two diagonally placed Sheffield Stands for the visitor cycle parking, which appear to be on hardstanding adjacent to the footway (and within the applicant's site). There are other details within scheme drawings and the swept path plots for this location which appear to show 4 cycles at a right angle to the Tariff Road Footway although the drawing is misleading. Drawings also show 4 internally located Sheffield Stand spaces on two stands,</p>	

Stakeholder	Question/Comment	Response
	<p>located within the site adjacent to the end of the car parking spaces. If these are intended to be long stay spaces, they have no weather protection.</p> <p>The cycle parking arrangements need clarification and can be addressed via a pre commencement condition for the applicant to provide all cycle parking details, demonstrating adherence to the London Cycles Design Standards as produced by TfL. For clarity all long stay cycle parking should have sufficient security and weather protection, and all cycle parking should be accessed from and stored within the site.</p> <p><u>Delivery and servicing, waste and recycling storage and collection arrangements</u></p> <p>The TA references the majority of delivery and servicing vehicles being able to be accommodated within the site, with vehicles dwelling in the manoeuvring area behind the scaffolding lorry bays or alternatively using any available parking spaces. There's no breakdown of the number of delivery and servicing trips as they are included within the overall trip generation for the site, but it is acknowledged that during the workday there is likely to be space within the site when Scaffold Lorries are away. Smaller vans and cars making deliveries and the like will be able to park on street if spaces are available as well. A delivery and Service Plan should be provided to clarify the numbers of delivery and service trips generated and clarify arrangements for parking and management of arrivals and departures for the different sizes of vehicles attending. This can be covered by condition.</p> <p><u>Travel Plan</u></p> <p>A draft Travel Plan is included within the submission. The scope and contents for this are fine. It is noted that there are year 3 and year 5 targets for reducing single occupancy vehicle trips by 5% and 10%, with corresponding increases in active mode trips of 5% and 10%. In principle these are acceptable however will be able to be reviewed upon the first post occupancy travel survey.</p> <p>The Travel Plan should look at car parking provision over time with respect to its actual usage and need. As there are no fixed maximum standards in the London Plan this should be a draft done to remedy any overprovision over time.</p>	

Stakeholder	Question/Comment	Response
	<p>There will be a S106 obligation to develop the travel plan and for the Council Officer time for ongoing review and liaison with the travel plan co-ordinator, this will be £15,000 in total assuming a 5 year travel plan period.</p> <p><u>Healthy Streets/ATZ assessment</u></p> <p>This section of the TA reviewed routes to and from the site. The accident data review did not identify any KSI situations on Tariff Road or at the junctions used to access Tariff Road. Otherwise the assessment did identify that poor quality footways are in the locality of the site and that in some areas foliage needs to be trimmed where overhanging.</p> <p><u>Construction Logistics Plan</u></p> <p>Given the scale of this development, and the associated need for demolition and construction of a new four storey building, a Construction Logistics Plan will be required, for approval prior to commencement of the works. This is to ensure that potential impacts on adjacent neighbours in this industrial area and the safe and smooth operation of the highway are managed and mitigated. The document will need to include information on the programme and works duration, the numbers and sizes of construction vehicles attending site in a daily/weekly basis, the means of managing construction vehicles to ensure peak periods are avoided and no vehicles wait on the public Highway. Details of plant and materials storage will be required, and the applicant will also need to liaise with the Council's Network Managers with respect to any temporary arrangements on the highway such as suspended parking bays and the like.</p> <p>For officer oversight of the construction period, including assessment of submitted plans, visits to site, and dealing with all operational issues on the public highway, a Construction Logistics Plan monitoring fee of £15,000 will be required which will be included within the S106.</p> <p><u>Summary</u></p> <p>This application is for redevelopment of the light industrial site at International House in Tariff Road, to provide a bigger B2/B8 building plus associated lorry, car and cycle parking. The access arrangements off the public highway will remain as existing, and on-site operational lorry parking will cater for 8 No. scaffolding lorries. A gated access will be provided, and full details of the management arrangements of this to ensure vehicles do not wait or stack in the</p>	

Stakeholder	Question/Comment	Response
	<p>highway will be required, which can be covered by pre commencement condition.</p> <p>There will also be 12 No. car parking spaces for staff and delivery/service vehicles, including two blue badge bays. 6 of these will have active vehicle charging equipment provided.</p> <p>With regards trip generation from the site there is expected to be an increase compared to the existing site set up however this is not expected to be problematical with respect to capacities on the public highway and public transport systems.</p> <p>The off street parking should cater for all employee and the majority of delivery and service vehicle demands however the Travel Plan process can monitor usage and site requirements over time. Cycle parking to meet/exceed the numerical requirements of the London Plan is included however there is some ambiguity over exact arrangements, which can be clarified via a pre commencement condition.</p> <p>The development will include a Travel Plan for which a Monitoring fee of £15,000 will be required (£3000 per year), and in addition to this a detailed Construction Logistics Plan will be required to manage the demolition and construction of the redevelopment to minimise and mitigate impacts on the public highway and on adjacent neighbours. A monitoring fee of £15,00 will also be required for this as well.</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 <u>1. Cycle Parking</u> The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 14 long-stay and 4 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 Cycle, and London Cycle Design Standards (LCDS).</p> <p><u>2. Delivery and Servicing Plan and Waste Management</u></p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance.</p> <p>The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p> <p><u>3. Access gate arrangements</u></p> <p>Prior to occupation of the development, full details of the proposed arrangements for the access control, opening hours, and general operation and maintenance (and the emergency call out arrangements if breakdowns occur) of the access gates will be required.</p> <p>Reason: To ensure that vehicles will not be waiting or causing congestion on the highway awaiting access to the site.</p> <p><u>4. Electric Vehicle Charging</u></p> <p>Subject to a condition requiring the provision of 6 active and 6 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 & Parking and the published London Plan 2021 Policy T6.2 Office</p>	

Stakeholder	Question/Comment	Response
	<p>Parking.</p> <p><u>5. Disabled parking bays</u> The applicant will be required to submit and provide plans demonstrating how employees who require a wheelchair accessible car parking spaces will be provided with one from the onset; this must be submitted for approval before any development commences on site. REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 Non-residential disabled person parking.</p> <p><u>6. 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.</p> <p>S106 Obligations</p> <p><u>1. Construction Logistics Plan</u> The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and works cannot commence until this is approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week and means of slot booking to avoid vehicles waiting on the highway and avoid the AM and PM peaks c) Estimates for the number and type of parking suspensions that will be required. 	

Stakeholder	Question/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 pre commencement condition 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 provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the locality and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p> <p><u>2. Commercial Travel Plan</u></p> <p>A commercial travel plan must be secured for each unit by way of a S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.</p> <p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) per year per Travel Plan per unit, £15,000 (Fifteen thousand pounds) for monitoring of the travel</p>	

Stakeholder	Question/Comment	Response
	<p>plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p><u>3. Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section:</p> <p>278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to:</p> <ol style="list-style-type: none"> 1) The strengthening of the site's vehicle crossover to allow for an increase in heavy vehicle movements 2) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development, 3) Resurfacing of the carriageway outside of the site to ensure that the road network can support the increase in trips by HGVs. <p>Although the highway access is not proposed for any physical changes the applicant may well need to carryout works to remedy any construction related damage to the public highway relating to the demolition/construction and build out/fit out of the development.</p> <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 and to implement highway works to facilitate future access to the development site.</p>	

Stakeholder	Question/Comment	Response
Design	No objections	Conditions attached.
EXTERNAL:		
Met Police/ Secure by Design	<p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>I can confirm we have met with the project design team to review Safety, Security or Crime Prevention.</p> <p>We have concerns around some aspects of the design and layout of the development. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences. We request that the developer continues to contact us to ensure that the development is designed to reduce crime at an early.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This 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>Noted. Conditions and informative attached.</p>

Stakeholder	Question/Comment	Response
	<p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to. Application Number: HGY/2024/1798 Location: International House, Tariff Road, Tottenham, London, N17 0DY Proposal: 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.</p> <p>Please provide my details to the applicant so we can discuss and address our concerns.</p> <p><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>Should planning consent be granted for this application, we would request the following conditions and informative:</p> <p>Conditions:</p> <p>A. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative:</p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk.</p> <p><u>Section 3 - Conclusion:</u></p>	

Stakeholder	Question/Comment	Response
	<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. 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><u>Appendix 1: Concerns and Comments</u></p> <p>In summary we have overall site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the architect and local authority planning portal.</p> <p>Site specific advice may change depending on further information provided or site limitations as the project develops:</p> <p>This list is not exhaustive and acts as concerns raised during consultation with the architects pre-application.</p> <p>Site specific advice may change depending on further information or site limitations as the project develops:</p> <p>To be utilised in further discussions with the appointed developer at a later stage.</p> <p>Boundary Treatment</p> <ul style="list-style-type: none"> • Ideally side and rear boundary onto the public realm should be 2.4m (potentially 1.8m with 600mm trellis or 2.1m with a 300mm trellis). Any vertical transom (support) should be inward facing • Metal fabrication, should be robust, have an unfinished top rail (exposed tops), to deter loitering, sitting and climbing. We recommend 358 gauge weld mesh fence panels 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • If fencing is constructed of wood material, ensure panels are vertical with no support beams allowing climbing opportunities. Panels to be mechanically secured in place to prevent lift removal • All perimeter railings to have a maximum 50mm spacing centre to centre, be set flush to the front of any wall. If strengthened with mid rail must be designed to deter climbing and mid rail to be inward facing. Any perimeter boundary treatment (railings) should be between 1. 8m - ideally designed to provide visual permeability • Gates to be 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 selfcloser and the same height as the perimeter treatment including any trellising • Where possible building lines should be flush to allow natural surveillance, any recesses should not exceed 600mm • If anti-climbing measures are introduced then signage should be used to comply with occupier's liability Act 1984 • Any boundary treatments should be UKAS certified as recommended by a DOCO • All low defensive wall/railings to be designed to deter sitting, loitering and climbing. <p>Access Control</p> <ul style="list-style-type: none"> • Key fob access control with a data logging system is recommended as this is more efficient to deactivate/replace lost/stolen keys. It can also assist with identifying any misuse • Data to be stored for one calendar month before being over written • Access control panels to have audio/visual capability. Primary camera on panel to capture all visitors • No Trade Button on control panel • Emergency Exit (push to release) primary egress routes that are required to have an emergency escape mechanism should be self-resetting, shrouded and in best practice be alarmed • Plant/Service room door set/s accessible by public realm are required to be one of the following UKAS certified products: 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> ○ LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or ○ STS202 Issue 3:2011 BR 2+ or ○ LPS2081 SR2 B+ or Equivalent certification • Consideration required regarding the security/risk management to Internet Of Things (IOT) <p>Note: Service/plant door/s should be self-closing, self-locking single doors.</p> <p>ACB (Access Control Box) / Fire Access</p> <ul style="list-style-type: none"> • An external fire over ride switch (FOS) should be protected with the use of an accredited security product such as a Gerda Box. Consideration to other suppliers of this type of fire switch protection method should be given, check SbD web site. In addition to the use of an ACB see below re Premises Information Box (PIB). https://www.gerdasecurity.co.uk/productsandservices/frs-locking-system/accesscontrol-box-(acb).aspx • Premises information box (PIB) typically used to store site specific documentation such as communal access routes, fire risers etc. PIB is generally located behind the primary security layer and is intended for LFB use only (Refer to current Homes guidance) • If the cause and effect of a fire over ride switch (FOS) activation poses a crime risk consideration to a Drop Key Protection Box should be made • The project fire consultant should be made aware of any Part B Security v's Safety conflicts https://www.gerdasecurity.co.uk/productsandservices/frs-lockingsystem/drop-key-protection-box-(dpb).aspx. <p>Doors</p> <ul style="list-style-type: none"> • Communal door set/s should be flush with the building line to prevent any recesses and should be certified to: <ul style="list-style-type: none"> ○ LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or ○ STS202 Issue 3:2011 BR 2+ or ○ LPS2081 SRB or Equivalent certification 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> We recommend that customer entrances have a secure lobby area to provide adequate security for staff and customers. The secondary lobby door set/s that are required to be dual certified to the following minimum standards: <ul style="list-style-type: none"> LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SRB or Equivalent certification Fabricator 3rd party UKAS certification <p>Note: Communal door/s should be self-closing, self-locking single doors</p> <p>Windows</p> <ul style="list-style-type: none"> All easily accessible windows (anything under 2m from another surface treatment) should be certificated to either: <ul style="list-style-type: none"> PAS24:2022 with BS EN356:2000 min.P4A glazing STS204 Issue 6:2016, STS202 Issue 7:2016 Burglary Rating 1 LPS1175 Issue 7.2:2014 Security Rating 1 or LPS1175 Issue 8:2018 A1 Security Rating 1 or LPS 2081 Issue 1.1:2016 Security Rating A. <p>Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether walkway accessed through secure door or not)</p> <ul style="list-style-type: none"> 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 Where curtain walling systems are proposed these should be certificated to either: <ul style="list-style-type: none"> LPS1175 SR2 BS EN1627 RC3. (With minimum of BS EN356:2000 P4A Glazing) 	

Stakeholder	Question/Comment	Response
	<p data-bbox="688 235 903 261">○ PAS24:2022</p> <p data-bbox="541 298 1751 428">Note: Curtain wall systems are non-structural cladding systems for the external walls of buildings. Typically curtain wall systems comprise a lightweight aluminium frame onto which glazed or opaque infill panels can be fixed. These infill panels are often described as 'glazing' whether or not they are made of glass.</p> <p data-bbox="541 466 732 492">Vehicle gates</p> <ul data-bbox="590 500 1667 570" style="list-style-type: none"> • Vehicle gates should be UKAS accredited to LPS 1175 B3 or LPS 2081 SRB or equivalent, with video and audio access control. <p data-bbox="541 605 758 631">Refuse Storage</p> <ul data-bbox="590 639 1745 1224" style="list-style-type: none"> • Ideally should not allow access into the building from the refuse store • Street access doors to be single leaf and either <ul data-bbox="688 721 953 786" style="list-style-type: none"> ○ LPS1175 SR2 or ○ STS202 BR2/B3 • Doors to be single leaf, self-closing and self-locking with access control, ideally using magnetic locks to the previous documented standard. (2 x 500kg resistance (1200lbs/psi) positioned 1/3 from the top and 1/3 from bottom) • If louvre doors are used, these should be of robust construction (ideally steel) supported with a layer of steel mesh to the rear to prevent unauthorised access to the locking mechanism and prevent general misuse • A suitable level of lighting to be present within store, ideally low level at times of inactivity and full level illumination when in use. To compliment any CCTV. External lighting to be Dusk to Dawn covering door set • No external signage identifying the refuse store • CCTV should cover the refuse store and avoid positions that would restrict coverage. <p data-bbox="541 1292 1734 1390">Note: Single leaf doors are available up to approx. 1500mm to and will facilitate 1100cc bins in LPS and STS. This will eliminate the weakness of the passive leaf manually operated locking system which leaves double doors more vulnerable.</p>	

Stakeholder	Question/Comment	Response
	<p>Cycle storage</p> <ul style="list-style-type: none"> Internal access doors to be ether: <ul style="list-style-type: none"> LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SRB or Equivalent certification <p>Must be single leaf, self-closing and self-locking with access control ideally using magnetic locks</p> <ul style="list-style-type: none"> 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 No external signage CCTV must be installed in cycle stores. Should have unhindered views of the racking at all times and should be vandal resistant There should be 3 locking points for cycles on the racks/stands provided. Cycle racking should be secured with anti-tamper fixings 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) Internal signage should ideally be placed inside the store to reinforce importance of securing cycles If timber storage/sheds are to be used, then these must be of robust construction and designed to the SbD guidance (Sec 56). Requires at least 2 points of locking on the main door. If items of value are to be stored within the shed then a security anchor should be certificated to 'Sold Secure' Silver Standard LPS 1175 Issue 7.2:2014 Security Rating 1 or LPS 1175 Issue 8:2018 Security Rating A1. <p>Alarm System The proposed site should benefit from an alarm system to meet BS EN 50131 (as minimum) which can include wireless systems.</p> <p>CCTV</p>	

Stakeholder	Question/Comment	Response
	<p>The development should be supported with HD CCTV in all areas that the public have access to and any valuable equipment such as entrances, lobby areas, post box, refuse store, cycle stores parking areas and stair cores.</p> <p>The footage must be of evidential values and stored for a minimum of 31 days. All footage to be time and date stamped and recorded in a format that is accessible to the local authority and police. CCTV systems should conform to BS EN 62676: 2014 - video surveillance systems.</p> <p>Postal Strategy</p> <p>Mailboxes should be covered by CCTV and meet TS009 standards or MPS robust mailbox specification below:</p> <ul style="list-style-type: none"> • A minimum of 1.5mm thick galvanized steel construction. Its depth and width must allow mail to fall below the fishing plate unrestricted • Fitted with a 3-point locking mechanism supported with a minimum five pin cam lock • BS EN 1303:2005 (Inc corrigendum Aug 2009) compliant five/six pin camlock must have anti-drill, anti-bump and anti-pick lock attributes • Gap restricting aperture (anti-fishing max 260mmx40mm) The anti-fishing plate must be fabricated as part of the post box construction and extend into and across the full length of the letterbox opening to defend against the interference of mail, anti-leverage surrounding trim, welded claw on retrieval door to negate the ability to gain a leverage point and compromise the security of the mailbox • Unit to have a minimum of 13Ltrs storage. <p>Lighting</p> <ul style="list-style-type: none"> • Public realm lighting whether adopted highways/footpaths/private estate roads or car parks should meet BS 5489:2020 standard • Declaration of conformity should be overseen by an independent and competent lighting engineer. They should be qualified to at least ILP Level 3 or 4 in line with the latest SBD guidance. https://theilp.org.uk/ • Internal lighting Communal elements of any scheme, ideally should be a controlled by a photo electric sensor. This to ensure suitable levels of lighting at all times. Where 	

Stakeholder	Question/Comment	Response
	<p>no natural light is available two phased lighting can be used (low level for nonactivity, higher level once movement is detected)</p> <ul style="list-style-type: none"> • Lux is the measurement of light reaching a surface (1 lux is the light emitted from one candle that is 1m away from a surface 1sqm). Examples of suitable Lux levels are listed below: <ul style="list-style-type: none"> ○ Office interior (security) 05 Lux ○ Private car parks 10 Lux ○ Exterior Rural location 10 Lux ○ Exterior Urban location 20 Lux ○ Walkways 30 Lux ○ Loading bays 50 Lux <p>Further guidance is available in the “Lighting against crime” manual</p> <ul style="list-style-type: none"> • The even distribution of light across the area being illuminated. A good lighting system is one designed to distribute an appropriate amount of light evenly with uniformity and should include the following: <ul style="list-style-type: none"> ○ Values of between 0.25 and 0.40 ○ Using lamps with a rating of at least 60 (minimum) on the Colour Rendering Index. ○ Good lighting will use energy efficient lamps in suitable luminaries • Dusk-Till-Dawn lighting where possible should consist of white light which is evenly distributed. In communal areas all entrances should have dusk till dawn lighting supported via a photo electric cell. Allowing lighting to controlled automatically • Bollard lighting shall be avoided due to its history of vandalism and ease of covering. Up lighters and decorative lighting can be used but only in unison with columns providing the required standards of light for good clear facial recognition illumination <p>Climbing Aids</p> <ul style="list-style-type: none"> • It is recommended that any climbing aids such as balconies, canopies, protruding brickwork/cladding etc., should not be positioned near any windows/doors and fixed 	

Stakeholder	Question/Comment	Response
	<p>flush with the building/boundary. This will mitigate against burglaries and domestic violence perpetrators.</p> <ul style="list-style-type: none"> • Canopies above entrances should be avoided to deter rough sleepers or the concealment of any perpetrators from misusing this area. If canopies are used then the depth must be below 600mm and they must be non-load bearing. If any canopy is robust enough to withstand a person standing on top, all nearby windows will be classed as vulnerable and therefore will be required to be PAS24 P2A. • Any drain/rain pipes should ideally be internally installed. External drain/rain pipes should be of square design and sit flush against the building to prevent them being used as a climbing aid. They should be located away from any windows or balconies. <p>Roof Access</p> <ul style="list-style-type: none"> • AOV's should not be restricted from working, however can be reinforced potentially with fixed grille or railing (LPS 1175 SR1) to prevent unauthorised access • Easily accessible roof lights should be a one of the following standards: <ul style="list-style-type: none"> ○ PAS24:2022 or ○ STS 204 (issue 6: 2016) or ○ LPS1175 (issue 7: 2014) SR1 or ○ LPS1175 (issue 8: 2018) SR1 / A1 or ○ STS202 (issue 7: 2016) BR1 or ○ LPS2081 (issue 1.1: 2016) SR A • If roof door access is required for “maintenance only” the door should be PAS24:2022 as a minimum. This door should be secured ideally with a key. However, access control can be used in conjunction with a recommended locking mechanism and must be restricted to maintenance staff only. <p>CCTV / Alarm</p> <ul style="list-style-type: none"> • Any alarm installed should meet BS EN 50131 (as minimum) • CCTV should complement other security measures, not replace them. As a minimum police recommend coverage of the following areas: 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> ○ Entrance & exit points including secondary coverage of call points ○ Foyer / Lobby areas ○ Post boxes and Postal rooms ○ Cycle stores ○ Refuse stores ○ Top of stair cores ● Image quality should be able to provide facial recognition and colour HD quality during daylight and night time ● CCTV housing to be anti-vandal and potentially shrouded. Signage highlighting use of CCTV should displayed throughout the development ● Footage should be preserved for a minimum of 31 days ● Any CCTV system that captures footage of public areas must comply with the regulations outlined by the Information Commissioner's Office ● 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 PAS24:2022 door or SR1 lockable steel cabinet ● Police access to footage must be within a minimum of 24 hours and a maximum of 48 hours for evidential purposes. <p>Note - There are further concerns that need to be discussed with the applicant.</p> <p>Lithium Ion Battery Devices and Vehicles Disclaimer 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.</p> <p>The LFB guidance on this matter can also be passed to partners who ask for additional guidance.</p>	

Stakeholder	Question/Comment	Response
	https://www.london-fire.gov.uk/media/8064/gn_103-charging-and-storage-for-electricpowered-personal-vehicles.pdf	
EXTERNAL: Thames Water	<p>Waste Comments</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. https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes</p> <p>The proposed development is located within 15 metres of a strategic sewer.</p> <p>Thames Water requests the following condition to be added to any planning permission.</p> <p>"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. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009</p>	Noted and informative added.

Stakeholder	Question/Comment	Response
	<p>3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</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:</p> <p>"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planningyour-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. 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.</p> <p>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. The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwaterprotection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>	

Stakeholder	Question/Comment	Response
APPENDIX 3: REPRESENTATIONS BY Adjoining occupiers/ neighbours NEIGHBOURING PROPERTIES	Cllr Bevan: As a Cllr of long standing, I am responding to this application. I have visited the above address, and my comments are below and are based on my observations and local knowledge during my 20 years as a Cllr for this ward and as the Design Champion for Haringey In addition, I now refer to the MAYOR of London's Planning Guidance, I would require that this proposal does comply with the above standards and indeed building regulations. I note the design qualities of an adjacent logistics development at the end of Willoughby Lane, URBAN LOGISTICS SCHEME, please ensure this developer visits and observes the high design standards there. Tariff Road to put it bluntly is a complete mess and as this is the 1st such development in this road we need to set the high standards for the other developments that will undoubtedly follow. In addition, the street scene needs to much improved / upgrade to which the 106 monies should provide for, and for the whole length of this road. I would like to see the proposed design before a decision is made.	Noted, subject to conditions.

Appendix 4 Plans and Images

Site photos

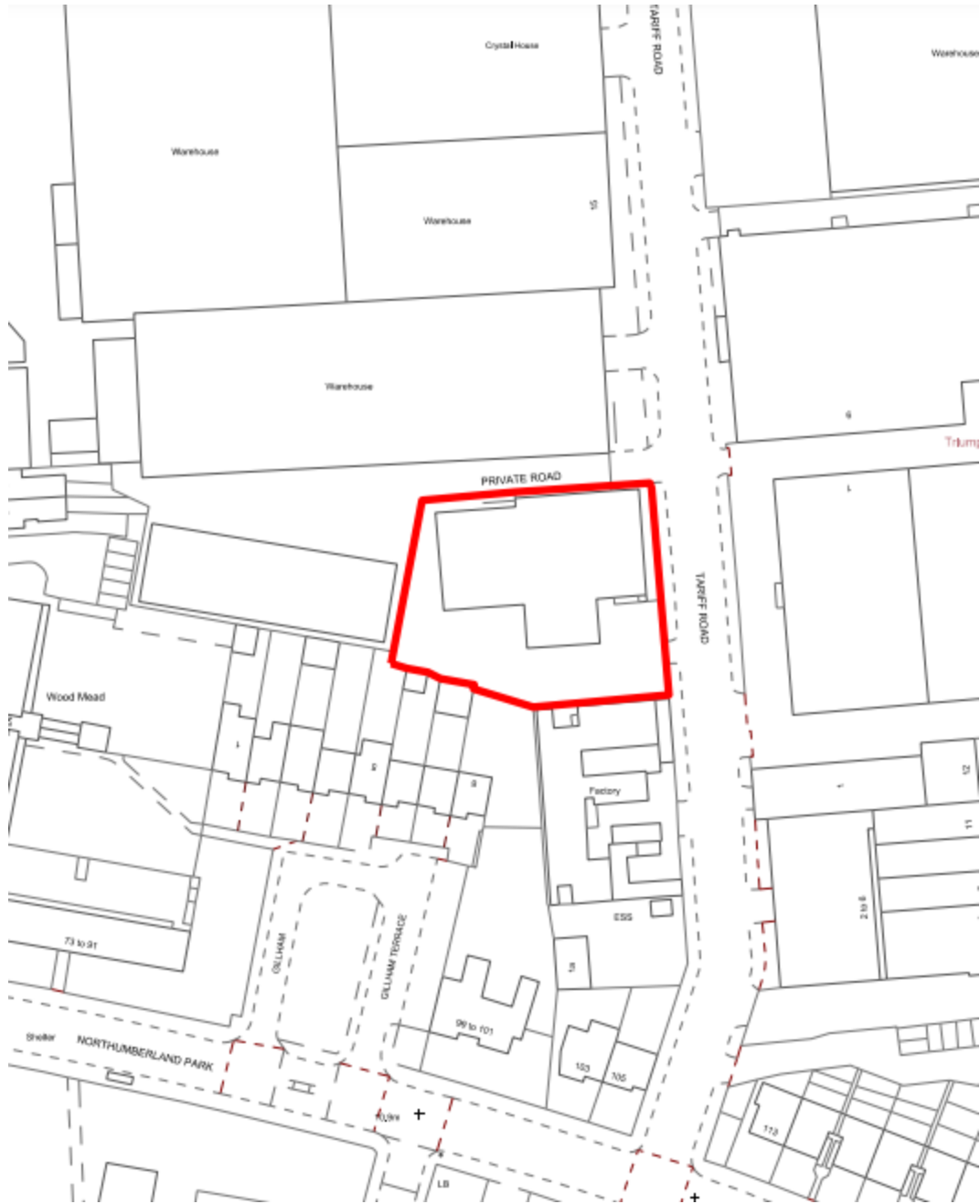


Front elevation, viewed from north-east on Tariff Road

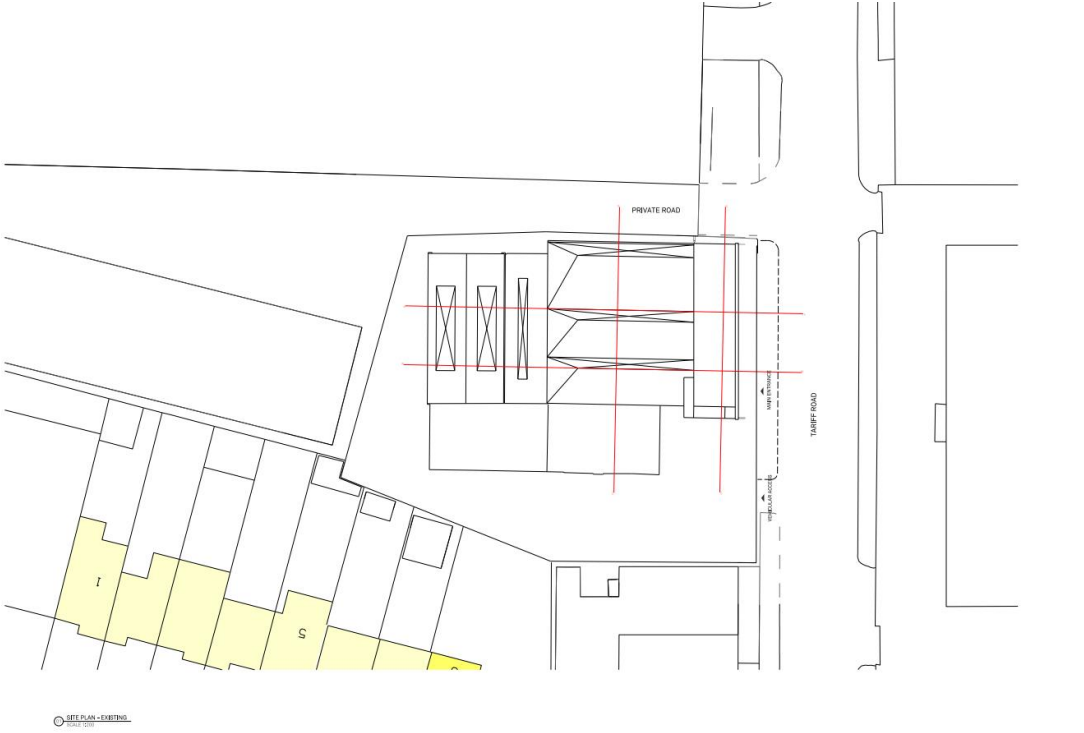


Front elevation, viewed from east on Tariff Road

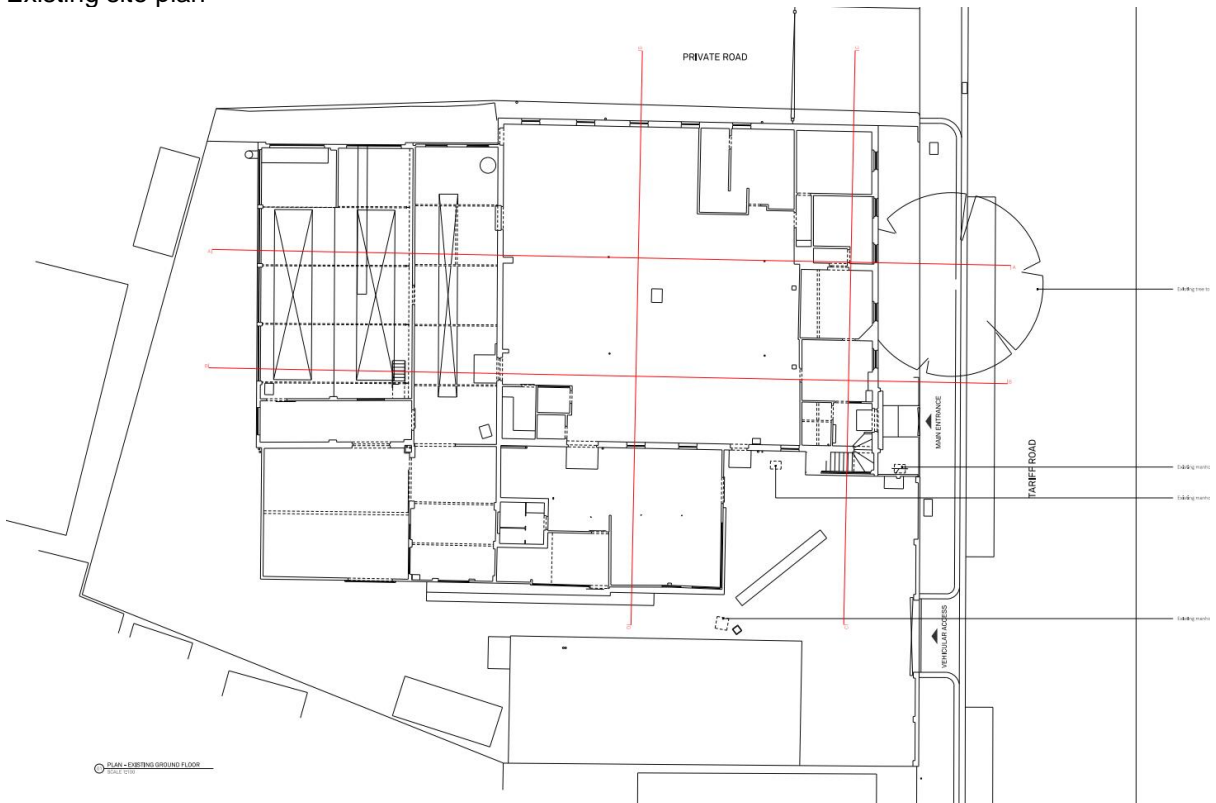
Plans



Site location plan



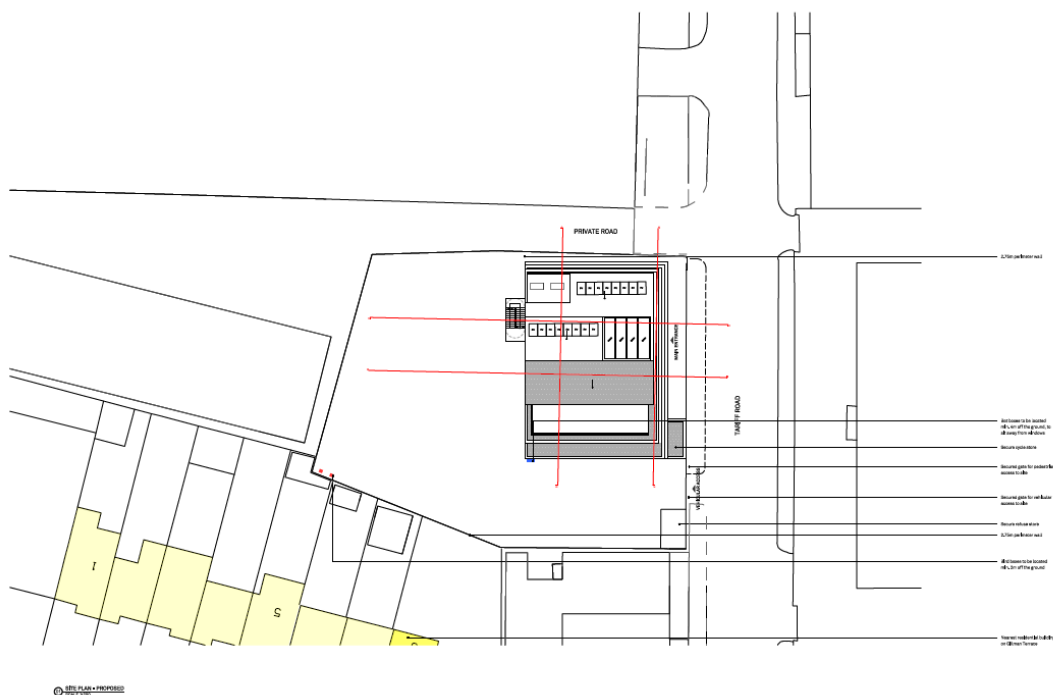
Existing site plan



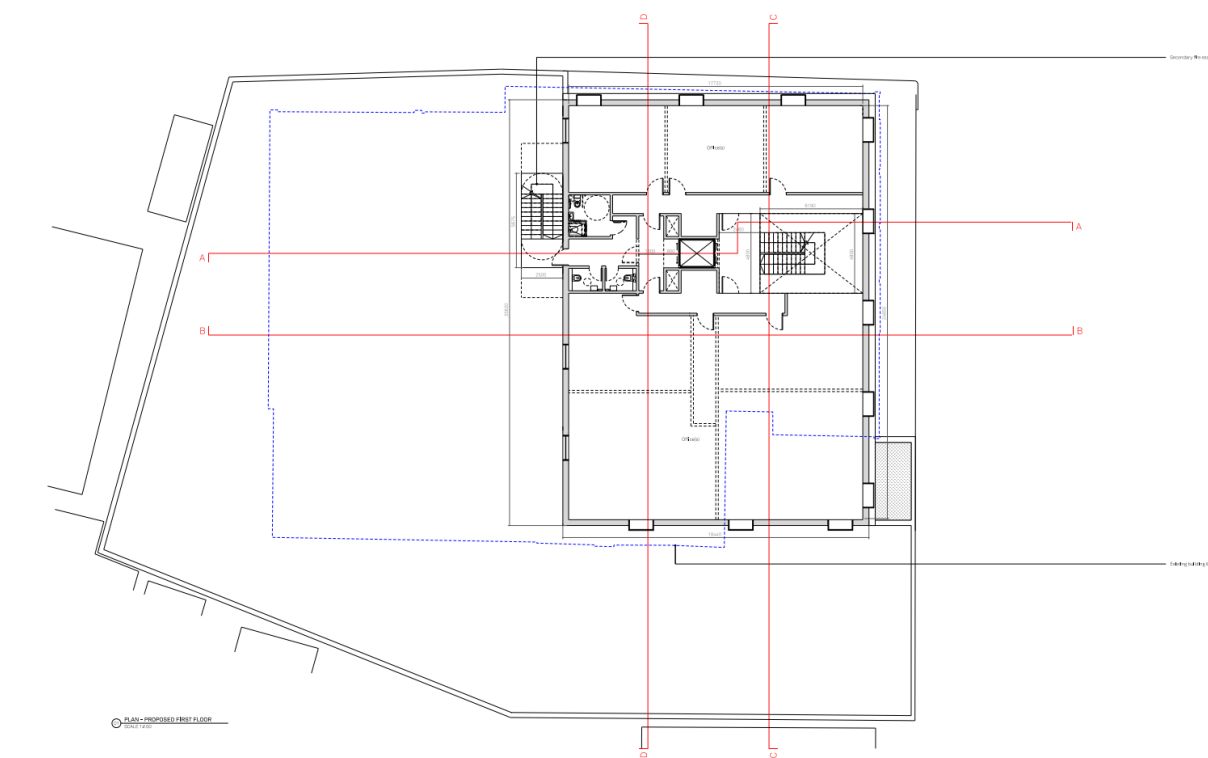
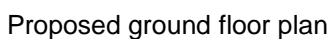
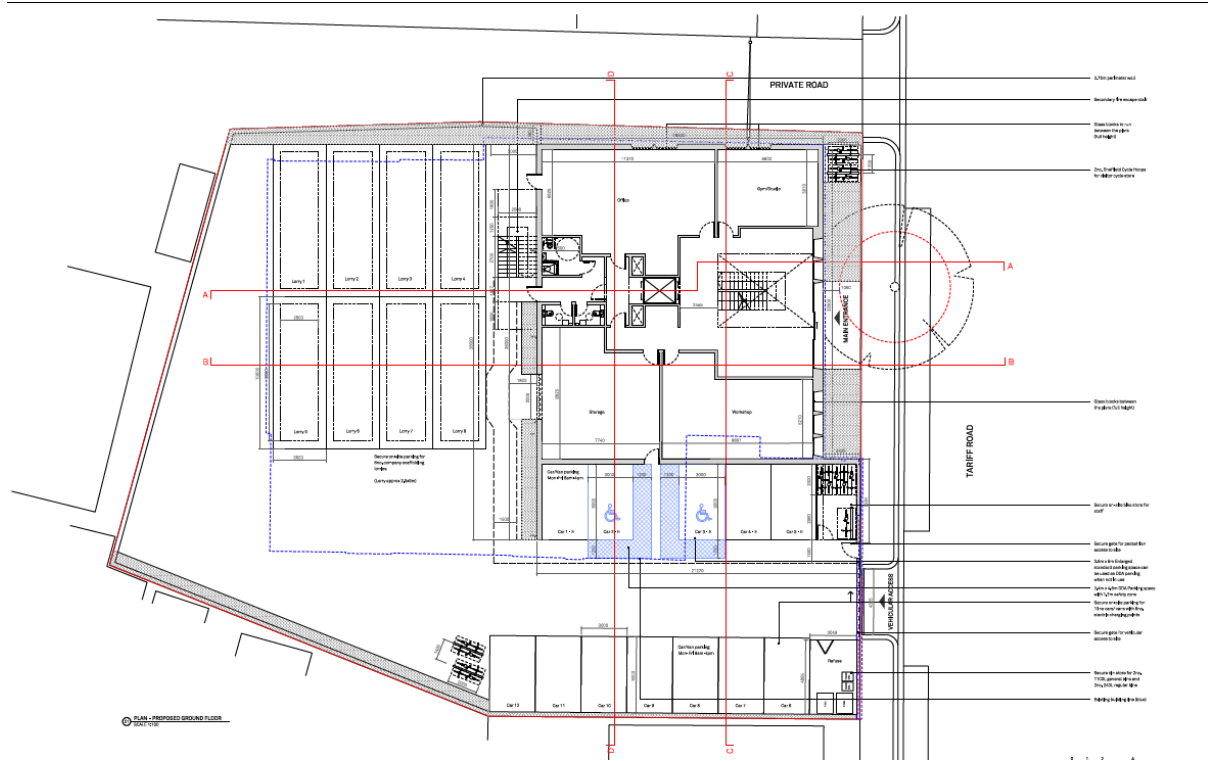
Existing ground floor plan



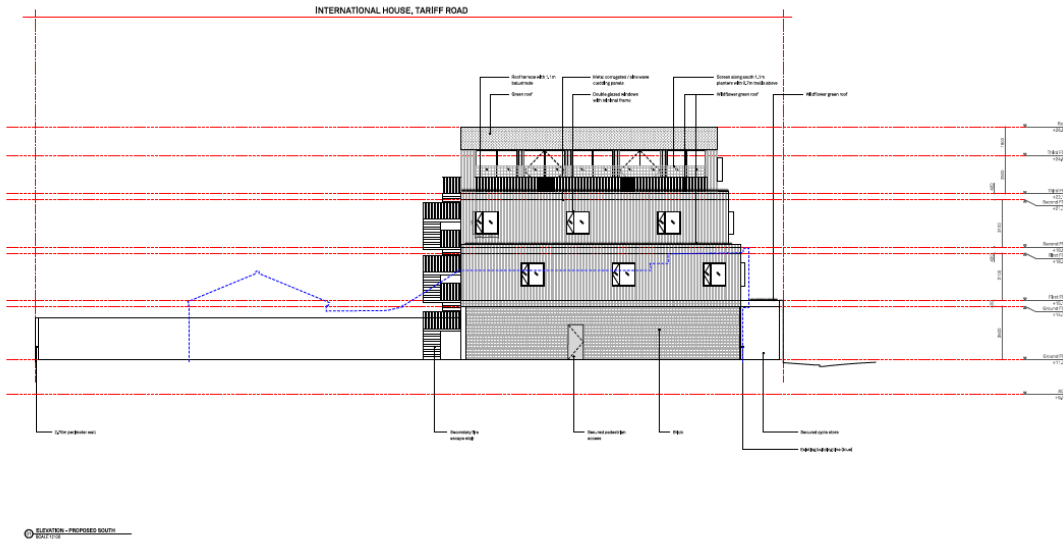
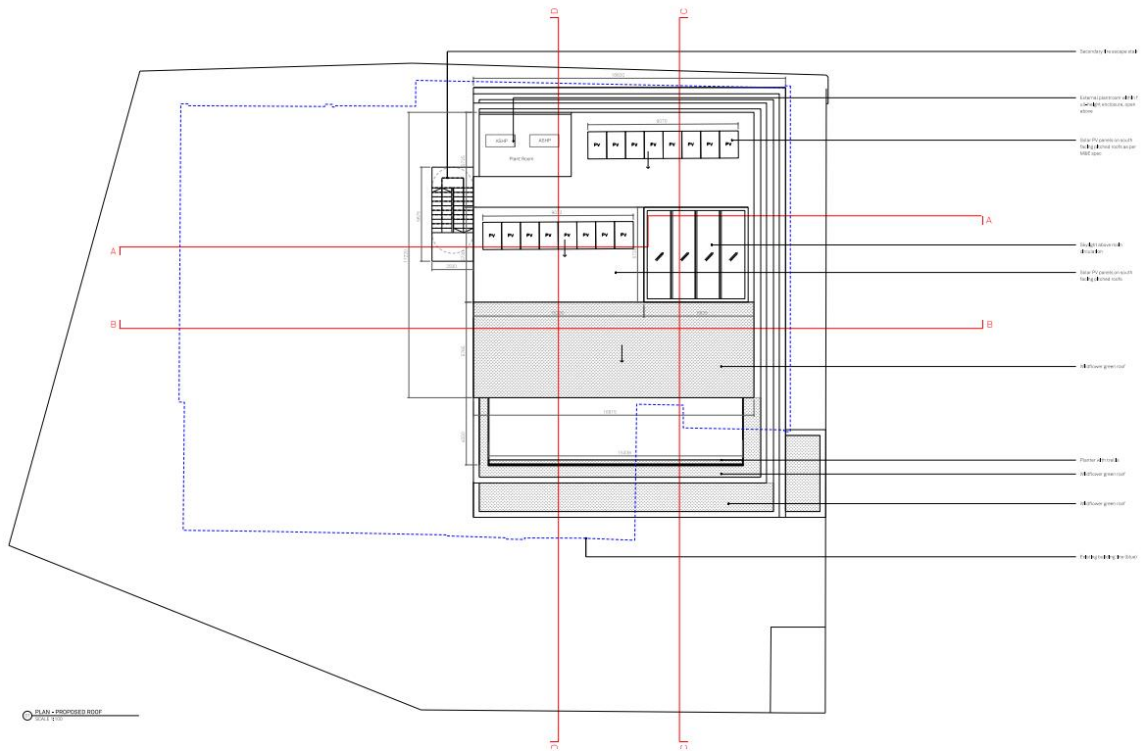
Existing east/ front elevation

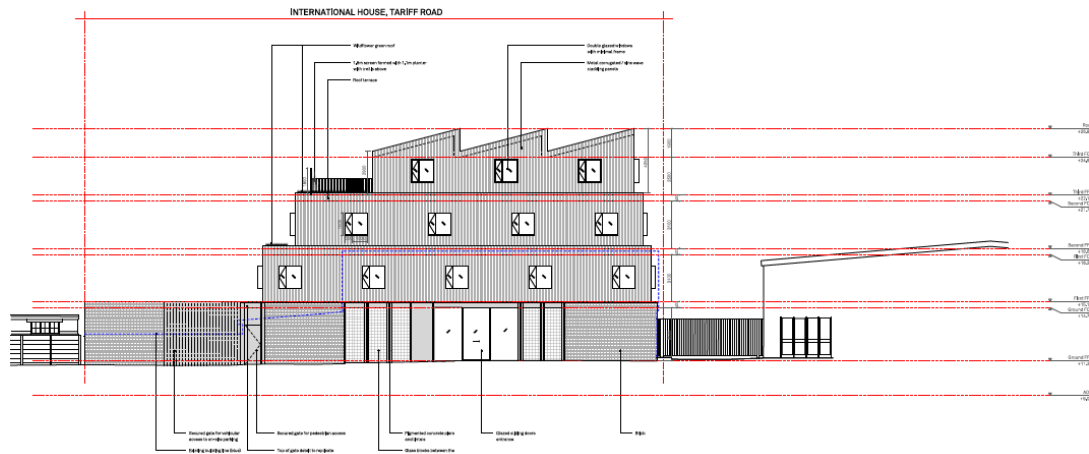


Proposed site plan

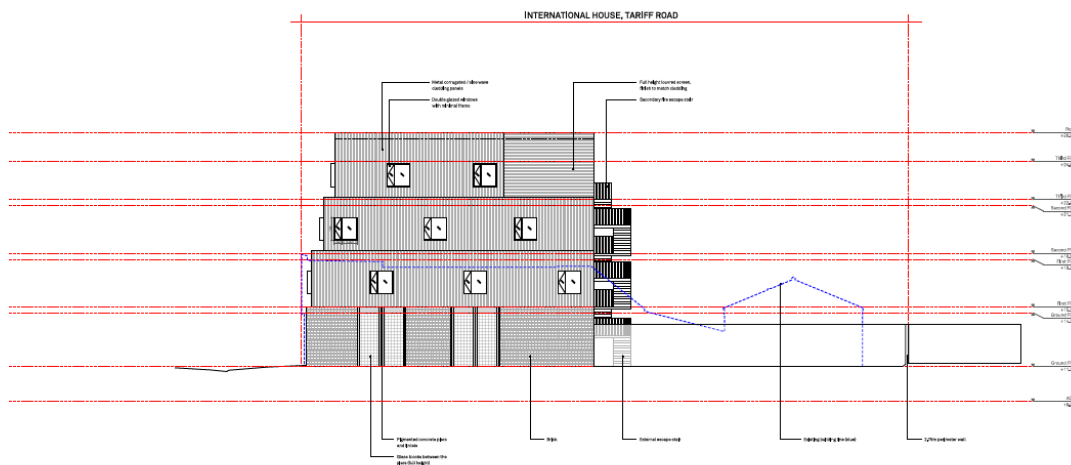


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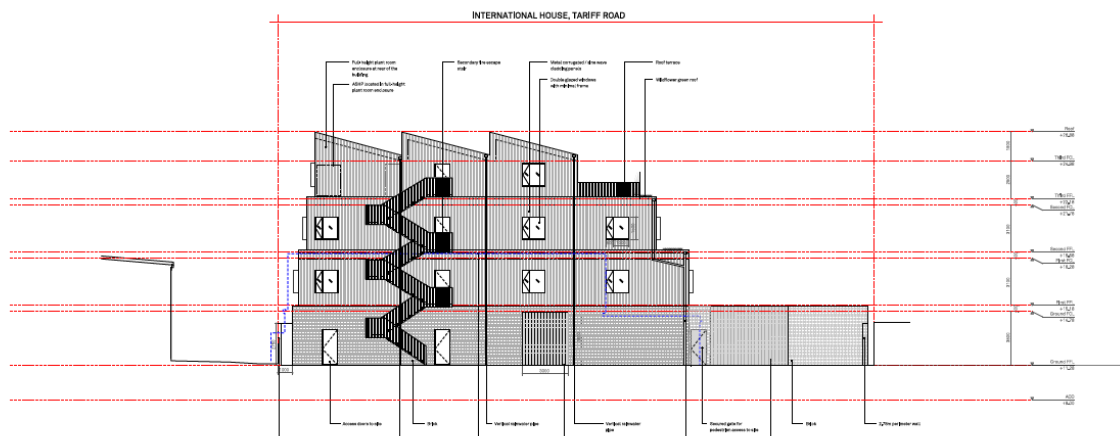




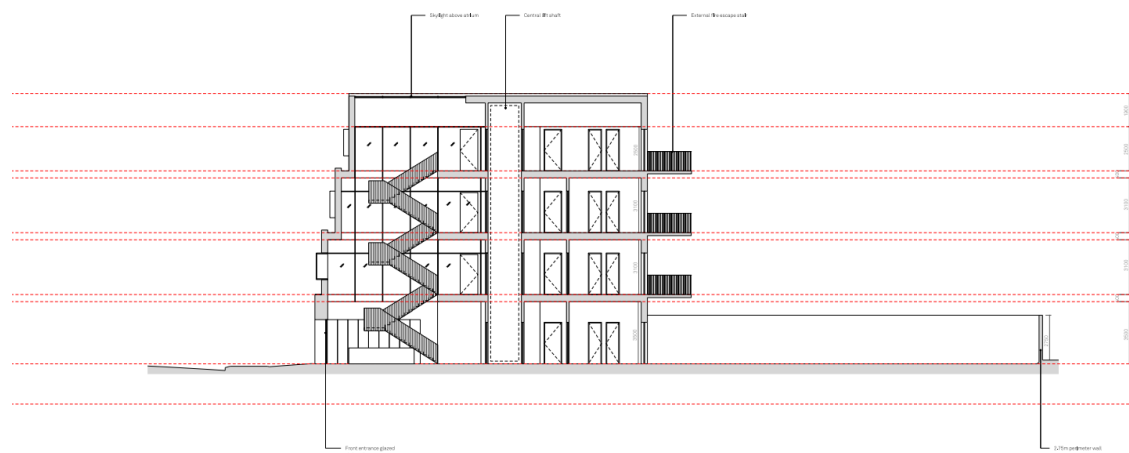
Proposed east/front elevation



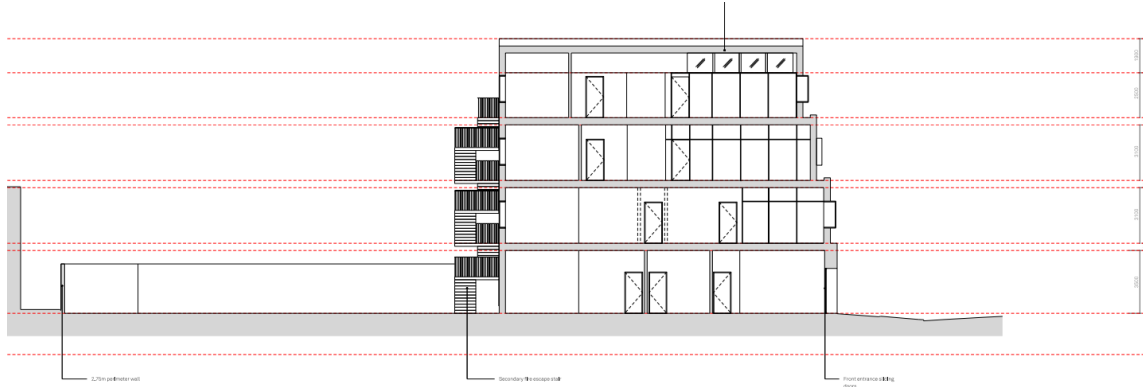
Proposed north elevation



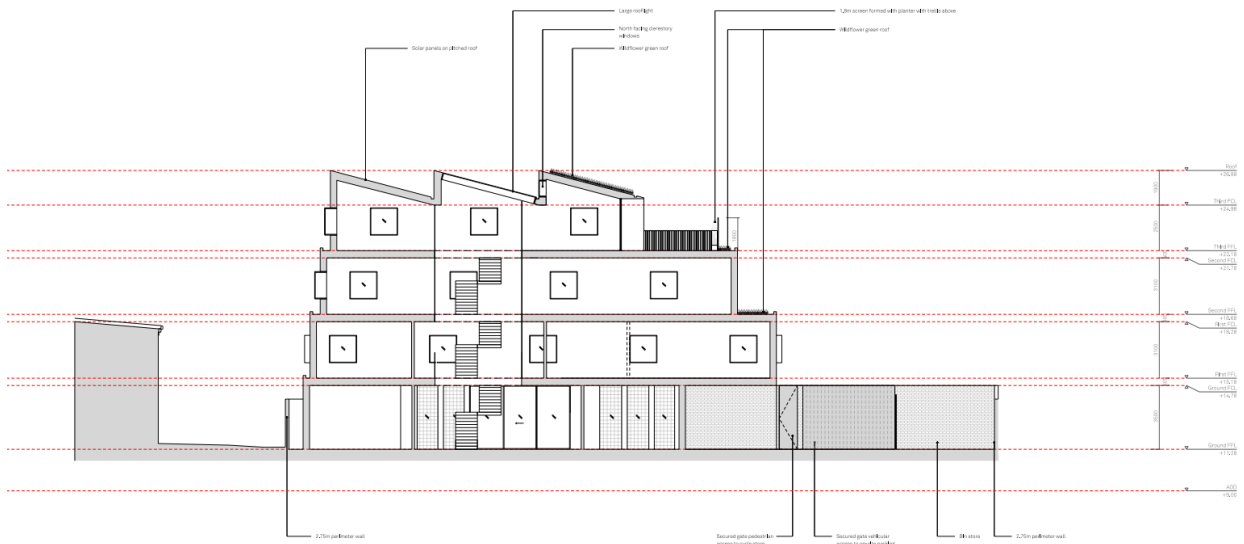
Proposed west elevation



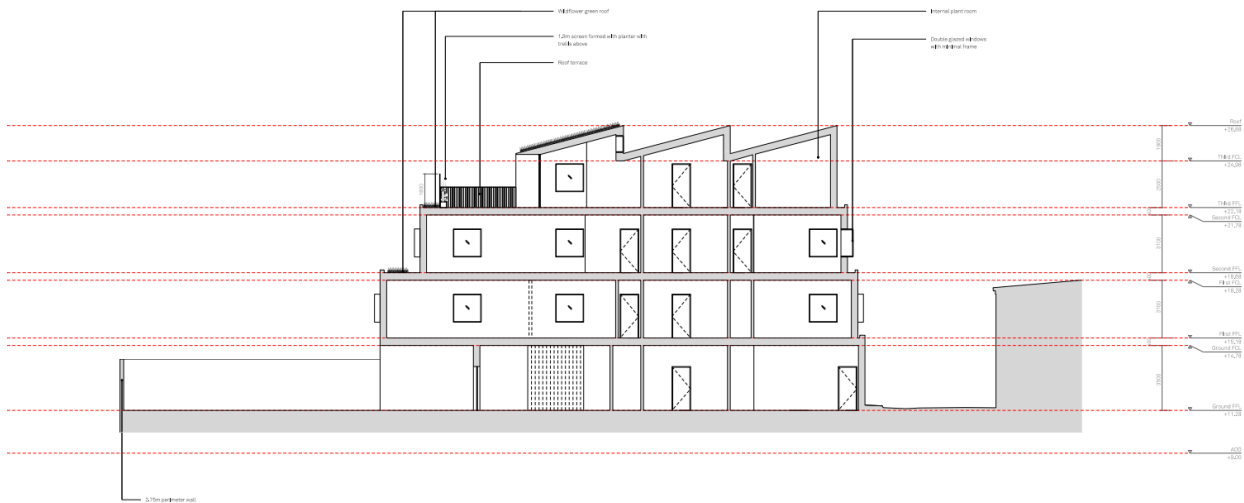
Proposed section AA



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Proposed Section CC



Proposed Section DD

Planning Sub-Committee Report

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2024/3315**Ward:** Seven Sisters Ward**Address:** Land adjacent to (south of) the junction of Seven Sisters Road and St Ann's Road, London N15**Proposal:** 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.**Applicant:** Haringey Council**Ownership:** Council**Case Officer Contact:** Gareth Prosser**Date received:** 05/12/2024

1.1 The application has been referred to the Planning Sub-Committee for decision as it is a major application that is on Council land.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that medium sized sites such as this play in meeting an identified need for new housing in the borough. 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 development of the site, which has been carried out here to capitalise on the opportunities and location of the site to bring forward living accommodation (Use Class C3) comprising 66 homes, improved landscaping and open spaces. These homes will be 100% social-rent homes. The proposal would result in a 27% reduction in open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal would provide a comprehensive hard and soft landscaping scheme. There would be the loss of 22 trees as a consequence of the proposed development - however 52 new trees will be planted across the site and neighbouring estate land which is a net-gain of 30 trees.

- The size, mix, tenure, and overall quality of the new homes are acceptable, all of which either meet or exceed relevant planning policy standards. All new homes have private external amenity space.
- The proposal has been designed to avoid any material harm to the amenity of existing residents and occupiers of surrounding and adjacent properties in terms of a loss of sunlight and daylight, outlook, or privacy, noise, light or air pollution.
- The proposed development is car free (except for 7 wheelchair-accessible 'blue badge' car parking spaces) and high-quality storage for bicycles 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, green roofs and photo-voltaic panels at roof level.
- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities and sustainable travel initiatives and on and off-site tree planting.

2. RECOMMENDATION

- 2.1 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 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 re-calculated 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 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) 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
- 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

Informatives

- 1) NPPF
- 2) CIL
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Street Numbering
- 6) London Fire Brigade
- 7) Thames Water
- 8) Secured By Design

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

2.11 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

2.12 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 would be contrary to Policy SP9 of Haringey's Local Plan 2017. The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan and 2) a car parking permit free development with respect to the issue of permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.

2.13 The proposed development, in the absence of a legal agreement securing energy efficient measures and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.

2.14 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 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 from internal and external agencies
- Appendix 3 Plans and Images
- Appendix 4 Planning Committee Pre-Application Briefing
- Appendix 5 Quality Review Panel Report

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application for:

- Construction of two, six -storey residential buildings labelled 'Block 1' and 'Block 2' for the purposes of this report;
- Provision of 66 new social-rent homes (Use Class C3);
- Provision of amenity space including new landscaping;
- Provision of refuse/recycling stores;
- Provision of car parking spaces for blue badge holders; and cycle parking;
- Enhancement of existing amenity space within the Sir Frederick Messer Estate.
- A new tree-lined pedestrian link, running between the two proposed blocks, connecting Seven Sisters Road with the Sir Frederick Messer Estate.

3.1.2. The proposed 66 social-rent homes and associated infrastructure will be contained within two, six-storey, freestanding buildings constructed on an undesignated open space (the loss of undesignated open space is covered later in the report). The wheelchair user homes are located on the ground and first floor levels, and will have their own private amenity space, and dedicated car parking.

3.1.3. Shared facilities for the proposed homes include cycle and refuse/recycling stores, which are located on the ground-floor, with level access from the front of the corner building and courtyard respectively.

3.1.4. The proposed new homes incorporate adequate internal storage and include private amenity space in the form of terraces or balconies. The proposal includes policy compliant children's playspace. A landscaped courtyard at the rear of the site will provide communal amenity space for existing and future residents. The courtyard forms part of a wider landscaping strategy with enhanced pedestrian connections and site permeability, improved parking conditions, and the creation of high-quality, inclusive amenity spaces.

3.1.5. As part of the proposal for developing the new homes, improvements are proposed to the existing amenity spaces on the adjoining Sir Frederick Messer Estate including substantial new tree planting to mitigate the loss of existing trees that are to be removed, and further measures to enhance local environmental quality, amenity and biodiversity.

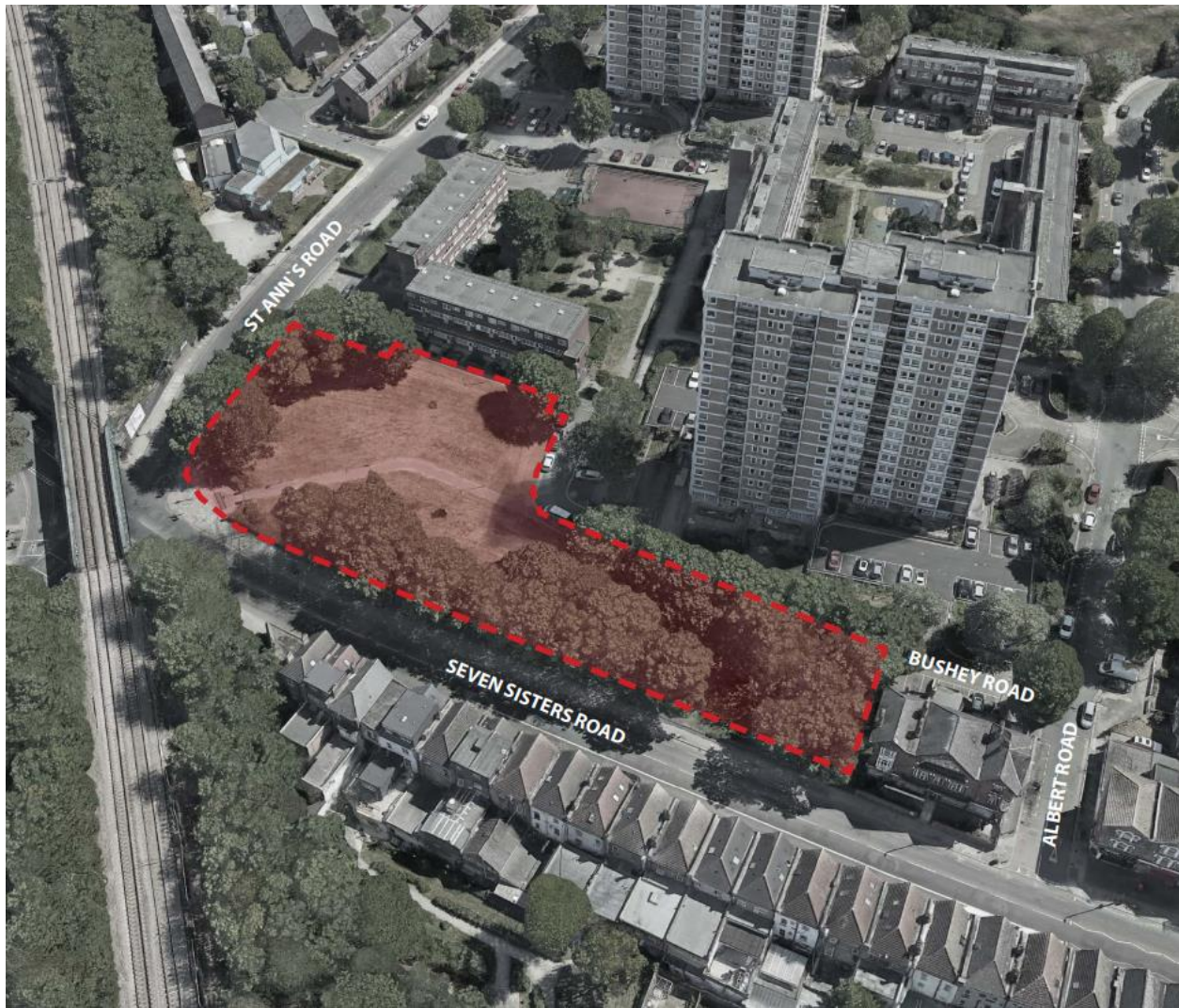
3.1.6. The proposed two new residential blocks (Blocks 1 and 2) will have a contemporary appearance, albeit using traditional materials including brickwork, with contrasting detailing for windows and balconies. The simple articulation of the elevations would complement the proportions of the buildings and provide a distinctive and robust architectural language.

3.1.7. The proposed buildings incorporate features such as energy efficient heating including Air Source Heat Pumps for each dwelling and photovoltaic panels at roof level and high levels of insulation.

3.1.8. Proposed new planting including trees, surfacing, playspace, lighting, CCTV and a new pedestrian link are part of a proposed landscaping scheme.

Site and Surroundings

- 3.1.9. The site is located adjacent to the junction of Seven Sisters Road and St Ann's Road, in the Seven Sisters Ward. The site currently comprises an undesignated open green space. The site consists of mounded grassland including mature trees and footpaths which effectively form a green buffer to these two main roads. No formal play spaces, sitting areas or sport courts are located within the space - it is poorly utilised.
- 3.1.10. The wider area is predominantly residential in character, accommodating a range of property types and styles. Despite its predominantly residential location, several services and amenities can be accessed by sustainable transport modes including walking, cycling and public transport.
- 3.1.11. The Public Transport Accessibility Level (PTAL) of the site is 3-5 with most of the footprint of the proposed development falling within the 4-5 range.
- 3.1.12. The 3-5 PTAL rating is regarded as having moderate to very good levels of accessibility by Transport for London. It is within walking distance from a number of bus services and Seven Sisters Underground (Victoria line) and Overground (Weaver line) Stations are located approximately 600 metres (6-8 minute walk) to the north-east of the site on Seven Sisters Road. In addition, South Tottenham Railway Station (Suffragette line) is located on High Road approximately 950 metres (9-12 minute walk) to the east of the site.
- 3.1.13. The site is not located within, or in close proximity to, a conservation area. Neither statutory or locally listed buildings or heritage assets are on site. However, the Woodberry Tavern, south of the site is locally listed.
- 3.1.14. SINC land is located just north of the site, following the path of the railway line, however, none of the site is located within this designation. The site does not have any designated status within the local plan and is considered to be a 'windfall' site, albeit on green space.



3.2 Relevant Planning and Enforcement history

- 3.2.1 There is no recent planning or enforcement history for the site. The site is currently a vacant green space with no development present within its boundary. However, historic analysis of the site shows that the site was previously developed. Analysis suggests that most development occurred during the late second half of the 19th century following the introduction of the St Ann's Road rail station, which opened in 1882.
- 3.2.2 The site followed a typical path of Victorian era development until the beginning of the 20th century. The history of the site is followed by changes to the traditional urban grain by re-development between 1955-1970. The traditional street pattern was replaced by open space with potentially unplanned tree planting occurring in mounded areas created following demolition.
- 3.2.3 Just north of the site, permission was granted in 2022 (HGY/2022/2250) for 'Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an

Adult Care Hub in two, four and five-storey buildings'. The proposal is located on a similarly under-utilised open space.

4 CONSULTATION RESPONSE

Quality Review Panel

4.1 The scheme has been presented to Haringey's Quality Review Panel on two occasions. The Panel's written responses are attached in **Appendix 5**.

4.2 Planning Committee Pre-Application Briefing

4.3 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 3rd June 2024. The minutes are attached in **Appendix 5**.

4.4 The following responses were received:

Internal:

- 1) Carbon Management: No objection, subject to conditions.
- 2) Pollution: No objection, subject to conditions.
- 3) Trees: No objection, subject to conditions.
- 4) Transportation: No objection, subject to conditions/contributions
- 5) LBH Design: No objection, subject to conditions.
- 6) LBH Waste: No objection, subject to conditions.
- 7) LBH Building Control: Details satisfactory, subject to formal approval.
- 8) LBH Flood & Water Management: No objection.

External:

- 9) Thames Water: No objection, subject to conditions.
- 10) Secure by Design / Met Police: No objection, subject to condition.
- 11) Environment Agency: No objection, subject to condition.
- 12) London Underground/DLR: No objection, subject to condition.
- 13) Health and Safety Executive: Site does not fall under the remit of fire safety gateway 1.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 1,123 Neighbouring properties
- 9 site notices were erected at/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:

Supporting: 4

Objecting: 7

Total Comments: 11

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- Overdevelopment/High Density/Structures are too high
- Out of character
- Additional parking required/increase in traffic
- Loss of open space
- New open spaces unsafe
- Loss of light to neighbouring properties
- Loss of privacy to neighbouring properties
- Increased stress on local services
- Poor location for affordable housing, poor quality of proposed housing
- Noise and disturbance
- Impact of construction

5.4 The following issues raised are not material planning considerations:

- Funds should be spent on existing housing.
(**Officer Comment:** This is not a matter that can be considered as part of the assessment of this planning application.)

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

6.1.1 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.

6.1.2 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, including heritage
2. The impact on the amenity of neighbouring occupiers
3. Landscape and Biodiversity
4. Housing Mix, Tenure and Quality of Accommodation
5. Parking and highway safety/ waste recycling and servicing

- 6. Sustainability, Energy and Climate Change
- 7. Crime Prevention
- 8. Flood Risk & Drainage
- 9. Water Efficiency
- 10. Air quality
- 11. Land contamination
- 12. Trees

Principle of the development

National Policy

- 6.1.3 The National Planning Policy Framework (NPPF) (last published in 2024, last updated 7 February 2025) 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.
- 6.1.4 Paragraph 73 notes that 'small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should... support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.'

Development Plan

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

London Plan

- 6.3.1 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 (LPGs) that provide further guidance.
- 6.3.2 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.
- 6.3.3 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.

- 6.3.4 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.3.5 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.
- 6.3.6 Policy G1, part A in the London Plan, states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part D of the policy goes on to say that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Local Policy

- 6.4.1 Haringey's Local Plan Strategic Policies 2017 sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.4.2 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. A revised timeframe for the New Local Plan is being set, with further consultation expected to take place from summer 2025 to spring 2026.
- 6.4.3 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.
- 6.4.4 Local Plan Policy SP16 states that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities. Existing facilities will be protected and where possible, enhanced. This will be based on the projects identified in the Council's Infrastructure Delivery Plan (IDP).
- 6.4.5 The 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.
- 6.4.6 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.
- 6.4.7 Policy DM13 of the DM DPD makes clear that the Council will seek to maximise affordable housing delivery on sites.

- 6.4.8 Policy DM20‘Open Space and Green Grid’ of the DM DPD states that development that protects and enhances Haringey’s open spaces will be supported. The policy continues, stating that the reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space, It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, it would secure a viable future for the open space; and it would not be detrimental to any environmental function performed by the existing open space.
- 6.4.9 In summary, the Mayor of London and the Borough are keen to bring forward development which delivers high-quality affordable housing, optimise the use of previously developed land and maximises the benefits to the local community including the provision of good quality open space.

Land Use Principles

5 Year Housing Land Supply

- 6.5.1 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 demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 6.5.2 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).

Loss of Open Space and Provision of New Homes

- 6.5.3 This proposal would provide 100% of the proposed housing as accommodation for social-rent which would satisfy the above planning policy requirements and provide much needed affordable housing. The proposal represents a net-gain of 66 social rent homes of a high quality of accommodation.
- 6.5.4 The existing surrounding area already includes housing consisting of a range of tenures, including private-rent, owner-occupation and social rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to delivery of the Borough wide affordable housing target.
- 6.5.5 The existing site is located in an established and accessible residential area, and comprises an informal open space, with mature and semi-mature trees and planting. It forms one of a number of development opportunities the Council has identified as part of its Housing Delivery Programme which seeks to use public owned land more effectively to build new council homes to meet local need.

- 6.5.6 Despite being a green space, the site is not well used other than for passage to the adjoining Sir Frederick Messer Estate. The space is poorly defined, not particularly well used, with no active frontages or attractions and the adjoining roads are heavily trafficked. Consequently, whilst the existing greenery does have aesthetic and environmental value, the site feels unwelcoming and has attracted significant levels of anti-social behaviour.
- 6.5.7 The proposed redevelopment of this site will contribute to the Borough's housing target for the period from 2015-2026 in accordance with Strategic Policy 2. This also aligns with the thrust of the London Plan which identifies a pressing need for more homes generally with a particular emphasis on including affordable homes.
- 6.5.8 The application proposes the use, reconfiguration and development of poorly defined, unattractive and not especially well used green space. The proposal would result in an open space reduction of 0.168 hectares from the existing 0.616 hectares; a reduction of approximately 27%. Whilst the proposal would result in the net-loss of open space, given the poor nature and usability of the existing space, officers consider that a new housing development, which would include well-designed green spaces (which retains 73% of the existing open space) including a new communal 'courtyard garden' and a net increase in trees; providing a high quality, usable, accessible environment, with UGF and BNG targets met and exceeded, and which would not be detrimental to any environmental function performed by the existing open space to be acceptable. As such, proposal is considered to be in accordance with DM DPD policy DM20.
- 6.5.9 The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regard to neighbouring residential amenity and the character and appearance of the surrounding area.
- 6.5.10 As such, the principle of developing the green space with new affordable living accommodation is considered acceptable subject to all other material considerations. The land adjacent to Seven Sisters Road and St Ann's Road is within an urban 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.

Housing Mix, Tenure and Quality of Accommodation

- 6.6.1 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.
- 6.6.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

- 6.6.3 Local Plan Policy SP2 and Policy DM11 of the DM DPD adopt a similar approach.
- 6.6.4 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.
- 6.6.5 The proposed development will provide 66 units (including 7 wheelchair accessible homes) as 100% social rent homes with associated facilities. Family units would form 40% of the units. All homes would be dual-aspect, with some being triple aspect.
- 13 x 1 bedroom unit (20%)
 - 28 x 2 bedroom units (40%)
 - 25 x 3 bedroom unit (40%)
 - Total = 66 units (100%)
- 6.6.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock, and ensure the effective use of public assets and funding.
- 6.6.7 This location has very good Public Transport Accessibility (PTAL of 3-5, with 4 being at the centre of the site) and is a short walk from Seven Sisters Underground and Overground station, and the Seven Sisters and West Green Road designated District Centre. As such, officers consider the location is suitable for a greater proportion of smaller homes. It is also surrounded by a mix mid-20th century housing as part of the Sir Frederick Messer Housing Estate as well as early 19th century housing on Seven Sisters Road. This is a mix of family sizes and non-family housing. Officers consider that that proposed mix would contribute to an appropriate balance of housing sizes in this specific location.

Quality of Accommodation

- 6.6.8 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.
- 6.6.9 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

Indoor and outdoor amenity and play space/accommodation standards

6.6.10 All accommodation units are designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:

- Gross unit area meeting or exceeding overall spatial requirements for unit type.
- Private amenity space in line with GLA requirements.
- Bedroom areas meeting NDSS requirements.
- General internal storage provision meeting GLA/NDSS requirements.
- 2nd living/dining areas for 3-bed units.

6.6.11 All dwellings would achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards. All units would be dual aspect. Private external amenity space is provided to each home in the form of a balcony, or a private garden to the ground floor homes. In addition, generous communal amenity space is provided containing areas ranging from an equipped children's play space, seating areas amongst ornamental landscaping, car parking for residents with disabilities, and servicing access for refuse collection and maintenance.

6.6.12 The number of units per core range from 4-8; this is in accordance with the Mayor's Housing Design Standards, London Plan Guidance (LPG) June 2023. All dwellings would have a minimum floor to ceiling height of 2.5m. In addition, all dwellings are well laid out to provide useable living spaces and sufficient internal storage space.

6.6.13 Based on the GLA Population Yield Calculations, using the most recent accommodation schedule from the applicant, the total required play area for children aged 0-4 and 5-11 on site is 575 m².

6.6.14 Additionally, the applicant will provide the necessary doorstep play space for the youngest age group. Additionally, several playgrounds are located nearby within the wider estate and Paignton Road Open Space, offering further play opportunities for all age groups. Required play area for age groups

- 0-4 yrs: 319 m²
- 5-11 yrs: 256m²
- 12-15 yrs: 141 m²
- 16-17 yrs: 74 m²

Daylight/ Sunlight

6.6.15 Daylight and sunlight studies have been undertaken. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance.

6.6.16 Two hundred and thirty six habitable rooms are proposed across 66 dwellings within the proposed development, these consist of 40 Living/Kitchen/Dining Rooms (LKDs), 26 Kitchen/Dining rooms (KDs), 26 living rooms, and 144 bedrooms. Assessments were made of the 'daylight factor' for measure of daylight. The impacts associated with shading from surrounding vegetation and foliage has also been considered as part of the

assessment. Daylight has been assessed both in winter, when the surrounding deciduous trees are bare, and in summer, when the surrounding deciduous trees are in full leaf.

- 6.6.17 Regarding winter daylight, the proposed development achieves a daylight factor pass rate of 80%. Additionally, at least one habitable room within each dwelling exceeds the daylight criteria in the winter.
- 6.6.18 In the summer, the proposed development achieves a daylight factor pass rate of 70%. Regarding sunlight, 51 out of 66 of the proposed dwellings meet the minimum requirement of 1.5 hours of sunlight on March 21 in at least one habitable room. The 15 dwellings that fall short of the sunlight target all have windows within 90° of due north. The BRE guidelines acknowledges that windows within 90° of due north are unlikely to meet the sunlight target. The windows within the 15 dwellings that face southeast and southwest are shaded by the external walkway.
- 6.6.19 The study concludes that whilst those properties mentioned above do not meet the BRE recommendations, the results are not unusual in the context of an urban location. Overall, the assessment identifies that where proposed rooms do not meet the daylight and sunlight targets, this is due to designed-in mitigation measures that provide substantial benefits across other disciplines. The shading structures are critical to preventing overheating and the retention of local vegetation will lead to major environmental and wellbeing related benefits. It is also important to note that daylight is most valued in the winter and 80% of rooms meet the daylight target for this season. The study concludes that the proposed development receives an acceptable amount of daylight and sunlight.
- 6.6.20 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.
- 6.6.21 In considering the above report against all other material planning consideration, officers consider that, on balance, against the wider social benefits of the proposal, the urban context and given the relatively high level of compliance with BRE recommendation, the application is, acceptable, providing a high standard of well-designed and much needed housing and associated amenities

Design and Impact on the Character and Appearance of the Surrounding Area

National Policy

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

- 6.7.2 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.

London Plan

- 6.7.3 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 has taken place here).
- 6.7.4 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 to the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

- 6.7.5 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.
- 6.7.6 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 to contribute to the distinctive character and amenity of the local area.
- 6.7.7 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for social-rent housing having regard to its location close to Seven Sisters Underground and Overground railway, and the walking distance to shops and services on Tottenham High Road. In particular, the scale and form of the buildings reflect the shape of the site and the nature of the local built environment, in particular, the site's position between the high and medium-rise flats of the Sir Frederick Messer Estate and the more modest proportions of Seven Sisters Road and St Ann's Road, two major arterial roads, running south-west to north-east and south-east to north west respectively

Use, Form & Development Pattern

- 6.7.8 The Council's Design Officer has been consulted and notes that the proposed built form positively addresses the corner of St Ann's and Seven Sisters Road and creates a new frontage onto both roads; going some way to 'repair' the urban grain of the area where demolition occurred in between the 1950-70s.
- 6.7.9 Officers note that the proposal does not follow the established building line along Seven Sisters Road, which would normally be the best practice, urban design response. However, officers acknowledge that this proposed layout allows for the retention of all of

the mature trees along this part of Seven Sisters Road. Officers agree, that whilst the proposal does not follow the established building line, the retention of the existing mature trees is highly desirable and as such this design position is supported.

Height, Bulk & Massing

- 6.7.10 Local Plan Policy SP11 and Policy DM6 of the DM DPD defines 'tall' buildings as those 'which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over. Officers do not consider that the proposed development with a height of 6 storeys at the corner of St Ann's Road and Seven Sisters Road, constitutes a 'tall building' for the purpose of the assessment under Haringey's Local Plan Policy. Notwithstanding this, the definition of a tall building in London Plan Policy D9 is set at 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey of which the proposed development exceeds. As such, the proposed development requires assessment under London Plan policy D9.
- 6.7.11 Policy DM6 of the DM DPD requires building heights to be of an appropriate scale which responds positively to the site's surroundings, local context and be of a high standard of design. In addition, policy DM1 of the DM DPD requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The proposed height is six-storeys across both blocks. The proposal is significantly lower than other structures within the wider estate, including the high-rise (17 storey) blocks Oatfield House and Latimer House, whilst a number of other structures range between 3 to 4 storeys.
- 6.7.12 The Design Officer considers the proposal 'a very modest and reasonable height and bulk proposition compared to increasing expectations to achieve higher density and more higher rise developments being received in planning applications. The Design Officer states, that this is 'widely considered a comfortable height for "mansion block" typology buildings to achieve a "gentle density" increase on prevailing two, three and four storey historic London Neighbourhoods'
- 6.7.13 With regard to the surroundings, officers recognise the existing neighbours include three-to-four storeys in the late nineteenth century shopping parades, public house and community buildings along Seven Sisters Road, four, seven and 17 storey blocks in the existing housing estate, four and five storeys on the council's Kerswell Close housing development on the opposite side of the crossroads bridged by the railway, and two, three and six storeys in the councils' recently completed Rowan Court scheme behind the shops on the opposite side of Seven Sisters Road. It should also be noted that taller developments have also been completed or are under construction in in the wider neighbourhood, including the development currently under construction behind Plevna Crescent, at six, eight and nine storeys, and recent 20+ storey development such as Apex Gardens at the corner of Seven Sisters Road and Tottenham High Road.
- 6.7.14 As such, the Design Officer considers the proposals 'a more modest height increase over the prevalent three and four storey height of most of the surrounding context and well below the tallest....buildings within the existing estate'.
- 6.7.15 The Officer states that the height proposed is accompanied by 'slender block widths necessitated by the desire to provide dual aspect, deck access, flats, to produce buildings of slender proportions, and therefore elegant flank end elevations, despite their

containing only a few windows, and therefore larger expanses of brickwork, although never completely blank elevations’.

- 6.7.16 As such, given the mixed height of the surrounding context and the relatively modest heights of 6 storeys, officers considered the proposed heights acceptable.

Open Spaces and Permeability

- 6.7.17 The existing green space which is enclosed by highway on two sides and a car park on the other, do not offer attractive or usable space for either neighbouring residents or the wider community. The redevelopment of the site offers the opportunity to address this.
- 6.7.18 The proposed building footprint creates additional active frontages and defined edges to the existing green space. The application created a new communal ‘courtyard garden’ which will be an enhancement of the existing public realm for new and existing residents adjacent to the site, as well as the wider public. The courtyard is envisioned as ‘a social hub, offering a range of pocket spaces designed for play, relaxation, and interaction’. Play mounds, naturalistic play elements, and sculptural seating are to be provided. The planting scheme includes low-level perennial beds and high, clear-stem trees, fostering natural surveillance while avoiding the creation of potential hiding places. The layout is shaped by key pedestrian desire lines, ‘creating a natural flow that encourages exploration and movement’.
- 6.7.19 A new pedestrian link, running between the two proposed blocks, connecting Seven Sisters Road with the Sir Frederick Messer Estate is a key feature of a wider strategy, underpinning the desire to improve permeability, legibility and pedestrian connections. This new avenue will be tree-lined adding an attractive and functional route through the site. This new ‘central spine’ route will improve the estate’s overall accessibility by offering a clear, direct path through the area. The link forms part of a ‘Estate Masterplan Concept’ which seeks to establish a new, accessible and direct pedestrian link between Bournes House and the Paignton Road Open Space, providing better access to green areas and playgrounds for residents and the wider general public.
- 6.7.20 Officers support the applicant’s approach to integrating the existing and improved spaces as part of a wider vision to improve connectivity with the existing Sire Frederick Messer Estate as well as improving the attractiveness, usability and biodiversity of these spaces (see landscaping).
- 6.7.21 The proposed development significantly improves the surroundings of the existing housing backing onto the site, which currently have back garden gates onto the proposed car parking area. The character will change from a significant amount of underutilised, and ill-defined landscaping, to a more urban character, greater natural surveillance with significant buffering from traffic noise generated by the significant surrounding highways at St Ann’s Road and Seven Sisters Road.

Elevation Treatment; Fenestration Materials & Details

- 6.7.22 The proposed materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey generally. Officers consider the chosen brick appropriate, adding to the softer, domestic appearance of the proposal. The two differing, coloured bricks (red-tones to the street facing facades and a lighter

off-white brick to the inner faces), would break up any apparent mass of the building whilst allowing a greater sense of light within shaded areas such as balconies and walkways. Regular fenestration of large, horizontally proportioned windows also references the local context, in particular the post war character of the wider estate.

- 6.7.23 In conclusion, officers consider the proposal to be an attractive and contemporary pair of buildings, which respond to the form and function of the proposed accommodation, whilst having regard to the varied architecture within the surrounding townscape.
- 6.7.24 From an urban design perspective, the existing green space whilst containing some attractive planting is of poor quality and underutilised. The proposals would retain all the most valuable, mature trees, create better quality public and private communal amenity space, of greater legibility and attractiveness, also improving security, privacy, noise and dust protection to neighbouring existing residents.
- 6.7.25 The proposed residential accommodation is considered to be of excellent quality by Officers, meeting local and borough wide housing need, especially for affordable new Council housing, It is particularly strong in shared external amenity provision, and will make a significant contribution to improving the legibility, safety and attractiveness of its location and of the neighbouring estate and wider surroundings.
- 6.7.26 As such, officers consider the proposal in accordance with the above policies.
- 6.7.27 The Quality Review Panel assessed the scheme at pre-application stage on two occasions – in August 2021 and November 2023; followed by a final Chair's review in October 2024. The QRP concluded that they remained supportive of the principle of the development and key design moves that had been made.
- 6.7.28 In response to detailed comments by the Quality Review Panel's Chair made on October 2nd, 2024, the applicant has provided the following, based on the current proposal:

Panel Comment	Applicant Response
<p>Scheme layout</p> <p>It is positive that a second maisonette has been added, but the quality of accommodation in the maisonettes could be greatly improved if they were dual aspect at ground floor level. As well as the benefits of light, ventilation and views from two sides, this would allow them to have front doors off the courtyard like the other homes, rather than isolated access on the St Ann's road side.</p>	<p>Following an earlier QRP review, active frontage was maximised to St Ann's Road which was met with approval, however a requirement for servicing in specific parts of the scheme remains, resulting in insufficient space to create dual aspect maisonettes while providing sufficient ground floor space for services and plant.</p>

<p>The panel recognises the challenges of achieving the spatial requirements and carry distances for bins, bicycles and plant. However, the ground floor layout of the ancillary spaces has been designed to meet regulations rather than to maximise liveability.</p> <p>The layout should be reconfigured, rationalising the servicing and providing higher quality maisonettes at the same time. This may require the maisonettes to be narrower, but would create active frontages, dual aspect homes, and less complex ancillary spaces. The panel encourages local authority building control officers to be open to negotiation on the servicing layout in order to achieve these benefits.</p> <p>The flats on the northern corner of the scheme at the upper levels have sharply angled living rooms that will be difficult to furnish, and the triangular spaces are not very usable.</p> <p>These layouts would be improved if the gap between the two blocks were slightly narrowed by moving the 'L'-shaped block westward away from the roads to relieve the acute angle and create better quality</p>	<p>Due to the requirement of the Building Safety Act, designers have additional duties to ensure that designs are compliant with the requirement of Building Regulations and the allocation of servicing to one wing of the L-shaped block ties in with Building Regulations requirements. All options were explored but the final design had to balance the practicalities of use with other legislative requirements.</p> <p>Building Control standards have increased in the last few years, with further practical and safety requirements which would prevent such a change while complying with the standards set out in legislation.</p> <p>Additional space (7.7m² above national minimum space standard) and generous window provision to these homes would ensure functionality and sense of spaciousness. This will ensure the living rooms have the space to be very usable.</p> <p>The travel distances on the L-shaped block are at maximum permissible lengths and this change increasing the building length, therefore narrowing the gap between the two</p>
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spaces.	blocks, would be non-compliant with building control legislation.
<p>Landscape and amenity space</p> <p>The panel is concerned about the privacy and security of the ground floor homes on the St Ann's Road and Seven Sisters Road sides of the site. While the landscape mounds will help to provide privacy for these residents, this area is currently open for anyone to walk into the wooded area directly outside their homes. Residents may feel vulnerable, especially after dark, which could lead to them putting up their own privacy screens.</p> <p>The planting, topography and boundary treatments should be explored together to provide better defensible space and security at ground floor level.</p> <p>The project team should consider continuing the existing fence around the site perimeter along the footpath into the development between the two blocks, to discourage people from walking into the wooded area.</p> <p>The panel recommends removing the indented terraces from the two one-bed flats on the ground floor. As these are northwest-facing, inset, and sit behind the landscaped mounds and trees, they will not receive adequate light. The private amenity provision for these homes should be rethought.</p>	<p>All homes will be provided with perimeter boundary fencing to mid-height to discourage access to the building edge. This will be supplemented with defensive planting to ensure sufficient privacy and security is built into the development to avoid the need for further privacy screens. Discussions with Secure by Design officers will ensure that safety and security measures are fully provided.</p> <p>This will be provided in the application to discharge the detailed landscape condition.</p> <p>This will be included within the submission to discharge the detailed landscape condition submission.</p> <p>The indented terraces were removed in the updated plans which were submitted during the application.</p>

<p>The panel suggests providing additional private terraces for the ground floor homes on the courtyard side of both blocks. This will help to compensate for their more exposed position in the development.</p> <p>There is space for private terraces underneath the deck access structures without obstructing the footpaths, and planters could be used to form soft boundaries between the public and private spaces. These terraces are likely to be well-used as they will benefit from being south-facing, less public and more protected from St Ann's Road and Seven Sisters Road than the terraces on the northeastern and northwestern façades.</p> <p>The panel asks that the Blue Badge parking layout is revised to retain as many existing trees as possible, or to replant new trees between the bays, to improve this part of the scheme which is dominated by hard landscaping.</p> <p>The built-in planters on the upper floor walkways are an elegant solution for defensible space in front of these homes. The panel asks that this feature is embedded in the design to ensure that it will be delivered.</p>	<p>Additional defined private amenity could be provided as part of a detailed landscape condition to the wing with dual aspect homes. This would be a challenge for the linear block, however, due to the proximity with Bushey Road and to maintain consistency was not included but can be explored via the landscaping condition.</p> <p>As mentioned above, this would be a challenge for the linear block due to the proximity with Bushey Road but additional defined private amenity space, can be considered as part of the landscaping condition.</p> <p>This has been tested but the alternative location would be more central within the scheme and block the route to Seven Sisters Road, which would not be acceptable and lower the overall quality of the scheme.</p> <p>This is integrated into detailed design and will form part of the submission for the discharge of the materials and detailed design condition.</p>
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<p>Further detail on the planter design is also required. The height should be low enough to not interfere with opening windows. The project team should consider providing the first residents with a starter pack to ensure that the planters will be well-used and maintained.</p> <p>The panel also thinks that more could be done to encourage residents to occupy and take ownership of the walkway spaces, curating the space outside their homes and promoting neighbourliness. The width, for example, should allow for a chair or a bicycle without blocking fire escape routes.</p>	<p>Agreed, and as mentioned above, this will form part of the submission to discharge the materials and detailed design condition.</p> <p>Agreed, the decks have now been provided with additional width and integrated planters for each home, to encourage this.</p>
<p>Architecture, materials and quality</p> <p>The panel is supportive of the clean architectural approach but cautions that high-quality materials and well-resolved details are essential to prevent the simple aesthetic from appearing mediocre.</p> <p>The elevations of the building gable ends would benefit from further work. The use of white brick has a clear contrasting function on the internal courtyard façades, but the rationale is less clear when partially applied here.</p> <p>The panel recommends bringing more greenery into the elevations throughout the proposal to relieve the monotony of the brick. The gable ends are good opportunities</p>	<p>Agreed, and this will be included within the submission to discharge the materials and detailed design condition.</p> <p>The QRP stated that they were not convinced with the white brick panel here and this was subsequently removed. Beyond that, the recommendation was for climbing planting which will be included in the landscaping condition. Overall, the design language was supported.</p> <p>Agreed, this will be provided as part of a detailed landscape condition.</p>

<p>for vertical planting. This does not need to be an expensive green wall system, it could simply be climbing plants from shallow planters in the ground, as frequently found for example in Amsterdam.</p> <p>Metal mesh could be an interesting solution for the soffit treatment. The panel suggests further thought on the upstand detail, the setting out of any visible fixings, and how the concrete columns are navigated – whether the soffits are cut around them, or whether a lintel is required.</p> <p>The panel understand that the balustrades of the walkways must be imperforate for fire safety reasons. The current design is one acceptable solution. However, the panel suggests exploring alternatives, considering an angular or waved profile to create interest and a sense of lightness, while bearing ease of cleaning in mind.</p> <p>The project team should ensure that sufficient budget is set aside and safeguarded for the brick specification. The quality of the product used will have a significant impact on the scheme's appearance and should increase its longevity.</p> <p>The white-tinted mortar treatment for the white brick external walls is a positive feature. The panel is reassured to hear that full scale sample panels (including this detail) will be constructed as part of the planning sign-off process.</p>	<p>This is integrated into detailed design and will form part of a materials condition submission.</p> <p>Open to exploring this with officers as part of the submission to discharge the materials and detailed design condition.</p> <p>This has been noted by the Housing Delivery Team and was considered at the design stage to ensure the right brick would be achieved. This will be secured as part of the materials and detailed design condition.</p> <p>Agree that this will form part of all the material and detailed design condition submissions, including requiring that full scale sample panels (including this detail) will be constructed and reviewed on site, as part of the planning sign-off process</p>
Other Issues	

<p>The panel suggests that the local authority also conditions other key details, such as the window reveals, metal mesh soffits and important junctions, to secure quality through to delivery. It is particularly important to safeguard the materials and detailing of the soffits through the value engineering process, as these will be seen by residents every day.</p>	<p>Agreed and accept that this will be secured via the materials and detailed design condition.</p>
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- 6.7.29 Officers consider that the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate and acceptable extent.

Impact on the amenity of neighbouring occupiers

- 6.7.30 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.
- 6.7.31 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 residents.
- 6.7.32 The proposal encompasses two separate blocks located on the outer boundaries of the site facing Seven Sisters Road (the opposing side of which is commercial at ground floor level) and St Ann's Road. The opposing side of the latter is an inaccessible and heavily planted Site of Importance of Nature Conservation (SINC) land which abuts the London Overground Line which passes just north of the site.
- 6.7.33 The proposal has the potential to impact on the amenity of occupiers in Henrietta House, Oatfield House, the Woodberry Tavern and 509-529 Seven Sisters Road.
- 6.7.34 The most potential for adverse impacts is on the amenity of residential properties along Seven Sisters Road where the bulk of the massing of the proposed development is located. Whilst the proposed blocks, at six storeys, are larger than the opposing, existing three storey commercial parade (with residential units on the upper two floors), the blocks of the proposed development would be significantly set-back from the street, behind the existing mature 'tree belt', much of which will be retained. Furthermore, the

proposed buildings would be set back from the historic building line. The commercial units on the west side of Seven Sisters Road were originally reflected on the east side historically, creating a traditional street. As such the new proposal 'repairs' some of the lost urban grain and restores a degree of visibility between opposing sides of the street.

- 6.7.35 Also located on Seven Sisters Road is the Woodberry Tavern. The Tavern sits south of proposed block 2, and forms part of the historic building line of Seven Sisters Road. Given that the flank wall of the existing Woodberry Tavern, facing the proposal, is blank and given the significant separation between the two structures, there is no significant impact in terms of loss of daylight/sunlight, overlooking or loss of privacy. The green space between the structures would also retain much of the existing planting which includes mature trees.
- 6.7.36 The proposal would define and enclose the existing green space to the north-west and north-east with the existing four storey 'Henrietta House' facing the a new 'courtyard garden' space to the south-east. Whilst two storeys shorter than the proposed blocks, Henrietta House sits within an estate of mixed heights and massing, with some blocks rising to seventeen stories. The addition of two new blocks on opposing sides of the new 'courtyard garden' would not have a significant, detrimental impact on Henrietta House in terms of overlooking, loss of light or privacy, although officers recognise that the area will be more urban in character compared to the open green space as existing. The proposed layout resembles the 'square' on the opposite side of Henrietta House, with much the same level of visibility between properties. A level of visibility is to be expected in an urban context and the new proposal is not considered to introduce a significant departure from the existing urban grain.
- 6.7.37 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 materially affected.
- 6.7.38 A sunlight/daylight assessment has been carried out which demonstrates that adjoining properties bounding the site will not be unduly affected by the proposed development in this regard. The analysis indicates that the design achieves an overall high level of compliance with the BRE recommendations.
- 6.7.39 The aim of the assessment is to assess the impact of the development on the light receivable by the neighbouring properties Oatfield House, Henrietta House, the Woodberry Tavern and 509-527 Seven Sisters Road.

Vertical Sky Component (VSC)

- 6.7.40 Regarding daylight impact to neighbouring properties, Henrietta House would achieve a VSC pass rate of 56%, which was improved to 89% in the no-balcony baseline. The daylight distribution analysis demonstrates 76% across the rooms at Henrietta House. Of the impacted rooms, only five rooms are habitable, consisting of four Kitchen Dinners and four bedrooms, all of which the BRE guidelines state can be given a lower daylight priority than living rooms. Oatfield House achieves a VSC pass rate of 85%, which was improved to 97% under the no-balcony baseline. The daylight distribution analysis demonstrates 89% across the rooms at Oatfield House. Of the 13 impacted rooms, ten rooms are considered habitable, consisting of three bedrooms, two living rooms, three

kitchens, and two unknown habitable rooms. Six rooms, including the living rooms, may experience a minor adverse impact, characterised by a daylight distribution loss of 20-20.99%.

- 6.7.41 No residential habitable rooms within 509-529 Seven Sisters Road experience an impacted VSC with the proposed development in place. One bedroom within 521 Seven Sisters Road has an impacted no-skyline, although the room only experiences a minor adverse impact on daylight.
- 6.7.42 The results of the daylight assessments at the Woodberry Tavern demonstrate all assessed rooms achieve the VSC and daylight distribution targets set by the BRE guidelines.
- 6.7.43 The neighbouring properties assessment found various degrees of impact by the proposed development, inclusive of their existing balconies. The BRE guidance recommends testing the impact on neighbouring properties with and without their existing balconies to understand the baseline daylight issues at these properties without the proposed development in place. Once these balconies are removed, the neighbouring properties experience a higher VSC pass rate. Thus, the inherent design of Henrietta House and Oatfield House contributes to the impact on daylight assessed with the proposed development in place. Furthermore, no living rooms are impacted within Henrietta House nor 509-529 Seven Sisters Road and the majority of rooms that are impacted within Oatfield House would only experience a minor adverse impact.
- 6.7.44 Therefore, the results of this study demonstrate that impact on the daylight enjoyed by neighbouring properties is deemed acceptable.
- 6.7.45 Regarding sunlight impact to neighbouring properties, all assessed windows across Henrietta House, Oatfield House, and the Woodberry Tavern achieve the Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) targets set out by the BRE guidelines. The three windows within 509-529 Seven Sisters Road that experience a loss of APSH and WPSH adjoin the commercial space on the ground floor; thus, have no impact in terms of residential amenity, therefore, the proposed development meets the BRE guidelines regarding APSH and WPSH.
- 6.7.46 On balance, officers considered that the adjoining properties neighbouring the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties which is in accordance with the above policies.

Landscaping & Biodiversity

- 6.7.47 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.

- 6.7.48 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 10m² of play space per child provided.
- 6.7.49 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.
- 6.7.50 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.
- 6.7.51 The proposed redevelopment 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.
- 6.7.52 The existing site, whilst bordered by mature and semi-mature trees (mainly lining Seven Sisters Road) has relatively poor quality green space, formed of unused and poorly maintained spaces which have no clear sense of ownership. The proposed development offers an opportunity to provide a sustainable environment for a well-designed public realm as well as strengthen and rationalise local legibility and pedestrian links to the existing housing estate.
- 6.7.53 A number of key objectives have guided the landscaping strategy including:
- Well-designed Green / Blue Infrastructure
 - A distinctive sense of place
 - A haven for living and for life
 - A climate positive environment
 - A pedestrian priority environment
 - Support local biodiversity
- 6.7.54 The proposed landscaping includes new private and shared amenity spaces with a 'courtyard garden' to the rear of the development and enhancement of the existing 'woodland edge' areas across the frontage facing Seven Sisters Road.
- 6.7.55 The communal 'courtyard garden' will be an enhancement of the existing public realm, for new and existing residents adjacent to the site, as well as to the wider public. The courtyard is envisioned as 'a social hub, offering a range of pocket spaces designed for play, relaxation, and interaction'. Play mounds, naturalistic play elements, and sculptural seating are to be provided. The planting scheme includes low-level perennial beds and high clear-stem trees, fostering natural surveillance while avoiding the creation of potential hiding places. The layout is shaped by key pedestrian desire lines, creating a natural flow that encourages exploration and movement.
- 6.7.56 A new pedestrian link, running between the two proposed blocks, connecting Seven Sisters Road with the Sir Frederick Messer Estate is a key feature of the strategy,

underpinning the desire to improve permeability, legibility and pedestrian connections. This new avenue will be tree-lined adding an attractive and functional route through the site.

- 6.7.57 Designated buffer zones are to be located around the building frontages, adding privacy to the ground floor units. Planting would provide a soft, natural edge around the buildings, enhancing the landscape while maintaining a clear boundary between private and public spaces.
- 6.7.58 The public realm will also be enhanced at the corner of Seven Sisters Road, the primary entrance and arrival point to the development. This will be a small 'plaza' space, predominantly hard-paved area with softer, landscaped edges.
- 6.7.59 Play areas have also been included as part of the proposed landscape strategy. Based on the GLA Population Yield Calculations, using the most recent accommodation schedule, the total required play area to be provided for children aged 0-4 and 5-11 on site is 574.8 m². Given the size of the site, and the desire to retain as many trees as practicable, the required doorstep play area (319.2 m²) for the youngest age group is provided within the site boundary. However, additional play space for children aged 5 and above would be available within the wider estate, where several playgrounds are already in place.
- 6.7.60 A bat survey was submitted as part of the ecology report. A range of native trees, hedges, buffer and ornamental plants are proposed as well as 'ecological enhancements' including bird and bat boxes and habitats for birds and insects. In order to achieve a minimum of 10% biodiversity net gain, estate-wide interventions are proposed including identified areas for tree planting and upgrades to the existing grassland areas, currently of poor quality, to create more attractive and sustainable green spaces.
- 6.7.61 A consistent and robust palette of hard landscaping materials is proposed, selected for their location, degree of use and character of the space. This includes hard landscaped areas paved in porous concrete setts which will capture surface drainage as part of the sustainable drainage proposals.
- 6.7.62 Sustainable Drainage System (SuDS) attenuation will be provided within a geocellular tank located underneath the proposed landscape and access parking area. These areas will be constructed using permeable paving materials which will discharge to the attenuation tank.
- 6.7.63 Officers consider the proposed landscaping to be of a high quality and sensitive design, that complements the proposed homes, whilst also seeking to connect the proposal and its green spaces with the wider Sir Frederick Messer Estate, recognising the positive impact of the green space of the future occupiers of the site as well as existing residents. Further details relating to trees are outlined below.
- 6.7.64 Conditions will ensure that the proposed landscaping is successfully implemented. Also, a condition will ensure that 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.

The Urban Greening Factor (UGF)

- 6.7.65 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 0.74, which exceeds the London Plan target score of 0.4 for residential developments.
- 6.7.66 The proposed development presents a comprehensive landscaping scheme to cater for the needs of the residents, ensuring the setting of the new homes is attractive, green, and safe and complements and enhances the character and appearance of the surrounding area. It includes new tree planting, new surfacing, seating and play spaces as part of the treatment of the site.
- 6.7.67 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in an enhanced open space provision which is considered appropriate for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard

Biodiversity Net Gain

- 6.7.68 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.7.69 SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.7.70 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.
- 6.7.71 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.
- 6.7.72 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.
- 6.7.73 The proposal includes green roofs, a sustainable urban drainage system, additional tree planting and landscaping which results in a 11.20% net gain of area-based habitat units. This is above of the mandatory 10% net gain required.

Accessible Housing

- 6.7.74 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including people with disabilities, 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 may have future accessibility needs. 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.

6.7.75 All proposed homes are designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:

- Gross unit area meeting or exceeding overall spatial requirements for unit type.
- Private amenity space in line with GLA requirements.
- Bedroom areas meeting NDSS requirements.
- General internal storage provision meeting GLA/NDSS requirements.
- 2nd living/dining areas for 3-bed units.
- 2.5m ceiling heights.

6.7.76 In addition, the accommodation meets further requirements of the Haringey affordable housing programme including provision of showers to the 2nd WC in 3 bedroom apartments

Part M4(3) standards for 'wheelchair accessible' apartments

6.7.77 Seven apartments are designed to meet Part M4(3) standards for 'wheelchair accessible' apartments. These meet stringent standards and activity spaces required under the standard. All M4(3) apartments are either at ground level or are accessed via a core with two lifts with secondary power supply, in line with GLA requirements.

6.7.78 The accessible apartments are located as follows:

- Block 1: The ground floor provides accommodation for 1 x 2-bed and 2 x 1-bed wheelchair user M4(3) apartments. First floor plan includes 1 x 2-bed M4(3) wheelchair user apartment
- Block 2: The ground floor accommodates 2 x 1-bed M4(3) wheelchair user dwellings, 1 x 2-bed M4(3) wheelchair user dwellings

6.7.79 The designs have been reviewed by LB Haringey's Occupational Health Specialist to ensure they meet resident needs and Haringey's wheelchair homes standards.

Noise – future occupiers

6.7.80 The NPPF states, in paragraph 110 that new development should mitigate and reduce to a 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.

- 6.7.81 Nova Acoustics Ltd were instructed to provide acoustic criteria and advice for the planning and design of the scheme. The noise assessment was prepared in September 2024 based on measurements taken in July 2024.
- 6.7.82 The assessment concluded that the vibration dose across both day and night time are significantly below the low probability of adverse impact criteria. This indicates that vibration does not seem to be a cause of concern for future residents. However, additional consideration of potential vibration effects at foundation level may be required given the separation distance from London Underground trains. Typically, this would require the following additional surveys: In locations where shallow raft foundations are proposed, vibration monitoring at the proposed foundation depth should be undertaken once excavated. For areas where deep piles are proposed, a test pile should be installed and vibration monitoring undertaken directly on top of the pile. These are recommended to be secured by conditions as part of any planning permission.
- 6.7.83 In summary, the standards of accommodation and living conditions proposed are very high and there is a low probability of adverse impact from noise. For a scheme in this location with its site constraints, the proposal represents very good quality homes and living conditions which satisfy the above policies.

Parking and highway safety/waste recycling and servicing

- 6.7.84 Paragraph 110 of the NPPF 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.
- 6.7.85 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. 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 car parking spaces that are proposed.
- 6.7.86 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.
- 6.7.87 DM32 of the DM DPD 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.

Access Arrangements

- 6.7.88 The proposals include a more direct unimpeded foot link directly west – west across the site from Seven Sisters Road through to the eastern side of the site (adjacent to Henrietta House). It is envisaged that this will be part of a more direct route to connect across to Paignton Road open space.
- 6.7.89 In terms of the public highway some alterations are proposed for the top end of Bushey Road, to facilitate refuse/recycling collection movements and also to rationalise the on street parking. Changes are also proposed for the public realm/footway at the top end of the site, and changes to footway connections to Seven Sisters Road footway.

Car Parking

- 6.7.90 At present there are 140 bays for estate residents (which includes 8 blue badge spaces), managed by Homes for Haringey (HfH). And within the 200m walk distance of the site, around 80 plus on street CPZ bays.
- 6.7.91 A Transport Assessment (TA) has been submitted to support this application. The parking stress survey is included within the TA, along with information on the quantities of public highway CPZ parking and onsite court parking managed by homes for Haringey.
- 6.7.92 It is noted that the parking stress survey was carried out during late 2021. Ideally a more recent survey would have been provided. It does mean there is some uncertainty on existing offsite parking conditions within the CPZ covered areas.
- 6.7.93 It is noted that the HfH parking within the parking courts is essentially full. The survey recorded 97% occupancy within the 140 off highway/estate bays, and varying levels of parking within the CPZ/public highway streets to the periphery of the site. Some streets recorded low levels of parking (Albert Road/St John's Road with 43% and 37 spaces available, Kerswell Close with 38%), others with higher levels (St. Anns Road 86%). Overall, the stresses recorded on the public highway/CPZ streets was averaged at 77%.
- 6.7.94 The TA predicates this development as a car free development with parking provided only for the 7 wheelchair/accessible homes. The trip generation mode shares have been amended from the TRICS search on this basis. This provision of 7 blue badge spaces means the development fully meets the London Plan requirement for the ability to provide a space for each wheelchair/accessible home. Five of these bays would be located at the top end of Bushey Road, the other two off St Anns Road at the north end of the development. It is considered that these are close to the wheelchair/accessible homes.
- 6.7.95 It is expected that there will be some car ownership and car parking demands arising from this development, given some of the occupiers may well be using a vehicle for their employment or businesses, or in relation to their family circumstances. The 2011 census recorded average car ownership per household at 0.52 vehicles. It is expected this will

have reduced in the 14 years since, and taking into account the permit free status, and a car club facility being provided, the demands may well be less than could be expected given the most recent car ownership information from the census.

- 6.7.96 There was some on street capacity recorded within the CPZ spaces on the public highway with 78 free spaces recorded, and the stresses averaged out at 77% in the 2021 survey. There may be additional on-street demand materialising from the 59 other homes, that could increase local pressures closer to 80 – 85% which is a level at which difficulties may arise. It would therefore be appropriate that funding is available for the parking team to investigate, consult on and implement appropriate parking changes within any affected streets to ensure a safe and free flowing arrangement and minimise nuisance parking. The applicant will therefore be required to make a contribution of £10,000 towards the implementation of traffic management measures in and around the site.

Car Free and Car Club

- 6.7.97 Given the above circumstances a 'car-free' development is proposed meaning only wheelchair accessible parking would be provided on site and that permits would not be allocated to occupiers of the new properties for on street parking. Due to the site's PTAL, with good connectivity to public transport), the site's location within a CPZ (St Ann's), and the on-site provision of accessible parking in line with London Plan (2021) standards along with the close proximity to local shops and services, the proposed development would qualify for a car-free status, in accordance with Policy DM32 of the Development Management DPD.
- 6.7.98 Accordingly, future occupiers would be restricted from receiving on-street resident parking permits, secured through agreement with the applicant. The applicant would also be required to advise all occupiers of the car-capped status of the proposed development.
- 6.7.99 It is recommended that a car club facility be provided for the occupiers of this development, to reduce potential car ownership and parking demands. The applicant will need to provide the written recommendations of the car club operator for this development, it is expected that this will be for memberships for each home and potentially a driving credit. The car club operator will comment as to whether a new vehicle will be required in the locality of the site and where the bay could be provided. This would be secured in an agreement with the applicant.

Cycle Parking

- 6.8.1 It is proposed to provide a total of 126 long-stay and 4 short-stay residential (visitor) cycle parking spaces, which is in line with the London Plan (2021) minimum residential cycle parking standards.

- 6.8.2 A ground floor cycle parking store is proposed for each of the two blocks; with 126 long stay cycle parking spaces being proposed in total. Also 4 short stay cycle parking spaces would be provided, to be located close to the blue badge car parking bays, at the end of Bushey Road. This overall meets the numerical requirements of the London Plan for long and short stay cycle parking. It is also noted that 12 existing external visitor cycle parking spaces are to be re-provided adjacent to St Anns Road.
- 6.8.3 For the long stay cycle parking, the TA details that there will be 102 two-tier spaces, 18 'Easy Access spaces' (14.4%) and 8 'Highly Accessible spaces' (6.6%). This would meet the London Plan requirements for oversize and accessible cycle spaces.
- 6.8.4 Full dimensional and layout details will need to be provided for review and approval, to demonstrate that the proposed cycle parking arrangements will be easy to use, attractive and encourage the uptake of cycling by residents and visitors. It will also need to be demonstrated that there is adherence to the London Cycle Design Standards as produced by TfL. This is for both the long stay and short stay cycle parking. This would satisfactorily be secured by way of condition.
- 6.8.5 As such, the proposal is considered to not result in an adverse impact on parking in the local area and would promote active travel.

Delivery and servicing/refuse and recycling collection arrangements

- 6.8.6 The TA predicts 17 delivery and servicing trips a day to this development. The TA predicates that the majority of delivery and service vehicles attending will be small vans, with all visiting delivery and service vehicles being smaller than a refuse collection truck. Delivery and service vehicles are envisaged to dwell on the double yellow lines at Bushey Road.
- 6.8.7 The applicant has located the bin stores on the ground floor of each block, with envisaged collection locations being close by off Bushey Road and off St Ann's Road, which is apparently where existing collections are made from.
- 6.8.8 Swept path plots have been provided for the arrival and departure manoeuvres for collection trucks picking up from the top end of Bushey Road. Though these appear very tight for space, with the swept path showing the vehicle will overhang the footway, LBH's Waste and Cleansing Team have reviewed and raise no objection, subject to further detail to be secured by way of condition.
- 6.8.9 A Delivery and Servicing Plan will be required for the proposed arrangements for this development. The applicant would also need to detail how collections and arrivals/departures will be managed with respect to any visiting/present delivery and service vehicles, and also for pedestrian safety for any footway users where the collection vehicle is manoeuvring and overhanging the footway. A condition would satisfactorily cover this matter.

Sustainable/active travel considerations

- 6.8.10 The applicant details that the public realm, both within the site and to the top corner at the St Ann's Road/Seven Sisters Road junction, will be improved with this development, and also that the development will deliver an improved direct east – west foot connection from Seven Sisters Road across the site to connect to the new blocks and the existing estate on the eastern side of the development site.
- 6.8.11 The TA includes a list of local facilities and services and the walk/cycle times to them, such as schools, surgeries, public transport facilities, places of worship, local food shops etc. It has been demonstrated that many essential facilities are close by in terms of walk and cycle times. There is no assessment of the key routes in terms of a walk/cycle survey along the lines of an ATZ assessment as the applicant references that TfL Thresholds at 80 units or higher.
- 6.8.12 Car club provision should be included with this development, particularly so given the zero car parking proposed (beyond blue badge provision). The applicant will need to provide the written recommendations of a car club operator in the Borough; this matter would be secured in agreement with the applicant.

Construction Logistics Plan

- 6.8.13 This development would be constructed adjacent to the junction of Seven Sisters Road and St Ann's Road, and to the existing residential estate. Therefore, a detailed Construction Logistics Plan (CLP) for the development will be required to be submitted (by way of condition) for review and approval. This document will need to outline the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements must minimise the impact on both the public highway, and neighbours will need to be involved. This shall include information on deliveries and collections being made outside of the peak AM and PM periods and school start/finish times. The applicant will need to liaise with the Highways Team (Network Management Officers) to arrive at the optimum arrangements for construction access and any temporary arrangements on the highway or parking courts within the estate and these details should inform the detailed CLP.
- 6.8.14 The applicant will need to cover the costs of officer time for oversight and monitoring the build out of the development, for Network Management and Highways officers to ensure any temporary arrangements on the highway are appropriately managed and that highway safety and the smooth operation of the network is maintained. This must be secured by way of an agreement with the applicant.

Waste and recycling

- 6.8.15 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.
- 6.8.16 Refuse storage for the block 1 would be provided on the ground floor in the north-eastern section of the building and collection would take place from St Ann's Road. Refuse storage for the block 2 will be provided on the ground floor in the middle section of the building and collection will take place from Bushey Road.

6.8.17 LBH's Waste and Street Cleansing Team has reviewed the proposal and raises no objections subject to further detail. This can be achieved via condition.

6.8.18 As such, the proposal is considered acceptable, in accordance with the above policies.

Sustainability, Energy and Climate Change

6.8.19 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. 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.

6.8.20 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 CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.8.21 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.

6.8.22 An energy 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 building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy.

6.8.23 The development would achieve a site-wide reduction of 89% carbon dioxide emissions on site, with efficient building fabric, individual air-source heat pump, and a 78.8kWp solar PV system. This is supported in principle. Carbon Management do not raise any objections to the proposal subject to some refinement of the reduction calculations which can be dealt with via condition.

6.8.24 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.

6.8.25 Green roofs and sustainable drainage (SUDS) further contribute to the sustainable nature and biodiversity of the site, while low-energy appliances and water conserving sanitary ware contribute to energy efficiency in the new homes.

6.8.26 An 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 overheating have been employed within the proposed development. The submitted overheating strategy has been assessed by LBH's Carbon Management officers, and is considered acceptable.

- 6.8.27 The overheating strategy is acceptable while further details in regard to the proposed external shading features, specification, types and location is required. Conditions have been added accordingly.
- 6.8.28 In summary, officers support the scheme based on its 89% carbon reductions on site. Further information can be satisfactorily secured by way of conditions. In the event that the construction on site does not achieve this, a carbon-offset contribution of £2,850 per tCO₂ would be required.
- 6.8.29 Subject to these, the proposal represents an acceptable scheme which meets the requirements of relevant planning policy in this regard.

Crime Prevention

- 6.8.30 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy DM2 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 to incorporate 'Secured by Design' and Safer Places principles. Policy DM2 of the DM DPD seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.8.31 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated following early engagement with the Metropolitan Police.
- 6.8.32 The Metropolitan Police Designing Out Crime Officer (DOCO) was consulted on the proposed final design. They recommend planning condition(s) to secure accreditation prior to commencement of development. Subject to SBD measures being secured by the imposition of condition(s), Officers consider the proposal would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.
- 6.8.33 Concerns have previously been raised regarding the proposed 'overhang' above the primary entrance on the corner of Seven Sisters and St Anns Road. This has been reduced by 18sqm and incorporates additional crime prevention measures such as CCTV, expansion of glazing to the lobby and cobbled street surfacing. Crime prevention officers have raised no concerns to the proposal.

Flood Risk and Drainage

- 6.8.34 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.
- 6.8.35 The applicant has submitted a Flood Risk Assessment and Drainage Strategy which includes attenuation within the landscaping scheme. The strategy has been reviewed by

LBH's Flood & Water Management team which has stated that it is satisfied that the impacts of surface water will be addressed adequately.

6.8.36 As such, this is considered acceptable.

Water Efficiency

6.8.37 A Sustainability Statement has been submitted with the application. Part G of the Building Regulations states that "reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue consumption of water". Water efficient fittings and fixtures would be installed in the residential development with the aim of meeting the Building Regulations requirement of 125 litres/person/day for all new dwellings, with an aspiration of achieving 105 litres/person/day. It is proposed that a water meter on the mains water supply to each dwelling will be installed to allow the internal water use to be measured.

6.8.38 As such, the proposed development is considered acceptable in terms of its risk of flooding and water management arrangements.

Air Quality

6.8.39 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 given the car free nature of the proposed development and the emission free energy strategy, the development is considered to be air quality neutral.

6.8.40 Officers acknowledge that concerns have been raised about construction works, the report concludes that with the successful implementation of recommended construction mitigation measures, it is considered that air quality impacts during the operational and construction phase of the proposed development will be insignificant.

6.8.41 The proposal is not considered an air quality risk or to harm nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

6.8.42 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.

6.8.43 A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.8.44 Officers consulted the Council's Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable in respect to air quality and land contamination subject to conditions.

6.8.45 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.

Trees

6.8.46 Policy DM1 of the DM DPD states that the Council will expect development proposals to respond to trees on and close to the site.

6.8.47 There are a number of trees within the site, along St Ann's Road and Seven Sisters Road. 54 trees were surveyed and assessed to be in the following categories:

- 1 category A tree was highlighted (High quality)
- 39 trees were category B (moderate quality)
- 14 trees were category C (low quality)

6.8.48 22 trees are proposed for removal as follows:

- 15 category B trees (moderate quality)
- 7 category C trees (low quality)

6.8.49 There are no Tree Preservation Orders (TPOs) on the site.

6.8.50 The proposal has been developed to retain the most significant and high category trees and replace any trees proposed for removal with new tree planting on the site or within the wider Sir Frederick Messer Estate. As noted above, 22 trees are proposed for removal, whilst 52 trees are to be planted which is considered to adequately compensate for the loss of 22 trees on the site. The new trees are a range of species.

6.8.51 All retained trees will be protected in accordance with BS 5837:2012 specifications throughout the development. Provided standards are adhered to, there will be no adverse impact on the long-term potential on the retained trees.

6.8.52 LBH's Arboriculture Officer has been consulted and raises no objections subject to conditions. In conclusion, The proposal (with conditions) ensures the protection of the existing category A tree, the retention of over 60% of category B trees, whilst providing a net gain of 30 trees. Officers considered the net gain in tree planting within a more planned and considered landscape strategy to be positive for the development site and the wider estate. As such, subject to the imposition of conditions, the proposal is considered acceptable.

CONCLUSION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. 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 development of the site, which was the approach here, to capitalise on the opportunities and location of the site, to bring forward council-rent living accommodation (Use Class C3) comprising 66

homes. The proposal would result in a 27% reduction in open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable. These homes will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal provides a comprehensive hard and soft landscaping scheme.
- 52 new trees will be planted across the site and wider housing estate. A net gain of 30 trees.
- 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, and in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 7 accessible car parking spaces for) 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 insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.

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 £436,706 (6,143 sqm x £71.09) and the Haringey CIL charge will be £361,761 (6,143 sqm 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, and securing an agreement between the applicant and the LPA.

Applicant's drawing No.(s)

SFM form_1_cil_additional_information 250127,
 21014-Z-XXX-DR-AVA-AR-030000-Location Plan-002,
 21014-Z-XXX-DR-AVA-AR-030001-Existing Site Plan-002,
 21014-Z-XXX-DR-AVA-AR-030002-Proposed Site Plan-002,
 21014-Z-L00-DR-AVA-AR-031000-General Arrangement Plan - Level 00 - Ground Floor-002,
 21014-Z-L01-DR-AVA-AR-031001-General Arrangement Plan - Level 01 - First Floor-002,
 21014-Z-L02-DR-AVA-AR-031002-General Arrangement Plan - Level 02 - Second Floor-002,
 21014-Z-L03-DR-AVA-AR-031003-General Arrangement Plan - Level 03 - Third Floor-002,
 21014-Z-L04-DR-AVA-AR-031004-General Arrangement Plan - Level 04 - Fourth Floor-002,
 21014-Z-L05-DR-AVA-AR-031005-General Arrangement Plan - Level 05 - Fifth Floor-002,
 21014-Z-L06-DR-AVA-AR-031006-General Arrangement Plan - Level 06 - Roof-002,

 21014-Z-ZZZ-DR-AVA-AR-030003-Existing Site Sections - Sheet 1-002,
 21014-Z-ZZZ-DR-AVA-AR-030004-Existing Site Sections - Sheet 2-002,
 21014-Z-ZZZ-DR-AVA-AR-030005-Existing Site Sections - Sheet 3-002,
 21014-Z-ZZZ-DR-AVA-AR-030006-Existing Site Sections - Sheet 4-002,
 21014-Z-ZZZ-DR-AVA-AR-030007-Existing Site Sections - Sheet 5-002,

 21014-Z-ZZZ-DR-AVA-AR-032010-Proposed Site Sections - Sheet 1-002,
 21014-Z-ZZZ-DR-AVA-AR-032011-Proposed Site Sections - Sheet 2-002,
 21014-Z-ZZZ-DR-AVA-AR-032012-Proposed Site Sections - Sheet 3-002,
 21014-Z-ZZZ-DR-AVA-AR-032013-Proposed Site Sections - Sheet 4-002,
 21014-Z-ZZZ-DR-AVA-AR-032014-Proposed Site Sections - Sheet 5-002,

 21014-BL01-XXX-DR-AVA-AR-033000-Block 01 North-West & South-East Elevations-002,
 21014-BL01-XXX-DR-AVA-AR-033001-Block 01 North-East & South-West Elevations-002,
 21014-BL01-ZZZ-DR-AVA-AR-032000-Block 01 Sections - Sheet 1 of 2-002,
 21014-BL01-ZZZ-DR-AVA-AR-032001-Block 01 Sections - Sheet 2 of 2-002,
 21014-BL02-XXX-DR-AVA-AR-033002-Block 02 North-East & South-West Elevations-002,
 21014-BL02-XXX-DR-AVA-AR-033003-Block 02 North-West & South-East Elevations-002,
 21014-BL02-ZZZ-DR-AVA-AR-032002-Block 02 Sections-002,,

 5447-OOB-ZZ-00-D-L-000001-P08,
 5447-OOB-ZZ-00-D-L-000010-P05,
 5447-OOB-ZZ-00-D-L-000030-P04,
 5447-OOB-ZZ-00-D-L-000040-P04,
 5447-OOB-ZZ-00-D-L-000070-P02,

The_Statutory_Biodiversity_Metric_Calculation_Tool-SFME BNG v3

- Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024)
- Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024)
- Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024)
- Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024)
- Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024)

APPENDIX 1 PLANNING CONDITIONS AND INFORMATIVES

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

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

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

SFM form_1_cil_additional_information 250127,
21014-Z-XXX-DR-AVA-AR-030000-Location Plan-002,
21014-Z-XXX-DR-AVA-AR-030001-Existing Site Plan-002,
21014-Z-XXX-DR-AVA-AR-030002-Proposed Site Plan-002,
21014-Z-L00-DR-AVA-AR-031000-General Arrangement Plan - Level 00 - Ground Floor-002,
21014-Z-L01-DR-AVA-AR-031001-General Arrangement Plan - Level 01 - First Floor-002,
21014-Z-L02-DR-AVA-AR-031002-General Arrangement Plan - Level 02 - Second Floor-002,
21014-Z-L03-DR-AVA-AR-031003-General Arrangement Plan - Level 03 - Third Floor-002,
21014-Z-L04-DR-AVA-AR-031004-General Arrangement Plan - Level 04 - Fourth Floor-002,
21014-Z-L05-DR-AVA-AR-031005-General Arrangement Plan - Level 05 - Fifth Floor-002,
21014-Z-L06-DR-AVA-AR-031006-General Arrangement Plan - Level 06 - Roof-002,
21014-Z-ZZZ-DR-AVA-AR-030003-Existing Site Sections - Sheet 1-002,
21014-Z-ZZZ-DR-AVA-AR-030004-Existing Site Sections - Sheet 2-002,
21014-Z-ZZZ-DR-AVA-AR-030005-Existing Site Sections - Sheet 3-002,
21014-Z-ZZZ-DR-AVA-AR-030006-Existing Site Sections - Sheet 4-002,
21014-Z-ZZZ-DR-AVA-AR-030007-Existing Site Sections - Sheet 5-002,
21014-Z-ZZZ-DR-AVA-AR-032010-Proposed Site Sections - Sheet 1-002,
21014-Z-ZZZ-DR-AVA-AR-032011-Proposed Site Sections - Sheet 2-002,
21014-Z-ZZZ-DR-AVA-AR-032012-Proposed Site Sections - Sheet 3-002,

21014-Z-ZZZ-DR-AVA-AR-032013-Proposed Site Sections - Sheet 4-002,
21014-Z-ZZZ-DR-AVA-AR-032014-Proposed Site Sections - Sheet 5-002,
21014-BL01-XXX-DR-AVA-AR-033000-Block 01 North-West & South-East Elevations-002,
21014-BL01-XXX-DR-AVA-AR-033001-Block 01 North-East & South-West Elevations-002,
21014-BL01-ZZZ-DR-AVA-AR-032000-Block 01 Sections - Sheet 1 of 2-002,
21014-BL01-ZZZ-DR-AVA-AR-032001-Block 01 Sections - Sheet 2 of 2-002,
21014-BL02-XXX-DR-AVA-AR-033002-Block 02 North-East & South-West Elevations-002,
21014-BL02-XXX-DR-AVA-AR-033003-Block 02 North-West & South-East Elevations-002,
21014-BL02-ZZZ-DR-AVA-AR-032002-Block 02 Sections-002,,
5447-OOB-ZZ-00-D-L-000001-P08,
5447-OOB-ZZ-00-D-L-000010-P05,
5447-OOB-ZZ-00-D-L-000030-P04,
5447-OOB-ZZ-00-D-L-000040-P04,
5447-OOB-ZZ-00-D-L-000070-P02,
The_Statutory_Biodiversity_Metric_Calculation_Tool-SFME BNG v3

- Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024)
- Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024)
- Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024)
- Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024)
- Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024)

Reason: In order to avoid doubt and in the interests of the proper planning and development of the area.

Materials and detailed design

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 following;
 - 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 and retained as such 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.

Energy Strategy

4. The development hereby approved shall be constructed in accordance with the Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024) delivering a minimum 89% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, individual air source heat pumps (ASHPs) and a minimum 78.8kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 31% reduction;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual energy generation (kWh/year); 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 solely in accordance with the details so approved prior to first occupation 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 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, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

(d) Within one year of first occupation, 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 and that issues have been dealt with. This shall include energy use data for the first year and a statement of occupant involvement to evidence this training and engagement.

Reason: To ensure the development minimises 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 Strategy

5. (A) Prior to the commencement of above ground works, 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 Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024) as a starting point, taking into account the outstanding requirements at application stage.

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) to accommodate any changes proposed at later stages.
- Further modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Confirmation that 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;
- Confirmation of who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Glazing g-value of 0.50
- Air permeability (@50Pa) 1ach
- Window Recess/Reveal 250 mm
- Vertical shading to LKD's balcony privacy screens
- L-shaped external shadings to windows facing South and South-west
- MVHR with enhanced ventilation flow rates, purge ventilation, and cooling module
- Any further mitigation measures as approved by, or superseded by, the latest approved Overheating Strategy. If the design of Blocks is amended in higher heat transfer 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.

Living Roofs and Walls

6. (A) Prior to the above ground commencement of development, details of the living roofs shall be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
 - i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
 - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
 - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - v) Details on the range and seed spread of native species of (wild) flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array;
 - vii) Management and maintenance plans, including frequency of watering arrangements;
 - viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site.
- (B) Prior to the occupation of 90% of the development (in this case 60 homes), evidence must be submitted to and approved in writing by the Local Planning Authority that the

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

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

Biodiversity Net Gain

7. (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 Local Planning Authority. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

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

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

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

Urban Greening Factor

8. Every measure shall be taken to ensure that the development meets its 0.74 Urban Greening Factor (UGF) score identified within the planning application submission. Prior to completion of the construction work, an Urban Greening Factor analysis, with the anticipated end calculation for the scheme, shall be submitted to and approved in writing by the Local Planning Authority demonstrating a target factor of at least 0.4 has been met through greening measures. Where the 0.74 UGF is not met sufficient justification shall be included to demonstrate why this is the case.

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.

Whole Life Carbon

9. The development hereby approved shall be constructed in accordance with the Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024).

Prior to the commencement of the development an update to the approved Whole Life-Cycle Carbon assessment to reaffirm the proposed strategy or demonstrate improvements, shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the Whole Life-Cycle Carbon emissions savings of the development achieve at least the GLA's Standard Benchmark and setting out further opportunities to achieve the GLA's Aspirational Benchmark set out in the GLA's Whole Life-Cycle Assessment Guidance.

The assessment shall include details of measures to reduce carbon emissions throughout the whole life-cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life-Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the approved assessment for the lifetime of the development.

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.

Delivery and Servicing Plan and Waste Management

10. Prior to use/occupation a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing, by the Local Planning Authority. The DSP must be agreed and in place on occupation/use 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 shall 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 shall 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 shall be produced in line with TfL guidance.

The DSP must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed in writing with 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

11. Prior to use/occupation plans shall be submitted to, and approved in writing by, the Local Planning Authority showing accessible, sheltered, and secure cycle parking for 136 long-stay and 4 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. The development shall not be occupied/used until the approved details are implemented. These facilities shall thereafter be retained for the lifetime of the development.

Reason: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).

Electric Vehicle Charging

12. The development shall not be occupied/used until provision has been made for two electric vehicle car parking spaces, one active and one passive. This arrangement shall 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.

Wheelchair Accessible Car Parking

13. The development shall not be occupied/used until provision has been made for 7 wheelchair accessible car parking spaces. This arrangement shall be retained for the lifetime of the development.

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.

Car Parking Management Plan

14. The development shall not be occupied/used until a Car Parking Management Plan has 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. which shall be leased and allocated in the following order:
 1. Wheelchair accessible units or residents with a disability with the need for a car parking space
 2. Family size units 4/3 bed homes

Reason: To ensure that the allocation of the car parking spaces is in line with the Council's development management Policy 32 which seeks to prioritise parking to family sized units and people with disabilities.

Construction Management Plan (CMP)

15. No development shall take place, until a Construction Management Plan to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

Land Contamination

16. Before development commences other than for investigative work:
- A) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. 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 the desktop study has been approved in writing by the Local Planning Authority.
 - B) 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 investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted to, and approved in writing by, the Local Planning Authority.
 - C) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.
 - D) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have

been completed shall be submitted to and approved in writing by the Local Planning Authority.

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

Unexpected Contamination

17. 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 of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

Air Quality Assessment

18. In order to minimise increased exposure to existing poor air quality and to make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)):
- An Air Quality Neutral Assessment, taking into account emissions from the installation of temporary and permanent boilers, transport sources and all other sources of emissions must be undertaken and submitted to, and approved in writing by, the Local Planning Authority prior to occupation.
 - Otherwise, prior to occupation the applicant shall have provided to, and have had approved in writing by, the Local Planning Authority, a detailed AQ assessment of the proposed development taken into consideration all emission sources for the purposes of reaching a conclusion on its significance effects on local air quality prior to occupation.

Reason: To comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

Non-Road Mobile Machinery (NRMM)

19. A) Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority.
- B) Prior to the commencement of the development, evidence that all plant and machinery to be used during the demolition and construction phases of the development meets Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM emissions shall be submitted to, and approved in writing by, the Local Planning Authority.
- 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.

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

Management and Control of Dust

20. Prior to commencement of development a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall have been submitted to, and approved in writing by, the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter.

Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).

Considerate Constructors Scheme

21. Prior to commencement of development the 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.

Reason: To comply with Policy 7.14 of the London Plan.

22. Construction Logistics and Management Plan

No development shall commence until a Construction Logistics and Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall include, but not limited to, the following matters, and the development shall be undertaken in accordance with the details as approved:

- a. Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- b. The estimated number and type of vehicles per day/week.
- c. Estimates for the number and type of parking suspensions that will be required.
- d. Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e. The undertaking of a highways condition survey before and after completion.
- f. The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.

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

REASON: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities.

Piling

23. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. A foundation works risk assessment will be required should deep piled foundations be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) available at the following website: [ARCHIVED CONTENT] (nationalarchives.gov.uk)

In locations where shallow raft foundations are proposed, vibration monitoring at the proposed foundation depth should be undertaken once excavated. For areas where deep piles are proposed, a test pile should be installed and vibration monitoring undertaken directly on top of the pile.

Any piling shall be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: To ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection, and to protect water utility infrastructure.

Infiltration Drainage (Environment Agency)

24. No drainage systems for the infiltration of surface water to the ground are permitted other than with the prior written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the National Planning Policy Framework.

Investigative Boreholes (Environment Agency)

25. Prior to commencement of development a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of development.

Reason: To ensure that any redundant boreholes are safe and secure, and do not cause groundwater pollution, in line with paragraph 187 of the National Planning Policy Framework.

Waste

26. 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 prior to first occupation, 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 Accreditation

27. 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 groundworks of each building within the development. The development shall only be carried out in accordance with the approved details. The development shall thereafter be retained for its lifetime in accordance with the details.

Reason: To ensure safe and secure development and reduce crime

Secured by Design Certification

28. 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

29. No development shall commence until all the 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

30. Prior to the first occupation of the development full details of both hard and soft landscape works, including lighting arrangements, 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. street 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); and
- g) 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;
- 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;

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. An Arboriculturist will be included in the development project team and retained until completion of the project.

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.

Wheelchair Accessible Homes

31. All homes shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least 10% (seven dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations. All homes in Block B shall be built to Part M4(2) of the Building Regulations 2013 (as amended) with the exception of where the provision of a lift for this block would impact that. 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.

C3 Use Class

32. Notwithstanding any provisions to the contrary, the 66 homes within the development hereby approved shall be provided at social-rent levels within the C3 use class, and for no other tenure or use, unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing for rent accommodation.

Water Efficiency

33. The development shall minimise the use of mains water by achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption) [residential development]; and shall, prior to occupation, incorporate measures such as smart metering, water saving and recycling measures. .

Reason: To help to achieve lower water consumption rates in accordance with Policy SI5 of the London Plan 2021 and Policy DM29 of the Council's Development Management DPD 2017.

Water Main (Thames Water)

34. No construction shall take place within 5m of a water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes needing to be followed where working above or near Thames Water pipes or other

structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> For further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Transport for London Infrastructure

35. 1. No works shall commence until the following have been submitted to, and approved in writing by, the Local Planning Authority, in consultation with TfL Infrastructure Protection:
- a) An overview of the overall development including both design on temporary and potential long term works;
 - b) A plan identifying and accommodating all existing Transport for London structures;
 - c) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the pre-commencement stage;
 - d) An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.
2. No sub-structure works shall be carried out until the following, have been submitted to and approved in writing by the Local Planning Authority, in consultation with TfL Infrastructure Protection:
- a) Details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent);
 - b) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the sub-structure construction stage.
3. No super-structure works shall be carried out until the following, have been submitted to and approved in writing by the Local Planning Authority, in consultation with TfL Infrastructure Protection:
- a) Details on the use of tall/heavy plant for the super-structure construction stage;
 - b) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and permanent changes in loading for the super-structure construction stage.

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

BREEAM

36. (A) Within six months of commencement on site, 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 shall be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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

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

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.

INFORMATIVES:

NPPF

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

CIL

Based on the information given on the plans, the Mayoral CIL charge will be £436,706 (6,143 sqm x £71.09) and the Haringey CIL charge will be £361,761 (6,143 sqm x £58.89). This will be collected by the London Borough of 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.

Hours of Construction Work

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.

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.

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.

London Fire Brigade

The London Fire Brigade strongly recommends that sprinklers are considered for new residential developments, Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupiers.

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.

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. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water

The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes needing to be followed where working above or near Thames Water's pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> For further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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 or 0208 217 3813.

APPENDIX 2 CONSULTATION RESPONSES FROM INTERNAL AND EXTERNAL AGENCIES

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p><u>HGY/2024/3315 - Land adjacent to Seven Sisters Road and St Ann's Road, London N15</u></p> <p><u>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.</u></p> <p><u>Development proposal and planning history</u></p> <p>This application is for a Council housing development adjacent to the northwest corner of the Frederick Messer Estate. Earlier iterations have been tabled as pre application proposals both in 2021/22 and 2024 for a range of options between 77 and 93 residential units, this application is for an amended, smaller proposal of 66 new units, housed within three blocks.</p> <p>The breakdown of units is as follows.</p>	Noted conditions/ Planning Obligations attached.

Stakeholder	Question/Comment	Response																	
	<table border="1"> <thead> <tr> <th>UNIT MIX</th><th>Amount</th><th>Haringey Housing Policy (Social Rent aspirational dwelling mix)</th></tr> </thead> <tbody> <tr> <td>1B2P</td><td>13 (20%)</td><td>20%</td></tr> <tr> <td>2B3P</td><td>1 (2%)</td><td rowspan="2">40%</td></tr> <tr> <td>2B4P</td><td>27 (40%)</td></tr> <tr> <td>3B5P</td><td>25 (38%)</td><td>40%</td></tr> <tr> <td>TOTAL</td><td>66 (100%)</td><td></td></tr> </tbody> </table> <p>It is proposed as a car free development except for blue badge parking for the 7 accessible/wheelchair units. 125 cycle parking spaces are also proposed to be located within 2 external cycle stores.</p> <p>Some minor parking arrangement changes are also proposed within Bushey Road and St Anns Road.</p> <p>A new foot connection direct to Seven Sisters Road is also proposed.</p> <p><u>Location and access</u></p> <p>The site for this development proposal is located to the eastern side of Seven Sisters</p>	UNIT MIX	Amount	Haringey Housing Policy (Social Rent aspirational dwelling mix)	1B2P	13 (20%)	20%	2B3P	1 (2%)	40%	2B4P	27 (40%)	3B5P	25 (38%)	40%	TOTAL	66 (100%)		
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Stakeholder	Question/Comment	Response
	<p>Road, on the south east corner of the junction of Seven Sisters Road with St. Anns Road. It is within the green area to the north west edge of the Sir Frederick Messer estate.</p> <p>The site has a PTAL value of 4/5 - considered to be 'good' to 'very good'. There are multiple bus services accessible along Seven Sisters Road and St. Anns Road, and Seven Sisters Station is a 9 minute walk away. The TA details the PTAL at the centre of the site is 4.</p> <p>The site is also within the Seven Sisters South CPZ, to the western edge of it, which is in operation Monday to Friday between 0800 – 1830. To the west side of Seven Sisters Road there is the Green Lanes 'B' CPZ which has the same operating hours and days, and north of St Anns Road the Seven Sisters CPZ which has the same hours however also operates on Saturdays.</p> <p>Seven Sisters Road and parts of St Anns Road are TLRN/Red Route so TfL are the Highway Authority for these lengths, otherwise Haringey are the Highway Authority for public highway abutting the site. The Parking courts within the estate are managed and enforced/administered by Homes for Haringey.</p> <p>For pedestrians and cyclists the existing estate is accessible via a footpath</p>	

Stakeholder	Question/Comment	Response
	<p>connection to Seven Sisters Road, otherwise pedestrian/cycle access is possible from the access roads into the estate (Bushey Road).</p> <p><u>Transportation considerations</u></p> <p>A Transport Assessment has been submitted with the application. This provides details and examines the transportation aspects of this proposal.</p> <p><u>Access arrangements</u></p> <p>It is noted that the proposals include for a more direct unimpeded foot link directly west – west across the site from Seven Sisters Road through to the eastern side of the site (adjacent to Henrietta House). It is envisaged that this will be part of a more direct route to connect across to Paignton Road open space. There are references to improving the route through to here within the various application documents but it is not clear when or who will deliver this.</p> <p>In terms of the public highway some alterations are proposed for the top end of Bushey Road, to facilitate refuse/recycling collection movements and also to rationalise the on street parking. Changes are also proposed for the public realm/footway at the top end of the site, and changes to footway connections to Seven Sisters Road footway. An agreement with the Highways Team will be required to cover what would normally be undertaken via A Highways Act Agreement, be that</p>	

Stakeholder	Question/Comment	Response
	<p>a S278 or another appropriate part</p> <p>f the Act.</p> <p><u>Trip generation and transport impact</u></p> <p>It is noted that the TRICS sites interrogated are all for private developments. This development is going to comprise of affordable residential units. Normally a higher trip rate can be expected from private owner units so this is a robust means of considering the potential trip generation.</p> <p>The trip generation exercise predicts 38 total trips in the AM peak hour (33 outbound and 5 inbound) and 28 in the PM peak hour (19 arrivals, 9 departures). 342 total trips predicted over a full day (168 arrivals, 174 departures).</p> <p>With respect to mode share, the TRICS data detailed a 21% vehicle mode share, along with 43% rain/bus, 3% cycle mode and 32% walking. The applicant's Transportation consultant has altered the mode shares to reflect the 'car free' (except blue badge parking for the 10% wheelchair/accessible units) nature of the proposal. The adjusted mode shares predicted are now;</p> <ul style="list-style-type: none"> • 5% Vehicle • 10% cycle 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • 50% rail/bus • 35% walk <p>Time will tell (and be monitored via the Travel Plan in place for this development)if these mode shares are achievable.</p> <p>In any instance, it is not expected that the new trips generated will be problematical with respect to capacities on the highway and public transport networks and services. If the car mode share doesn't reduce to the predicted number additional parking demands will materialise on street within the CPZ area.</p> <p><u>Parking provision and considerations</u></p> <p>At present there are 140 bays for estate residents (which includes 8 blue badge spaces), managed by Homes for Haringey. And within the 200m walk distance of the site, around 80 plus on street CPZ bays.</p> <p>A parking stress survey is included within the TA, along with information on the quantities of public highway CPZ parking and onsite court parking managed by homes for Haringey.</p> <p>It is noted that the parking stress survey was carried out during late 2021. Ideally a</p>	

Stakeholder	Question/Comment	Response
	<p>more recent survey would have been provided. It does mean there is some uncertainty on existing offsite parking conditions within the CPZ covered areas.</p> <p>It is noted that the HfH parking within the parking courts is essentially full. The survey recorded 97% occupancy within the 140 off highway/estate bays, and varying levels of parking within the CPZ/public highway streets to the periphery of the site. Some streets recorded low levels of parking (Albert Road/St John's Road with 43% and 37 spaces available, Kerswell Close with 38%), others with higher levels (St. Anns Road 86%). Overall the stresses recorded on the public highway/CPZ streets was averaged a</p> <p>77%.</p> <p>The TA predicates this development as a car free development with parking provided only for the 7 wheelchair/accessible units. The trip generation mode shares have been amended from the TRICS search on this basis. This provision of 7 blue badge spaces means the development fully meets the London Plan requirement for the ability to provide a space for each wheelchair/accessible unit. 5 of these bays are located at the top end of Bushey Road, the other two are located off St Anns Road at the north end of</p>	

Stakeholder	Question/Comment	Response
	<p>e development. It is detailed these are close to the wheelchair/accessible units.</p> <p>It is expected that there will be some car ownership and car parking demands arising from this development, given some of the occupiers may well be using a vehicle for their employment or businesses, or in relation to their family circumstances. The 2011 census recorded average car ownership per household at 0.52 vehicles. It is expected this will have reduced in the 14 years since, and taking into account the permit free status, and a car club facility being provided, the demands may well be less than co</p> <p>d be expected given the most recent car ownership information from the census.</p> <p>There was some on street capacity recorded within the CPZ spaces on the public highway with 78 free spaces recorded., and the stresses averaged out at 77% in the 2021 survey. We do have concerns that there will be additional on street demands materialising from the 59 'non wheelchair/accessible' units, that could increase local pressures closer to 80 – 85% which is a level at which difficulties may arise. It would therefore be appropriate that funding is available for the parking team to investigate, cons</p> <p>t on and implement appropriate parking changes within any affected streets to</p>	

Stakeholder	Question/Comment	Response
	<p>ensure a safe and free flowing arrangement and minimise nuisance parking. The applicant will be required to make a contribution of £10,000 (ten thousand Pounds) towards the implementation of traffic management measures in and around the site.</p> <p>If approved the development will need to be formally designated as permit free/car free to accord with Policy DM32, this is appropriate given the site's PTAL of 4 and it's location within both a CPZ and with the close accessibility of public transport and other local shops and services. Agreements to cover this will be required as it is understood a S106 Agreement will not be in place given this is a Council led development.</p> <p>It is recommended that a car club facility be provided for the occupiers of this development, to reduce potential car ownership and parking demands. The applicant will need to provide the written recommendations of the car club operator for this development, it is expect that this will be for memberships for each residential unit and potentially a driving credit. The car club operator will comment as to whether a new vehicle will be required in the locality of the site and where the bay could be provided.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Cycle parking</u></p> <p>A ground floor cycle parking store is proposed for each of the two blocks. 126 long stay cycle parking spaces are proposed along with 4 short stay cycle parking spaces, which are to be located close to the 5 blue badge bays at the top end of Bushey Road. This overall meets the numerical requirements of the London Plan for long and short stay cycle parking. It is also noted that 12 existing external visitor cycle parking spaces are to be re-provided adjacent to St Anns Road.</p> <p>For the long stay cycle parking, the TA details that there will be 102 No. 2 tier spaces, 18 No. 'Easy Access spaces' (14.4%) and 8 No. 'Highly Accessible spaces' (6.6%). This would meet the London Plan requirements for oversize and accessible cycle spaces.</p> <p>Full dimensional and layout details will need to be provided for review and approval, these will need to demonstrate the proposed cycle parking arrangements will be easy to use, attractive and encourage the uptake of cycling by residents and visitors. They will need to demonstrate adherence to the London Cycle Design Standards as produced by TfL. This is for both the long stay and short stay cycle parking.</p> <p>This can be covered by a pre commencement condition.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Delivery and servicing/refuse and recycling collection arrangements</u></p> <p>As commented earlier in this response, the TA predicts 17 delivery and servicing trips a day to this development. The TA predicates that the majority of delivery and service vehicles attending will be small vans, with all visiting delivery and service vehicles being smaller than a refuse collection truck. Delivery and service vehicles are envisaged to dwell and park on the double yellow lines at Bushey Road.</p> <p>The applicant has located the bin stores on the ground floor of each block, with envisaged collection locations being close by off Bushey Road and off St Anns Road, which is apparently where existing collections are made from. Our colleagues in the Waste Management Team will need to comment as to the acceptability of the proposed storage and collection arrangements.</p> <p>Swept path plots have been provided for the arrival and departure manoeuvres for collection trucks picking up from the top end of Bushey Road. These appear very tight for space, with the swept path showing the vehicle will overhang the footway. As commented above colleagues in the waste team will need to comment on this aspect, and also if any delivery and service vehicles are parked/dwelling at the time of a refuse/recycling collection, the limited space available at the top end of Bushey Road could g</p>	

Stakeholder	Question/Comment	Response
	<p>congested and cause an obstruction for both the collection truck and any residents seeking to arrive/leave from the blue badge bays.</p> <p>A Delivery and Servicing Plan will be required for the proposed arrangements for this development. Feedback from colleagues in relation to the acceptability of the waste and recycling collection arrangements is needed, and the applicant also needs to detail how collections and arrivals/departures will be managed with respect to any visiting/present delivery and service vehicles and also for pedestrian safety for any footway users where the collection vehicle is manoeuvring and overhanging the footway.</p> <p>A detailed Delivery and Servicing Plan will be the subject of a pre commencement condition.</p> <p><u>Sustainable/active travel considerations</u></p> <p>The applicant details that the public realm both within the site and to the top corner at the St Anns Road/Seven Sisters Road junction will be improved with this development, and also that the development will deliver an improved direct east – west foot connection from Seven Sisters Road across the site to connect to the new blocks and the existing estate on the eastern side of the development site.</p> <p>The TA includes a list of local facilities and services and the walk/cycle times to</p>	

Stakeholder	Question/Comment	Response
	<p>them, such as schools, surgeries, public transport facilities, places of worship, local food shops and the like. This table does show that many essential facilities are close by in terms of walk and cycle times. There is no assessment of the key routes in terms of a walk/cycle survey along the lines of an ATZ assessment as the applicant references that TfL Thresholds at 80 units or higher.</p> <p>As commented in the parking section of this response, Car club provision should be included with this development, particularly so given the zero-parking proposed beyond blue badge/accessibile unit, the applicant needs to provide the written recommendations of a car club operator in the Borough.</p> <p><u>Construction Logistics Plan</u></p> <p>This development will be constructed adjacent to the junction of Seven Sisters Road and St Anns Road, and to the existing residential estate. Therefore, a detailed Construction Logistics Plan (CLP) for the development will be required for review and approval prior to commencement of the works for the development.</p> <p>This document will need to outline the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document. This will include deliveries and collections being</p>	

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	<p>made outside of the peak AM and PM periods and school start/finish times. The applicant will need to liaise with the Highways Team (Network Management Officers) to arrive at the arrangements for construction access and any temporary arrangements on the highway or parking courts within the estate and these details should inform the detailed draft.</p> <p>Monies to cover officer time oversight and monitoring build out of the development will be required as well, for Network Management and Highways officers to ensure any temporary arrangements on the highway are appropriately managed and that highway safety and smooth operation of the network is maintained. This must be secured by the S.106 legal agreement.</p> <p>Recommendation There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p>Conditions</p> <p><u>1. Delivery and Servicing Plan and Waste Management</u> 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</p>	

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	<p>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 <u>TfL guidance</u>.</p> <p>The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.</p> <p>REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighboring highway and to comply with the TfL DSP guidance 2020</p> <p><u>2. Cycle Parking</u></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 136 long-stay and 4 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> <p>Subject to a condition requiring the provision of 1 active and 1 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 & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><u>4. Disabled parking bays</u></p> <p>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 7 residential accessible</p>	

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	<p>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></p> <p>The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <ol style="list-style-type: none"> 1. Wheelchair accessible units or residents with a disability with the need for a car parking space 2. Family size units 4/3 bed units <p>S.106 obligations</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</p>	

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	<p>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> <ul style="list-style-type: none"> b. 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. c. The estimated number and type of vehicles per day/week. d. Estimates for the number and type of parking suspensions that will be required. e. Details of measures to protect pedestrians and other highway users from construction activities on the highway. f. The undertaking of a highways condition survey before and after completion. g. The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard. h. The applicant will be required to contact LBH Highways to agree condition on surveys. i. Site logistics layout plan, including parking suspensions, turning movements, and closure of footways. j. Swept path drawings. <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>	

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	<p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 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>Management DMPD Policy DM 32.</p> <p><u>4. Residential Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan to maximise the use of sustainable modes of transport.</p> <ul style="list-style-type: none"> a. The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b. Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases. c. The 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. 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. 	

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	<p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>5. Parking Management Contribution.</u></p> <p>We will require a contribution of £10,000 (Ten Thousand Pounds) from the applicant to undertake a review of the current parking management measures within the Tottenham Event Day CPZ 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><u>6.Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section: 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.</p> <p>The developer will be required to submit detailed design for any changes to the highways network; the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.</p> <p>The applicant will be required to submit detailed drawings and a Stage 1, and 2 road safety audit of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>REASON: to 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</p>	

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	works to facilitate future access to the development site.	
Design	<p>Thank you for asking for my comments on the above application, with which I have been closely involved through the pre-application process and am therefore very familiar with. In addition to several pre-application meetings with officers including myself, these proposals were reviewed three times by the council's independent, expert Quality Review Panel (QRP), culminating in their final report noting that the QRP "remains supportive of the principle of development and key design moves.. understands and respects the justifications for the decisions made". Further amendments and/or justifications have been provided, that this Design Officer is supportive of, to respond to the panel's final detailed comments.</p> <p><u>Location, Description of the site</u></p> <ol style="list-style-type: none"> 1. The application site is located at the junction of Seven Sisters and St Ann's Roads, two major arterial roads, going south-west to north-east and south-east to north west respectively. Seven Sisters underground and overground railway station is located 450m to the north-east and there are plentiful bus services on both streets. The location is in the south-east of the borough, some 500m west of Tottenham High Road, the main north-south arterial spine of the east of the borough and 400m north of the boundary with the Borough of Hackney. Seven Sisters and West Green designated Town Centre is some 500m to the north-east. 2. The site occupies the southern corner of the crossroads formed by Seven Sisters and St Ann's Roads. The crossroads are dominated by the raised London Overground line running east-west through its middle, on a brick and steel bridge between wooded embankments. Opposite the site between Seven Sisters Road and the embankments is a striking parade of late nineteenth century retail units, with residential accommodation over, at three floors, each unit with its own striking gabled pitched roof. A large late nineteenth century public house of a similar design occupies the same side of Seven Sisters Road to the site, to its south-west, with further retail, community and residential buildings continuing an attractive and distinctive local centre along both sides of Seven Sisters Road to the south-west. 3. By contrast, St Ann's Road to the south-east is characterised by mid-to-late twentieth century council housing estates, interspersed with community facilities, on both sides, 	Noted. Conditions Added.

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	<p>including the Plevna Triangle estate opposite, between the north side of St Ann's Road and the railway, and the Sir Frederick Messer (SFM) Estate itself south of St Ann's Road and east of the backs of properties on Seven Sisters Road. These are generally designed at "objects in space" set in open, often nebulous, communal landscaping, although some areas are enclosed as private gardens to ground floor flats. Beyond the SFM Estate, to the south-east, it opens into a twentieth century public park, known as the Paignton Road Open Space.</p> <p>4. North of the railway there are further post-war council estates, this time to the north-west of Seven Sisters Road, including another infill new council house building scheme at the opposite, northern corner of the Seven Sisters Road / St Ann's Road crossroads, known as Kerswell Close (HGY/2022/2250, granted 23/1/2023). That new development should be visible from this application site, but anywhere else north of the railway, including the industrial areas south-east of Seven Sisters Road and the Conservation Area along St Ann's Road to the north-west, will be hidden by the high, densely wooded railway embankment. There is more post-war council housing on this side of the railway, behind the shops to the west of Seven Sisters Road, including another new, recently completed, council housing development, Rowan Court, consisting of terraces of two and three storey townhouses alongside new four and six storey flatted blocks.</p> <p>5. The site itself is an irregularly shaped "landscaped buffer" between the estate and Seven Sisters Road, including mounded landscaping containing trees of various ages, crossed by footpaths, surface parking, and estate access roadways. The two proposed buildings have a direct relationship with the Seven Sisters Road and St Ann's Road context, as well as neighbours in the adjacent estate, following a complimentary geometry, defining a private courtyard shared between the new and existing neighbouring dwellings, as well as retaining slightly smaller, more defined public green space, accommodating all the good quality mature existing trees, whilst the new building frontages activate the street frontages and define and enhance the important corner.</p> <p><u>Planning Policy context</u></p> <p>6. The site is not allocated in Haringey's Local Plan, but the industrial land north of the railway is as SS4 – Gourley Triangle in the Tottenham Area Action Plan (AAP – adopted July 2017), although the embankment means it has no meaningful relationship</p>	

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	<p>to this site. The fact that the site is not allocated does not preclude the site being suitable for development provided it is in accordance with policy.</p> <p>7. There are no other Planning Policy Designations covering the site. The nearest in the vicinity is the Ecological Corridor and Site of Importance for Nature Conservation (SINC) Grade II covering the railway and its embankments, which would not be affected by this application. The council housing adjacent to the site to the south-west and opposite to the north, and to the west of the shops on Seven Sisters Road is in Haringey Council ownership, as is the application site itself.</p> <p><u>Block Form, Amenity & Landscaping</u></p> <p>8. The proposal is for two new residential buildings housing 66no. residential units. The south-western Block B will be a simple rectangular slab, parallel to Seven Sisters Road, whilst the north-eastern Block A will be L-shaped in plan, turning to have a shorter wing parallel to St Ann's Road. These would form a new building line street frontage to both streets, but would still be well set back from the pavement edge, leaving a considerable margin of 10 – 14m from the building to back of pavement on Seven Sisters Road, where the existing trees and mounded landscaping are to be maintained. The south-western end of Block B will be 26-28m away from the north-eastern flank wall of the public house, preserving the unobstructed outlook of windows inserted into this flank of the pub following the creation of this open space, and retaining a gap through to Bushey Road, the estate access road, and a popular existing diagonal path. Paths further north through the amenity buffer will be consolidated into a single, broad, level, path, continuing through the gap between the two proposed blocks and on into the heart of the estate, in a direct, considerably more legible, and more user-friendly route.</p> <p>9. St Ann's Road will have a smaller, but still considerable set back of 8–10m, whilst the corner is designed to "push out" to hold the corner more confidently. The retention of trees and landscaping is considered more important than fully re-establishing the building line along Seven Sisters Road, but the proposals would form a considerably more prominent, coherent, building line, compared to the current gap, augmented by the pushed-out corner. Two ground and first floor maisonettes are located facing St Ann's Road, with their own front doors and private front gardens here, adding further animation and active frontage to this somewhat more residential street, whilst maintaining a good buffering to the maisonettes from traffic. The QRP welcomed this</p>	

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	<p>change but requested they also have ground floor access to the south-west side io to the courtyard, but it has to be accepted that space and access is needed to that side for essential service spaces including plant and refuse storage, whilst the maisonettes will also have 1st floor access and aspect to the south-west, at deck level.</p> <p>10. The main communal residential entrance to all the upper floor flats in Block A is located right on the corner, is designed in a distinctive manner to celebrate the corner, and is of generous proportions, to add significant legibility and activation to the most important point on the Seven Sisters and St Ann's Roads frontage. The communal entrance to the upper floors of Block B, along with the separate individual entrances to all the ground floor flats are to be from the south-eastern side; off Bushey Road, the estate access road, and the formally landscaped courtyard in the crook of Block A, providing much needed animation and active street frontage to the estate road and new garden square. Amendments since QRP to bring the Block B entrance door and foyer closer to the leading edge of the overhanging upper floor, which mean there will still be an overhang providing shelter, whilst reducing the amount of undercroft, so that we can be confident it will not appear dark, uninviting or in any way dangerous.</p> <p>11. This layout retains the wooded, mounded landscaped strip between the two proposed blocks and Seven Sisters Road as a wooded landscaped public amenity, but with a greatly increased sense of enclosure, passive surveillance and clear boundaries than before. Nevertheless, as noted in the final QRP Report, it will be important in detailing landscaping of the development, that consistent fencing and logical, functionally positioned gates are provided, that ensure the whole of this amenity space is usable, but does not come to represent a security and privacy concern to ground floor flats with rooms and their own private amenity space looking onto or adjacent to this space.</p> <p>12. It should be noted that since the final QRP, formerly "undercut" terraces to ground floor flats on the north-west side, facing Seven Sisters Road across the landscaped strip (where the ground floor matched the upper floors where they had inset balconies), have been designed out. All ground floor flats have private outdoor courtyard gardens <i>beyond</i> the building line, cut into the landscaping mounds, with brick retaining walls topped with fences for security. The mounds will give these gardens privacy and environmental buffering (from noise, dust etc.) from the street, with the trees providing further screening and buffering to all floors including the ground floor. It should also be</p>	

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	<p>noted that the QRP request that ground floor flats should have private terraces on the south-east side, under the access decks, next to their front doors, facing the courtyard or Bushey Road, has been rejected as unnecessary and inappropriate, given the only windows will be to kitchens and bathrooms here.</p> <p><u>Height, Bulk, Massing, Elevational Composition</u></p> <p>13. Proposed height is to be six storeys throughout, a very modest and reasonable height and bulk proposition compared to increasing expectations to achieve higher density and more and more higher rise developments being received in planning applications. There are of course regulatory reasons to maintain this maximum height, to avoid the requirements for second stairs and other additional fire precautions considered unnecessary at lower heights. But this is also widely considered a comfortable height for “mansion block” typology buildings to achieve a “gentle density” increase on prevailing two, three and four storey historic London Neighbourhoods.</p> <p>14. Specifically, existing neighbours include three-to-four storeys in the late nineteenth century shopping parades, public house and community buildings along Seven Sisters Road, four, seven and 27 storey blocks in the existing SFM estate, four and five storeys on the council's Kerswell Close housing development on the opposite side of the crossroads bridged by the railway, and two, three and six storeys in the councils' recently completed Rowan Court scheme behind the shops on the opposite side of Seven Sisters Road. Taller developments have also been completed or are under construction in in the wider neighbourhood, including the development currently under construction behind Plevna Crescent, at six, eight and nine storeys, and recent 20+ storey development such as Apex Gardens at the corner of Seven Sisters Road and Tottenham High Road.</p> <p>15. But there is no necessity to build taller on a site like this. Earlier pre-application proposals included a taller building, but the applicant team within Haringey's Housing Service have decided to keep the scheme as simple and low cost as possible, avoiding onerous extra fire and other requirements, and as a happy result the proposals are a more modest height increase over the prevalent three and four storey height of most of the surrounding context and well below the tallest, such as the tall buildings within the existing estate.</p> <p>16. The lower height proposed goes with slender block widths necessitated by the desire to</p>	

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	<p>provide dual aspect, deck access, flats, to produce buildings of slender proportions, and therefore elegant flank end elevations, despite their containing only a few windows, and therefore larger expanses of brickwork, although never completely blank elevations. When last reviewed by the QRP, there were more areas of blank brickwork in these flank walls, which has been addressed in more recent design changes. Hence their concerns at this and suggestion of adding climbing plants are no longer relevant.</p> <p><u>Elevational and Landscape Materiality and Detailing</u></p> <p>17. The architects aim in their elevational composition, materials palette and detailing is to provide contemporary new housing of exemplary quality and sustainability that is in harmony with its context including the existing 1960s estate, and this is considered to have been achieved. Elevations are carefully composed with stacked windows and balconies designed as well proportioned punched holes in an elegant darker red brick façade to the outside, onto the main surrounding streets, with a lighter white façade of filigree access decks over white brickwork to the inside, onto the estate. The main entrance and corner of Seven Sisters Road and St Ann's Road is further distinguished by expressing projecting white concrete columns or "pilotti" to the slightly overhanging upper floors, adding a lightness and making the entrance more special.</p> <p>18. The necessity for ancillary service spaces, such as cycle and refuse stores, plant and cleaning stores, concentrated on the ground floor around the main entrances of the two blocks, is handled by disguising these within the pilotti gambit where facing the street, or within the white brickwork and grillage of the estate-facing facades. Notwithstanding QRP concerns, officers are content that these essential services are accommodated in the most elegant and seamless format possible within the overall compositional strategy, and will be functionally effective at performing their necessary purposes to the greater benefit of the residents and estate, to the benefit of the liveability of the estate as extended by these new blocks, and to the benefit of the wider environment.</p> <p>19. Access decks are designed to be functional and effective, in the light of recently increased, stringent fire safety regulations that for instance forbid use of communal access decks for sedentary leisure and amenity uses in addition to their circulation function, and require rigorous control of possible smoke diffusion by having solid balustrades and downstands, and restrict fenestration and planting beds on access decks. Nevertheless, modest planting troughs have been agreed to be acceptable and</p>	

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	<p>will help increase privacy to sensitive windows such as to bedrooms onto access decks. It is likely, as the QRP suggested, and as the council has successfully done on other similar new council housing developments, that the council's new resident engagement team will assist residents in starting their planting schemes in these troughs.</p> <p>20. All aspects of the details of the proposal appear well considered, and appear likely to be capable of being specified and detailed to be robust, durable and attractive. However, conditions will be required to agree key external materials including both the darker red and lighter white brick, its mortar and pointing, as well as balustrades, soffits, parapets, doors and windows. Conditions should also include detailed planting layout and its maintenance, including hard landscaping materials, street furniture, trees and their tree pits etc, and potentially including improvements to the wider estate, including to the reconfigured parking areas, which the panel notes could have more trees, and to the main path established by this development through the estate.</p> <p><u>Residential Quality</u></p> <p>21. All flat and room sizes comply with and generally 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 and generally better than London Plan and Mayoral Housing SPG requirements. Balconies are provided with solid panels to provide additional sun screening, privacy and to hide clutter, as well as vertical balustrades.</p> <p>22. There are no concerns regarding privacy to or from these proposed dwellings, due to the block layout and window locations being carefully designed to avoid overlooking by proximity. All flats are also of at least dual aspect, with daylight and cross ventilation possible from at least two, often three different directions.</p> <p>23. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that: <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> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development</i></p>	

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	<p><i>and adjacent buildings and land;</i></p> <p><i>b. 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></p> <p>24. 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" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".</p> <p>25. The assessment finds that the day and sunlight received by all neighbouring properties would be reasonably in accordance with the BRE recommended guidance, especially considering the relatively high density location and the fact that daylight and sunlight to most of the new dwellings will inevitably be detrimentally affected by their close proximity to the neighbouring belt of mature trees. Notably, daylight levels are assessed as being better in winter than in summer for this development, a reverse of the expected! Although high amounts of daylight and sunlight is beneficial, all other things being equal, there is also a considerable benefit to residents, to the wider community, and to the environment as a whole, in having more trees, and there are downsides to high incidence of sunlight causing overheating in increasingly warm summers.</p> <p>26. Similar affects are found to existing neighbours, with some of the closest existing neighbours in the estate losing noticeable amounts of daylight to <i>some</i> of their windows, although with virtually no detrimental effects on the older nearby buildings on Seven Sisters Road. Some of the applicants' consultants' reasoning mentions the presence of balconies as a reason, but this is of doubtful justification. Instead, the fact that most of the affected existing neighbours are dual aspect homes with their main aspect being in a different direction to the proposed development, means it is unlikely the existing residents' quality of life will be noticeably affected by the completion of this</p>	

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	<p>development.</p> <p>27. 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.</p> <p><u>Conclusions</u></p> <p>This is a proposed new council housing development of relatively modest height and density, that carefully avoids harming existing neighbours, whilst making a much better use of, and bringing a much better-quality character to, an existing landscaped space that currently acts as <i>just</i> an "buffer", of limited usefulness and questionable quality. The presence of trees, softening the appearance of Seven Sisters Road, and St Ann's Road, will be maintained, whilst returning a sense of enclosure, activation and passive surveillance to the street. The existing estate will be improved by being better screened from the existing busy junction, having a single, better designed and landscaped pedestrian route through, and new sheltered, sunny, well landscaped amenity spaces, as well as new housing of complimentary design. The new homes themselves are designed to high standards of functionality, sustainability and attractiveness, in robust, durable and well detailed materials, in new blocks provided with well designed functional and inconspicuous supporting service spaces, along with attractive, clear and well designed entrances and approaches.</p>	
Carbon Management/ Energy & Sustainability	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024) • Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024) • Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024) • Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024) 	Noted. Conditions/ Planning Obligations attached.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024) Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 89% carbon dioxide emissions on site with efficient building fabric, individual air-source heat pump and 78.8 kWp Solar photovoltaic system. This is supported. The overheating strategy is also supported, while further details of the proposed measures to mitigate the overheating risks is required which has been conditioned.</p> <p>Appropriate planning conditions are recommended to secure the benefit of this scheme.</p> <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £20,235 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. <p>Planning Conditions</p> <p>To be secured with amendments expected to the wording below once the revised information has been submitted:</p>	
Waste	<p>Based on the information I saw, the waste storage allowance is broadly in line with our guidance but for clarity the total waste provision should be as follows. This is based on weekly collections for all material streams.</p> <p>11 x 1,100 litre refuse bins 7 x 1,100 litre recycling bins 5 x 140 litre food waste bins</p>	Noted. Condition added – further details
LBH Pollution	Thank you for contacting the Carbon Management Team (Pollution) regarding the above	Noted. Conditions

Stakeholder	Question/Comment	Response
	<p>application for the 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 at Land adjacent to Seven Sisters Road and St Ann's Road, London N15 and I would like to comment as it relates to this service as follows.</p> <p>Having considered the applicants submitted information including: Design and Access Statement; Energy Statement Report prepared by Calfordseaden LLP, dated 14 October 2024 taking note of the proposal to install Air Source Heat Pumps and Solar Photovoltaics (PV) Array; Contaminated Land Report with reference 22/3737-GIR-EIR01 prepared by Concept Engineering Consultants, dated 21st April 2023, taking note of section 2 (The Site), 3 (Desk Study Review), 4 (Phase 2 Concept Site Investigations (2022)), 5 (Geo-environmental Assessment), 6 (Final Conceptual Site Model and Quantitative Risk Assessment), 7 (Conclusion and Recommendations), please be advised that we have no objections 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) 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. 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 the desktop study has been approved in writing by the Local Planning Authority.</p> <p>b) 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 investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation re</p>	<p>and informative added</p>

Stakeholder	Question/Comment	Response
	<p>ort, shall be submitted and approved in writing by the Local Planning Authority.</p> <p>c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.</p> <p>d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. Air Quality Assessment</p> <p>In other to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people),</p> <ul style="list-style-type: none"> • An Air Quality Neutral Assessment, taking into account emissions from the installation of temporary and permanent boilers, transport sources and all other sources of emissions shall be undertaken and submitted for approval. • Otherwise, the applicant will need to provide us a detailed AQ assessment of the proposed 	

Stakeholder	Question/Comment	Response
	<p>development taken into consideration all emission sources for the purposes of reaching a conclusion on its significance effects on local air quality.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>4. NRMM</p> <p>a) Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>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 or both NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>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.</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>5. Management and Control of Dust</p> <p>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).</p> <p>6. Considerate Constructors Scheme</p>	

Stakeholder	Question/Comment	Response
	<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>Reason: To Comply with Policy 7.14 of the London Plan.</p> <p>Informative:</p> <p>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.</p>	
Flood and Water Management	<p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report reference number 2021008-CRE-XX-XX-RP-C-000001 revision 01 dated October 2024 as prepared by Cr8 structures consultant, we have no observation to make on the above planning application. We are satisfied that sufficient information have been received in terms of assessing the above full planning application and if the site is to be built, operate, manage and maintain as per the above referred Flood Risk Assessment and Drainage Strategy report, we are content that the impact of surface water drainage have been adequately addressed.</p> <p>I hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	Noted. .
LBH Building Control	No objections subject to compliance with Building Control Regulations.	Noted.
LBH Arboriculture	<p>From an arboricultural point of view, I hold no initial objections but do have some queries (see concerns below).</p> <p>An arboricultural report has been submitted by Ecus Ltd dated 12/06/2024.</p>	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<p>The survey has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction. It includes arboricultural impact assessment (AIA), arboricultural method statement (AMS), construction exclusion zones (CEZ), and tree protection plan (TPP).</p> <p>I concur with much of the document including the tree quality classification.</p> <p>In summary:</p> <ul style="list-style-type: none"> • 54 individual trees were surveyed • X1 category A, 39 category B, 14 category C, and no category U <p>22 trees are to be removed. These include 15 category Bs and 7 category Cs.</p> <p>There is incursion into the root protection areas (RPAs) of seven trees (T004, T011, T016, T024, T026, T029, & T041). The incursions into the RPAs is <10 and along with the proposed measures is minimal, and acceptable.</p> <p>New paths are to be a cellular confinement design within the RPAs.</p> <p>The location is outside the Conservation Area, and there are no Tree Preservation Orders (TPOs).</p> <p>However, the location is at the crossroads of an excellent green corridor in conjunction with the rail line, the mature Plane avenue along Seven Sisters Road to the northeast, local gardens, open spaces, and the boundary trees that curtail Fredrick Messer Estate.</p> <p>The surrounding radius and area has the following designated areas including Ramsar, Special Protection Areas, Special Areas of Conservation, Wetlands, Special Site Scientific Interest, Local Nature Reserves, SINCs, and Ancient Semi Natural Woodland.</p> <p>It is hence vital that the green corridor is kept intact and enhanced where possible rather than being fragmented.</p> <p>CAD software has been used to calculate canopy loss and gain.</p> <p>The following is noted and summarised:</p> <ul style="list-style-type: none"> • Existing canopy cover within the red boundary 3, 886.2m² equating to 65.7% of the site • Removal of the trees and facilitated pruning will be a loss of 46.5% canopy cover 	

Stakeholder	Question/Comment	Response
	<p>Post tree planting:</p> <ul style="list-style-type: none"> • Post canopy cover after completion 2,171.7m² • Early mature tree canopy after 20 years post construction equates to 3, 549.4m² <p>Whilst the canopy cover gain is measured against the post development canopy cover, and not the original pre development canopy cover, there will be an initial gain in canopy cover as these are early mature trees.</p> <p>A good diversity of urban fitness trees have been suggested in the design statement along with a good matrix of ground cover, shrub layer planting.</p> <p>4.7.6 within the tree report reflects the proposed tree planting by using the 5-10-20-30 formula.</p> <p>Biodiversity Net Gain, and Urban Green Factors have been satisfactorily met.</p> <p><u>Concerns</u></p> <p>An area I do have concerns about is the removal of the Maples on the northeast boundary adjacent to St Ann's Road. These trees form part of the green corridor opposite the rail bank. We will require assurances that adequate tree planting will be carried out within this area and that the corridor is not affected.</p> <p>An ecological report has been carried out however, there is no bat report.</p> <p>A five year aftercare maintenance programme will be required for establishing independence in the landscape for the trees. Any dead trees will need to be replaced.</p> <p>An Arboriculturist will need to be kept on until completion of the project.</p> <p><u>Conclusion</u></p> <p>Providing the above concerns are addressed and clarified I see no major significant issues. Every part of the tree report will need to be conditioned, including figure 5 (TPP), along with site specific arboricultural method statements.</p>	<p>This would be secured in the landscaping condition but is agreed.</p> <p>Ecology report covers all relevant species.</p>

Stakeholder	Question/Comment	Response
EXTERNAL		
Thames Water	<p>Waste Comments</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. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</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. https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>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</p>	<p>Noted. Condition and informative attached.</p>

Stakeholder	Question/Comment	Response
	<p>expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in</p>	

Stakeholder	Question/Comment	Response
	<p>writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk 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 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.</p>	

Stakeholder	Question/Comment	Response
	<p>The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>	
Designing Out Crime Officer	<p>Thank you for allowing us to comment on the above planning proposal, please find our representation for the above application to London Borough of Haringey</p> <p>Section 1 - Introduction: 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 we have met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns regarding the design and layout of the development. There is mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime or crime</p>	

Stakeholder	Question/Comment	Response
	<p>prevention. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, in light of the of challenges of the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</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: In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p>	

Stakeholder	Question/Comment	Response
	<p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office</p>	
London underground / DLR	<p>Thank you for your consultation.</p> <p>Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to London Underground/DLR railway infrastructure. The site is directly above Victoria Line Tunnels.</p> <p>Therefore, we request that the grant of planning permission be subject to the following separate numbered conditions to be discharged in a phased manner as and when they are completed.</p> <p>1. Before the pre-commencement stage begins, no works shall be carried out until the</p>	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<p>following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <p>a) provide an overview of the overall development including both design on temporary and potential long term works;</p> <p>b) identify and accommodate all existing London Underground structures;</p> <p>c) provide an assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the pre-commencement stage;</p> <p>d) an assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.</p> <p>2. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <p>a) prior to commencement of each phase of the development provide details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent);</p> <p>b) provide an assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the sub-structure construction stage.</p> <p>3. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <p>a) provide details on the use of tall/heavy plant for the super-structure construction stage;</p> <p>b) provide an assessment of ground movement impact on London Underground structures and tunnels due to temporary and permanent changes in loading for the super-structure construction stage.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p>	

Stakeholder	Question/Comment	Response
	<p>This response is made as a Railway Infrastructure Manager under the “Town and Country Planning (Development Management Procedure) Order 2015”. It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</p>	
Environment Agency	<p>Thank you for consulting us on the above planning application on 11 December 2024. As part of the consultation, we have reviewed the following submitted documents:</p> <ul style="list-style-type: none"> • Document titled ‘Ground Investigation Report Geo-environmental Interpretation’ prepared by Concept Engineering Consultants (dated April 2023, ref.: 22/3737). • Document titled ‘Flood Risk Assessment & Drainage Strategy Report’ prepared by CRE8 Structures (dated October 2024, ref.: 2021008-CRE-XX XX-RP-C-000001). <p>Environment Agency position The proposed development will be acceptable if the following conditions are included on the planning permission’s decision notice. Without these conditions we would object to the proposal in line with paragraph 187 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be contributing to or put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.</p> <p>Condition 1 - Unexpected contamination If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason To ensure that the development does not contribute to and 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. This is in line with paragraphs 187, 196, and 197 of the National Planning Policy Framework.</p> <p>Condition 2 - Investigative boreholes</p>	<p>Noted. Conditions added.</p>

Stakeholder	Question/Comment	Response
	<p>A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of each phase of development.</p> <p>Reason To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution in line with paragraph 187 of the National Planning Policy Framework.</p> <p>Condition 3 - Piling Piling, deep foundations, or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>A foundation works risk assessment will be required should deep piled foundations be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) available at the following website: [ARCHIVED CONTENT] (nationalarchives.gov.uk)</p> <p>Reason To ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection. Condition 4 - Infiltration drainage No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the National Planning Policy Framework.</p>	

NEIGHBOUR RESPONSES	ISSUE RAISED/COMMENTS MADE	OFFICER'S COMMENTS
<p>No of individual responses: 11</p> <p>Objecting: 7 Support: 4</p>	<p><u>Proposed structures are too high</u></p> <p><u>Additional parking required</u></p> <p><u>Loss of sunlight to neighbouring properties</u></p> <p><u>Increased stress on Local Services</u></p> <p><u>Overdevelopment/Density</u></p>	<ul style="list-style-type: none"> Given the site's location on the corner of two significant roads, surrounding precedents for taller buildings and the higher housing density requirement of the London Plan (2021), the site is considered appropriate for 6 storeys where this does not significantly, adversely affect neighbouring properties. The proposal is car-free. On-street parking surveys have found significant capacity in the surrounding streets for any displaced parking. The existing car-park is also underutilised. 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 to a significant degree. The proposal is not so significant as to severely affect local services. The proposal is a medium-rise development, set within generous green space. All homes would meet or exceed national space standards, and each would have their own private amenity space. The proposal is not

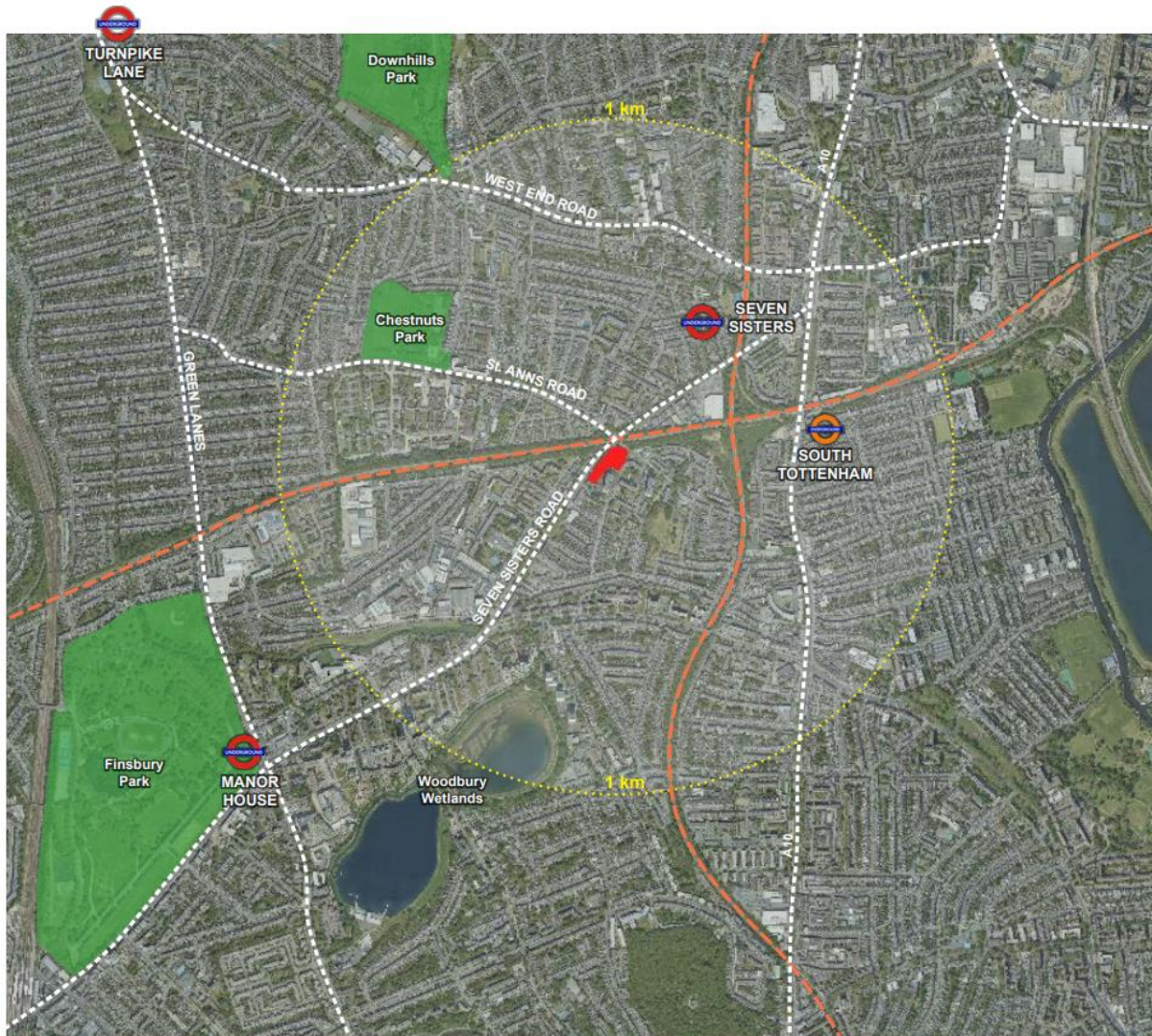
	<p>Affordable Housing is <u>poor</u> quality in undesirable location.</p> <p>-----</p> <p>1. Traffic and Parking Issues: The addition of 66 residential units in this area will significantly increase traffic and parking demand on already congested roads. Seven Sisters Road and St Ann's Road frequently experience heavy traffic, particularly during peak hours. Without clear provisions for adequate parking and traffic management, this development will exacerbate road safety issues and inconvenience for local residents.</p> <p>2. Impact on Local Amenities: The area is already under strain with limited access to essential amenities, such as healthcare facilities, schools, and open spaces. The influx of residents from this new development will place additional pressure on these resources, negatively affecting the quality of life for both new and existing residents.</p>	<p>considered overdevelopment.</p> <ul style="list-style-type: none"> • The proposal provides much needed affordable housing, where there is a shortage of supply. All homes would meet or exceed national space standards, and each have their own private amenity space. The site is located within TfL's Zone 3 with very good access to public transport and local amenities. All development is required to meet national building standards. <p>-----</p> <ul style="list-style-type: none"> • The proposal is a 'car free' development located within walking distance of public transport links. Residents will not be permitted to apply for parking permits. Only 7 car parking spaces will be provided for people with disabilities. As such, there will not be a significant increase in transport and parking pressures. • The proposed development will provide much needed housing, including those in housing need within the borough. The proposal is a medium sized development with 66 households which is not considered excessive
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	<p>3. Loss of Light and Privacy: The proposed six-storey buildings will dominate the skyline and overlook neighbouring properties, causing a loss of privacy for nearby residents. Additionally, the height and density of the buildings may block natural light to adjacent homes, creating an oppressive living environment.</p> <p>4. Character and Appearance of the Area: The proposed design is out of scale and character with the surrounding area. The height and bulk of the six-storey buildings are inconsistent with the existing architectural landscape, which consists primarily of low- to mid-rise structures. This could adversely impact the visual appeal and character of the neighbourhood.</p> <p>5. Noise and Disturbance: The construction phase and subsequent increased residential activity could result in significant noise and disturbance for nearby residents. This is especially concerning for those working from home or with young children.</p> <p>While I support the provision of affordable housing, I believe this application fails to adequately consider the above concerns. I urge the Council to require a revised proposal that addresses these issues, with more appropriate scale, infrastructure improvements, and a commitment to mitigating the adverse impacts on local residents.</p>	<ul style="list-style-type: none"> • The proposed 6-storey structures would be significantly below the scale of nearby residential blocks, including the 17 storey Oatfield House. The proposal would be surrounded by green space to the rear and set back from the building line of Seven Sisters Road, behind the existing mature planning. As such, the proposal would be set back from neighbouring properties with no significant impact on the amenity of these properties. • The surroundings are a mix of low, mid and high rise buildings, including the 17 storey Oatfield House next door to the site. At 6 storeys, the proposal is significantly lower. The proposal is located on previously developed land which fronted Seven Sisters Road. Whilst the proposal is taller than the 3 storey properties lining Seven Sisters Road, the proposal would be set back from the traditional building line. • Construction noise and disturbance is temporary and is subject to restricted hours. A construction management plan is a condition of any planning permission. The site was historically occupied by development and 66 new, much needed, homes is not out of context in this location
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APPENDIX 3 PLANS AND IMAGES

Location Plan



Aerial View



Layout Plan.



North West Elevation (from Seven Sisters Road) - Block 1



North West Elevation (from Seven Sisters Road) - Block 2



View From Seven Sisters Road



View From St Ann's Road



APPENDIX 4 PLANNING COMMITTEE PRE-APPLICATION BRIEFING, 3RD JUNE 2024.

PPA/2021/0030 SIR FREDERICK MESSER ESTATE

Proposal: Erection of 66 new homes within two, six storey blocks providing 100% social rent homes, 10% wheelchair accessible homes, cycle parking, hard and soft landscaping, and all other associated works.

Minutes:

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

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

A letter would be delivered to all residents on the estate in regard to the consultation on this proposal. An earlier consultation which had a larger footprint garnered positive engagement. There would be no single aspect units in this development. All 3 bedrooms flats would have separate kitchens and living rooms.

There were ongoing discussions regarding parking in this development, it was a very live issue to ensure that there would not be a further impact on parking. Officers were trying to rationalise the existing arrangement; this would be picked up further with the transport team.

There were no category A trees are being lost, the majority of mature trees were category B. Officers could not build higher than six storeys, this set a benchmark and was the reason for concentrating a tall building in one location.

There would be an L shaped kitchen/diner area.

There were concerns around the size of the lifts in the development, these would be taken back to the applicant.

The Triangle centre was close to Frederick Messer estate. This was a well-used children's and community centre.

At the moment, the focus was on the landscape aspect of the development. However, introduction of a substantial non-residential element would exponentially change the infrastructure costs in terms of fire safety. It was important to try and find the balance in viability in terms of how much extra could be given to the estate. There would be a red line boundary around this site and that would be the key focus for the plan. However, officers were looking at a much wider estate strategy to try and tie in the different areas mentioned.

The QRP approved the principles in the way that the deck access had been laid out, they would welcome further design development to see how officers could look at the detail of it.

Currently the aim would be for this development to have social rent.

Officers had taken comments from QRP in regard to parking on board, officers had been asked to maximise the amount of wheelchair spaces; this would put pressure in this area. There was work in the pipeline to bring all enforcement to the parking service.

APPENDIX 5 QUALITY REVIEW PANEL

CONFIDENTIAL**Haringey Quality Review Panel**

Report of Chair's Review: Sir Frederick Messer

Wednesday 2 October 2024
 Alexandra House, 10 Station Road, London N22 7TY

Panel

Andrew Beharrell (chair)
 Joanna Sutherland

Attendees

Alicia Croskery	London Borough of Haringey (observing)
John McRory	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Ashley Sin-Yu Ng	London Borough of Haringey (observing)
Tania Skelli	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Elisabetta 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

Report of Chair's Review Meeting
 2 October 2024
 HQRP123_Sir Frederick Messer

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1. Project name and site address

Sir Frederick Messer Estate, St Ann's Road, London N15 6NP

2. Presenting team

Andrew King	Haringey Council
Kevin Tohill	Haringey Council
Adrian Miles	Avanti Architects

3. Planning authority briefing

The Sir Frederick Messer Estate is a residential estate located on the southern corner of the junction of St Ann's Road and Seven Sisters Road. It includes several residential buildings, up to 17 storeys in height, and is surrounded by a mix of residential and mixed-use buildings, predominantly two-to-three storeys in height.

The site is adjacent to the Seven Sisters Road area of change and the locally listed Woodberry Tavern. The adjacent railway line is designated as a Grade II site of importance for nature conservation and is an ecological corridor. The St Ann's Conservation Area is a short distance northwest. The site has a Public Transport Accessibility Level (PTAL) rating of five.

The site for this proposal is the open area of lawn on the western side of the estate, which is currently underutilised other than as an undulating landscape buffer between Seven Sisters Road and the existing estate buildings.

The proposal is for 66 new homes in two blocks of six storeys. One hundred per cent of the homes will be social rent, exceeding the minimum Greater London Authority and Haringey policy requirements. Ten per cent of homes will be wheelchair accessible, with the remaining homes meeting M4(2) accessible and adaptable dwellings standards. The mix also provides a high level of larger two- and three-bedroom homes to address the crisis in family accommodation.

Officers would welcome the panel's views on the revised design approach, residential layout quality, relationship with the public realm, and landscaping.



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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel remains supportive of the principle of development and key design moves. While greater changes since the last review would have been welcomed, it understands and respects the justifications for the decisions made. The panel encourages the project team to address its final detailed comments to make the scheme as successful as it can be.

The panel asks that the ground floor layout is reconfigured to improve liveability by rationalising the servicing spaces, creating active frontages, and making the maisonettes dual aspect. The corner flats on the upper floors would be more usable if the 'L'-shaped block could be moved slightly to the west, relieving this sharp angle.

The panel asks for a holistic approach to the planting, topography and boundary treatments to improve the privacy and security of the ground floor homes. The indented balconies on the ground floor are likely to be underused, and should be removed. Additional ground floor private terraces should be provided on the south-facing courtyard side of the blocks underneath the walkways. The car parking would be improved by adding trees between the bays. The built-in planters are an elegant solution for defensible space on the upper floor walkways. The project team should find ways to encourage residents to take ownership of the deck access spaces.

While the clean architectural approach is supported, the panel emphasises that high-quality materials and well-resolved details must be safeguarded and delivered for this to be successful. The detailing of the mesh soffits and walkways balustrades would particularly benefit from further development. The panel recommends bringing more greenery into the proposals through vertical climbing plants, especially on the gable end elevations, relieving the monotony of the brick.

Scheme layout

- It is positive that a second maisonette has been added, but the quality of accommodation in the maisonettes could be greatly improved if they were dual aspect at ground floor level. As well as the benefits of light, ventilation and views from two sides, this would allow them to have front doors off the courtyard like the other homes, rather than isolated access on the St Ann's road side.
- The panel recognises the challenges of achieving the spatial requirements and carry distances for bins, bicycles and plant. However, the ground floor layout of the ancillary spaces has been designed to meet regulations rather than to maximise liveability.
- The layout should be reconfigured, rationalising the servicing and providing higher quality maisonettes at the same time. This may require the maisonettes to be narrower, but would create active frontages, dual aspect homes, and less complex ancillary spaces. The panel encourages local authority building



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control officers to be open to negotiation on the servicing layout in order to achieve these benefits.

- The flats on the northern corner of the scheme at the upper levels have sharply angled living rooms that will be difficult to furnish, and the triangular spaces are not very usable.
- These layouts would be improved if the gap between the two blocks were slightly narrowed by moving the 'L'-shaped block westward away from the roads to relieve the acute angle and create better quality spaces.

Landscape and amenity space

- The panel is concerned about the privacy and security of the ground floor homes on the St Ann's Road and Seven Sisters Road sides of the site. While the landscape mounds will help to provide privacy for these residents, this area is currently open for anyone to walk into the wooded area directly outside their homes. Residents may feel vulnerable, especially after dark, which could lead to them putting up their own privacy screens.
- The planting, topography and boundary treatments should be explored together to provide better defensible space and security at ground floor level.
- The project team should consider continuing the existing fence around the site perimeter along the footpath into the development between the two blocks, to discourage people from walking into the wooded area.
- The panel recommends removing the indented terraces from the two one-bed flats on the ground floor. As these are northwest-facing, inset, and sit behind the landscaped mounds and trees, they will not receive adequate light. The private amenity provision for these homes should be rethought.
- The panel suggests providing additional private terraces for the ground floor homes on the courtyard side of both blocks. This will help to compensate for their more exposed position in the development.
- There is space for private terraces underneath the deck access structures without obstructing the footpaths, and planters could be used to form soft boundaries between the public and private spaces. These terraces are likely to be well-used as they will benefit from being south-facing, less public and more protected from St Ann's Road and Seven Sisters Road than the terraces on the northeastern and northwestern façades.
- The panel asks that the Blue Badge parking layout is revised to retain as many existing trees as possible, or to replant new trees between the bays, to improve this part of the scheme which is dominated by hard landscaping.



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- The built-in planters on the upper floor walkways are an elegant solution for defensible space in front of these homes. The panel asks that this feature is embedded in the design to ensure that it will be delivered.
- Further detail on the planter design is also required. The height should be low enough to not interfere with opening windows. The project team should consider providing the first residents with a starter pack to ensure that the planters will be well-used and maintained.
- The panel also thinks that more could be done to encourage residents to occupy and take ownership of the walkway spaces, curating the space outside their homes and promoting neighbourliness. The width, for example, should allow for a chair or a bicycle without blocking fire escape routes.

Architecture, materials and quality

- The panel is supportive of the clean architectural approach, but cautions that high-quality materials and well-resolved details are essential to prevent the simple aesthetic from appearing mediocre.
- The elevations of the building gable ends would benefit from further work. The use of white brick has a clear contrasting function on the internal courtyard façades, but the rationale is less clear when partially applied here.
- The panel recommends bringing more greenery into the elevations throughout the proposal to relieve the monotony of the brick. The gable ends are good opportunities for vertical planting. This does not need to be an expensive green wall system, it could simply be climbing plants from shallow planters in the ground, as frequently found for example in Amsterdam.
- Metal mesh could be an interesting solution for the soffit treatment. The panel suggests further thought on the upstand detail, the setting out of any visible fixings, and how the concrete columns are navigated – whether the soffits are cut around them, or whether a lintel is required.
- The panel understand that the balustrades of the walkways must be imperforate for fire safety reasons. The current design is one acceptable solution. However, the panel suggests exploring alternatives, considering an angular or waved profile to create interest and a sense of lightness, while bearing ease of cleaning in mind.
- The project team should ensure that sufficient budget is set aside and safeguarded for the brick specification. The quality of the product used will have a significant impact on the scheme's appearance, and should increase its longevity.
- The white-tinted mortar treatment for the white brick external walls is a positive feature. The panel is reassured to hear that full scale sample panels (including this detail) will be constructed as part of the planning sign-off process.

Report of Chair's Review Meeting
2 October 2024
HQR123_Sir Frederick Messer



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- The panel suggests that the local authority also conditions other key details, such as the window reveals, metal mesh soffits and important junctions, to secure quality through to delivery. It is particularly important to safeguard the materials and detailing of the soffits through the value engineering process, as these will be seen by residents every day.

Next steps

- The Haringey Quality Review Panel is confident that the remaining issues can be resolved in collaboration with officers. Sir Frederick Messer does not need to return for another review.



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Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** HGY/2023/2584**Ward:** Alexandra Park**Address:** 13 Bedford Road N22 7AU

Proposal: 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 photovoltaic (PV) panels at roof level

Applicant: Mr A Christodoulou**Agent:** Mr Chris Georgiou**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi**2. BACKGROUND**

- 2.1. The proposed development is being presented to Planning Sub-Committee to enable members to view it whilst it is still under consideration as a planning application. Whilst it is preferable for proposals to be presented to Members at pre-application stage, it was not possible on this occasion.
- 2.2. Officers' comments outlined below are initial views on the scheme. It is anticipated that the planning application will be presented to the meeting of the Planning Sub-Committee in May or June 2025, provided officers have concluded their assessment, including having the viability position confirmed. The applicant is currently engaged in discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The site, is known as Alexandra Motors. It comprises a two-storey building fronting Bedford Road with a glazed frontage at ground level, together with a hardstanding area for parking cars and is in use as a car repair business. Due to the sloping land levels the building reads as a single storey building along Alexandra Park Road frontage. The existing building is of limited architectural merit and is surrounded by a wide range of buildings styles.
- 3.2 The site is located on the corner of the junction of Bedford Road and Alexandra Park Road and is directly opposite the railway alignment for the main line from King's Cross train station. To the north is a four-storey mansion block, to the south fronting Bedford Road is the row of two storey Edwardian houses. Immediately west of the site fronting Alexandra Park Road is a car park followed

by a two-storey purpose built block of flats, and further west is mainly two storey semi-detached houses.



Fig 1: site location in context

- 3.3 The site is designated within a Critical Drainage Area. The site itself does not form part of any Site Allocation and can be described as a brownfield windfall

site. The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area. Alexandra Palace and Park Conservation Area is to the south and Wood Green Common Conservation Area is located to the east on the other side of the railway line. Alexandra Palace, which is located within the Alexandra Palace and Park Conservation Area is a Grade II listed building which lies within a Grade II registered Park and Garden known as Alexandra Park. The site is located opposite an Ecological Corridor which runs alongside the railway line. Alexandra Park to the south is designated within Metropolitan Open Land, Local Nature Reserve and Site of Importance for Nature Conservation (SINC) Borough Grade 1.

- 3.4 The site has a public transport accessibility level (PTAL) of 5, considered to have 'very good' access to a number of bus routes and other public transport services. The nearest train station to the site is Alexandra Palace National Rail Station which is located opposite to the site. Also, Wood Green Underground Station, is in relatively close walking distance of the site.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal consists of:

- The demolition of the existing building;
- Erection of a 5-storey building consisting of 12 homes, which include one wheelchair accessible home on the first floor;
- A housing mix of: 3 x 1 bed, 6 x 2 bed 3 x 3 bed;
- Two separate flexible commercial floorspace (Class E) units on the ground floor comprising of 250sqm overall;
- Separate residential and commercial cycle parking and refuse storage;
- Plant room/service room in new basement of 73sqm;
- Green roofs and
- Green walls

5. PLANNING HISTORY

- 5.1 The most relevant planning history was a refused application - HGY/2024/1684- which sought planning permission for a change of use from a garage and MOT centre (Use Class B2) to a garage, MOT centre and car wash (Sui Generis).

6. CONSULTATION

6.1. Engagement

The planning application has been submitted. However, following officer advice, the applicant agreed to follow the Council's engagement process on the proposal which includes presenting the scheme to the Quality Review Panel, and now to Members of the Planning Sub-Committee. This would usually have

taken place before the formal submission. The applicant has confirmed that letters were sent to the local community informing residents of the proposed scheme, and a community engagement event was held, where the applicant presented their proposal to the community and responded to questions and feedback. A website has also been developed by the applicant allowing people to view the scheme and provide comments online. The feedback from the event is included under Appendix III.

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

No of individual responses: 45

Objecting: 38

Supporting: 7

Quality Review Panel

6.3 The proposal was presented to Haringey's Quality Review Panel (QRP) on 20th November 2024, the Panel offered their 'warm support' for the scheme. A summary of the Panel's response is as follows:

The panel considers the scale, height and massing of the proposals to be appropriate for the surrounding context. However, further refinements are needed to provide an elegant building for this important corner location that is visible from three directions, including from the conservation area on the other side of the railway lines. The building would read as a more coherent whole if one type of brick was used on all elevations, accentuating its carved form and integrating the Bedford Road elevation with the stepped Alexandra Park Road elevation and the set-back top floor. A subtle contrast could be achieved through, for example, a change in the type of mortar used. This refinement should reduce both the complexity and cost of the scheme. The one area where a contrast in materiality would be beneficial is to improve the prominence of the residential entrance. Consideration should be given to how the generosity of the entrance lobby can be improved and made more welcoming.

The plinth of the building should reflect and distinguish the ground floor commercial units from the residential accommodation above. Thought should also be given to how the commercial space can be future-proofed, with flexibility built into the design, to ensure its immediate and long-term success. Tests for various uses should be undertaken.

The proposed green wall has the potential to provide a pleasant outlook for both residents and neighbours. However, it is crucial that a landscape architect is appointed as early as possible, to ensure that the green wall can be delivered and maintained, and that the landscape proposals are designed in tandem with the design of the building. A green roof should be provided at first floor level and consideration should be given to the provision of inbuilt balcony planters, as well as new street trees along Bedford Road, to improve the pedestrian experience enroute to/from Alexandra Park. Further information should be

provided on environmental sustainability, including details on how BREEAM Excellent will be achieved for the commercial units, a ventilation strategy, and updated modelling that accurately reflects any changes to the building.

- 6.4 Following the Quality Review Panel meeting, Officers have met with the applicant to discuss revisions and to concentrate on the detailed design of the development.
- 6.5 The panel has expressed that they would welcome an opportunity to comment on the scheme again, once the design has progressed in consultation with planning officers. However, Officers are confident that the scheme can be progressed positively and QRP comments addressed without the need to return for another design review.

(The QRP's full written response is included under Appendix II)

Pre-application Engagement

- 6.6 The applicant undertook their own pre-application engagement with the local community. A community engagement event was held on 19th January 2024. The event was targeted at local residents and local community groups. The event took place before the submitted plans were revised. A letter drop was carried out on 3rd January 2024 and 150 letters were posted advertising the event. The applicant sent emails to the local MP Catherine West, Local Ward Councillors and the Palace Gates Residence Association. The applicant confirmed that 17 people attended the event. Attendees were provided with a response form to provide comments. Feedback from the event is included in Appendix III.

7. MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 7.1 The proposed development, would replace the existing car repair building with a mixed-use development comprising of new residential homes and employment floorspace.
- 7.2 The site is located in a designated 'Critical Drainage Area'.
- 7.3 Policy SP8 of the Haringey Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space.
- 7.4 The proposal would also need to be assessed against the requirements of Part B of Policy DM40 - Non-Designated Employment Land and Floorspace of the Development Management Development Plan Document (DM DPD). The policy states:

On all other non-designated employment sites (i.e. those which do not meet the location criteria of (A), the loss of employment land and floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use having regard to:

- a Feasible alternative employment uses;
- b The age and condition of the existing building(s) and the potential for refurbishment or adaptation, in particular to more flexible unit sizes;
- c Site layout, access, and relationship to neighbouring uses;
- d Periods of long-term vacancy; and
- e Evidence of recent, continuous and suitable marketing, covering a minimum period of 3 years.

Employment Space

- 7.5 The existing car repairs centre (Use Class E (g)) is identified as an employment generating use and therefore Policy SP8 of the Local Plan and Policy DM40 of the DM DPD is relevant to the consideration of the proposal. The applicant will need to demonstrate how criteria A to E of Part B of Policy DM 40 has been met. In order to compensate for the loss of the existing employment use, the proposal includes 250sqm of commercial (Class E) floorspace which would replace and exceeds the existing amount of employment floorspace (172 sqm), currently on site. The applicant will have to demonstrate that the commercial units can accommodate a range of different uses and have the potential to be let from the outset to ensure their long-term success.

Residential Use

- 7.6 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
- 7.7 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.
- 7.8 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 7.9 Policy DM10 of the DM DPD states that the Council will support proposals for new housing as part of mixed-use developments.
- 7.10 The homes proposed would contribute towards the Council's overall housing targets and much needed housing stock.

- 7.11 Accordingly, given the above policy context, the principle of a mixed-use scheme could be supported, which will potentially provide a greater job density and provide new homes which will contribute to the Borough's housing stock. However, the applicant will need to demonstrate how criteria A to E of Part B of Policy DM 38 has been met.

Design and Appearance and Heritage Impacts

- 7.12 The existing car repair building currently occupying the site is two storeys in height. The buildings currently occupying the site have limited architectural merit and demolition is therefore unlikely to be considered unacceptable.
- 7.13 The submitted proposal comprises a building of 5-storeys in height and includes a recessed top floor.
- 7.14 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.15 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.16 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieve a high standard of design, in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 7.17 Policy DM9 of the DM DPD states that proposals will be supported where they do not detract from the character and appearance of the conservation area and where the new proposal is compatible with the special characteristics and significance of the area.
- 7.18 Officers consider the scale, height and massing of the building are likely to be appropriate within the site's context. This is also supported by the QRP. The Conservation Officer notes that the existing site and buildings do not contribute to the verdancy of Bedford Road and only has a negligible impact on the setting of the heritage assets. Whilst the higher built form would reduce the visibility of the street tree(s) on Alexandra Park Road from Bedford Road, it would not reduce the overall impression of verdancy along Bedford Road. Accordingly, the Conservation Officer considers the development of the site as proposed would

have a neutral impact on the significance of the listed building, nearby Conservation Areas and the listed registered park and garden.

- 7.19 Locating commercial floorspace at the ground floor to create two units is likely to be supported. The applicant will need to consider the type of commercial activity this site could accommodate to ensure it can be occupied by a viable business that is compatible with the residential use above. The commercial units would need to be designed to be flexible and attractive to a wide variety of tenants to ensure its long-term success and viability.

- 7.20 The applicant is currently refining the elevations following the most recent QRP due to its important corner location that is visible from three directions including from the conservation area on the other side of the railway lines. The QRP suggested the applicants explore a more simplified red brick taking hues from the high-quality precedents within the surrounding context. The applicant is currently exploring the detailed design of the green wall planters located to the rear elevation in order to provide a pleasant outlook for both residents and neighbours. In addition to the green roof at the main roof level and on the 4th floor, the QRP suggested that the lightwell flat roof located at first floor level should also be green, in addition to the green wall planters, at first floor level. This is currently being explored by the applicant.

- 7.21 The separate residential and commercial cycle and refuse store is positive. The QRP panel commended the design team's engagement with the highways department and welcomed the proposed improvements to the footpath along Bedford Road. Further public realm improvements to Bedford Road are being explored by the applicant.

- 7.22 The applicant has confirmed that they will have ongoing dialogue with the Metropolitan Police Designing Out Crime Officer throughout the design and build process to ensure that the development is designed to reduce crime at an early stage. 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.

Residential Quality, Unit Mix and Affordable Housing

- 7.23 All proposed dwellings would exceed minimum space standards including bedroom sizes, complying with policy. All dwellings would be well laid out, to provide useable living spaces and sufficient internal storage space. All dwellings would be dual aspect and benefit from deck access to the rear. All homes would have private amenity space in the form of a balcony that meets the requirements of the Mayor's Housing SPG. Due to the site constraints play space is not provided. However, it is noted that the site is in close proximity to the large play area within Alexandra Park.

- 7.24 The proposed new homes would consist of 3x1 bed, 6x2 bed 3x3 bed dwellings. Officers consider the scheme would provide a mix of units, likely to be appropriate to the site and its location.

- 7.25 The applicant has submitted a viability assessment. The Council has appointed a viability consultant who is currently reviewing the assessment, to ascertain whether the scheme can provide affordable homes.

Transportation and Parking

- 7.26 The site has a public transport accessibility level (PTAL) rating of 5, which is considered to have very good access to public transport services. The nearest station to the site is Alexandra Palace National Rail Station which is located opposite the site. Wood Green Underground Station is also in close proximity. Future residents would be well connected to local bus services as the site is served by the W3 which is a high frequency bus route running west to east in the borough. Additionally, bus stops are on both sides of the road in close proximity to the site. The site is located within the Alexandra Palace Controlled Parking Zone which restricts parking to permit holders Monday to Friday 12:00 – 14:00. Though, nearby to the site, there are residential streets which do not have any on-street parking controls.
- 7.27 The proposed scheme would be a car free development. Given the location within a CPZ and with the PTAL of 5 the proposal would seem to meet the criteria of Policy DM32 for a car free/permit free development. There are no off-street blue badge parking bays currently proposed; however there are currently 3 pre-existing on street bays. The applicant would be required to enter into a s278 agreement, to provide a blue badge bay on-street outside of the development on Bedford Road where there are currently single and double yellow lines. This would be dedicated to the resident of the wheelchair home within the development, secured via a legal agreement. A car parking management plan would also be required, which must include details on the allocation and management of the bay.
- 7.28 The site would include workspace/commercial floorspace with an area of 250 sqm, though the number of potential employees is not known. 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 blue badge bay. To mitigate future parking demands a contribution would be required towards parking management measures to ensure that those areas outside of the control parking zone would not suffer from any displacement in parking demand generated by the proposal. This could be secured via a legal agreement.
- 7.29 In terms of cycle parking the residential use proposes to make provision for 23 long-stay and 2 short-stay, and the commercial 1 long-stay and 1 short-stay. All these numbers are in accordance with policy. Details relating to the bike store could be secured by condition in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS).
- 7.30 The Transportation team have confirmed that they raise no objection to the proposal subject to the following conditions and 106 clauses.

Impacts on Amenity of Surrounding Residents

- 7.31 As the rear of the proposed building faces onto the rear gardens of the properties on Alexandra Park Road, the proposed development has been carefully designed to mitigate overlooking and loss of privacy to the rear gardens by limiting the number of windows to habitable rooms in this elevation and where these are shown to be secondary windows they will be obscurely glazed. In addition, along the deck access to the rear elevation 1.8m high privacy screen is proposed. Balconies have been designed with high parapets and metal railings.
- 7.32 A BRE assessment has been submitted with the planning application provided in relation to daylight / sunlight requirements which seek to ensure that the amenity of neighbouring residents with regards to daylight / sunlight and overshadowing is not materially affected. This assessment will be reviewed. A noise assessment has also been submitted and includes mitigation measures, which will need to be reviewed.

Sustainability

- 7.33 In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy.
- 7.34 Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 7.35 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
- 7.36 The Carbon Team have reviewed the Energy Strategy, Overheating Strategy and Sustainability (BREEAM) submitted with the planning application. Ongoing discussions have taken place, and further clarification from the applicants on the Energy Strategy, Overheating Strategy and sustainability measures is required.

Appendix I

PLANS AND IMAGES

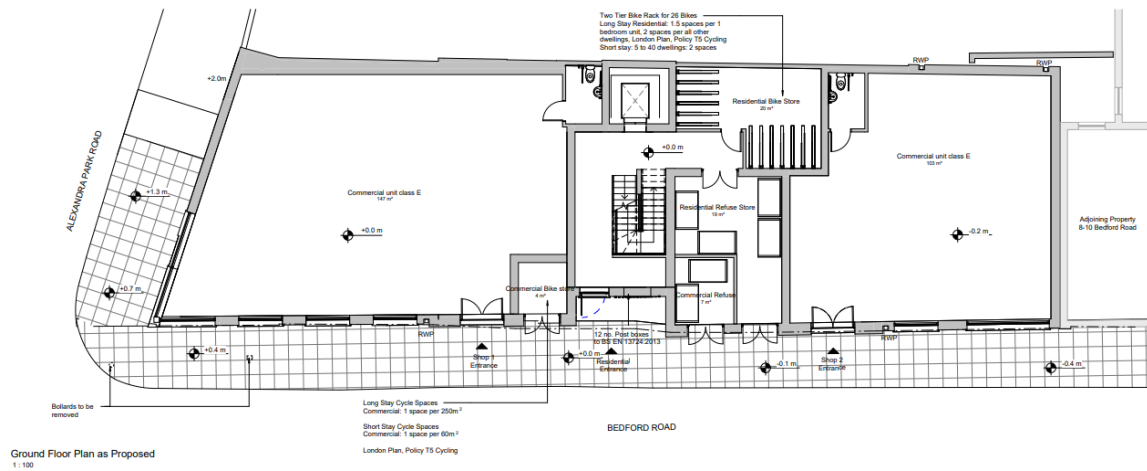
Site location plan



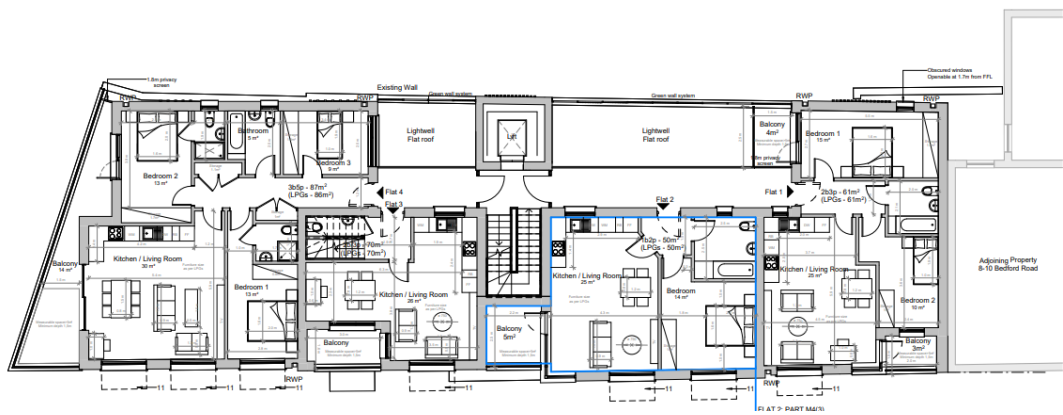
Site photos



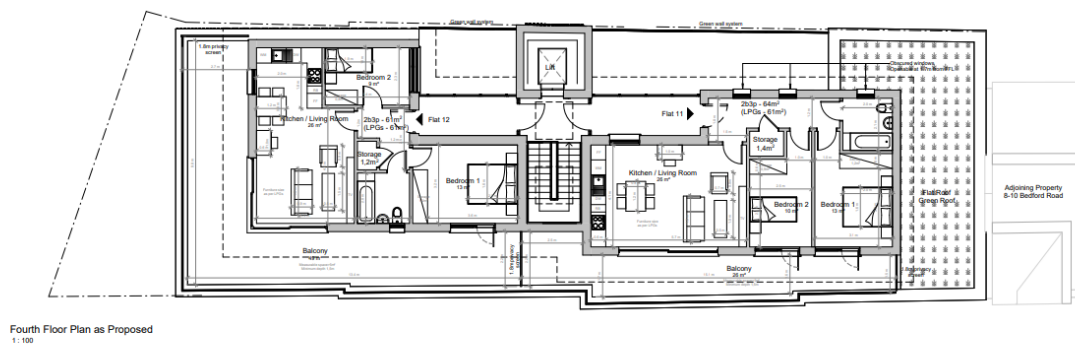
Proposed ground floor plan



Proposed first floor plan



Proposed fourth floor plan



Existing and proposed illustrative view along Bedford Road



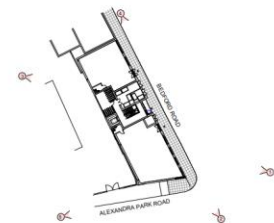
Illustrative view of shopfront along Bedford Road



Illustrative rear elevation



Proposed illustrative views



Appendix II – QRP Response

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Haringey Quality Review Panel

Report of Small Site Review: 13 Bedford Road

Wednesday 20 November 2024

AH Level 3 Collaboration Space, Alexandra House, 10 Station Road, London

Panel

Esther Everett (chair)

Dieter Kleiner

Neil Mathew

Attendees

Valerie Okeiyi	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Alice Tsoi	London Borough of Haringey
Cindy Reriti	Frame Projects
Bonnie Russell	Frame Projects

Apologies / copied to

Rob Krzyszowski	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey
Kirsty McMullan	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.

Report of Small Site Review Meeting
20 November 2024
HQR143_13 Bedford Road

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1. Project name and site address

13 Bedford Road, London N22 7AU

2. Presenting team

Chris Georgiou	CG Architects
Anthony Christodoulou	Adelfia Property Ltd

3. Planning authority briefing

The site is located on the junction of Bedford Road and Alexandra Park Road, directly opposite the mainline from King's Cross train station. It is a brownfield windfall site, comprising a two-storey building with a glazed frontage at ground level on Bedford Road and an area of hardstanding for car parking. It is currently in use as a car repair business. The building reads as a single storey structure along Alexandra Park Road due to the sloping ground level. The existing building is of limited architectural merit and is surrounded by a wide range of building styles.

To the north is a four-storey mansion block. To the south, fronting Bedford Road, is a row of two-storey Edwardian houses. Immediately west of the site, fronting Alexandra Park Road, is a car park and a two-storey purpose-built block of flats. Further west there are predominantly two-storey semi-detached houses. The site lies to the east of the listed Alexandra Palace, which is within a conservation area and the Alexandra Palace Park, a registered park and garden. It is designated within a critical drainage area.

The proposal is for a mixed-use development, with flexible class E floorspace at ground level and residential units above. Officers would welcome the panel's comments on the quality of the residential accommodation and commercial units. Comments are also sought on the proposed greening for the site, particularly the inclusion of a green wall.



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4. Quality Review Panel's views

Summary

The panel considers the scale, height and massing of the proposals to be appropriate for the surrounding context. However, further refinements are needed to provide an elegant building for this important corner location that is visible from three directions, including from the conservation area on the other side of the railway lines. The building would read as a more coherent whole if one type of brick was used on all elevations, accentuating its carved form and integrating the Bedford Road elevation with the stepped Alexandra Park Road elevation and the set-back top floor. A subtle contrast could be achieved through, for example, a change in the type of mortar used. This refinement should reduce both the complexity and cost of the scheme. The one area where a contrast in materiality would be beneficial is to improve the prominence of the residential entrance. Consideration should be given to how the generosity of the entrance lobby can be improved and made more welcoming.

The plinth of the building should reflect and distinguish the ground floor commercial units from the residential accommodation above. Thought should also be given to how the commercial space can be future-proofed, with flexibility built into the design, to ensure its immediate and long-term success. Tests for various uses should be undertaken.

The proposed green wall has the potential to provide a pleasant outlook for both residents and neighbours. However, it is crucial that a landscape architect is appointed as early as possible, to ensure that the green wall can be delivered and maintained, and that the landscape proposals are designed in tandem with the design of the building. A green roof should be provided at first floor level and consideration should be given to the provision of inbuilt balcony planters, as well as new street trees along Bedford Road, to improve the pedestrian experience enroute to/from Alexandra Park. Further information should be provided on environmental sustainability, including details on how BREEAM Excellent will be achieved for the commercial units, a ventilation strategy, and updated modelling that accurately reflects any changes to the building.

Architectural expression and materiality

- The panel feels that the materiality of the building should be simplified. It suggests that one type of brick should be used on all elevations of the building. This will help to accentuate its carved form, allow it to read as a coherent whole when viewed from all three directions, and provide a solid end to the block.
- The use of a single type of brick will help to integrate the horizontality, created through the stepped elevation on Alexandra Park Road, with the verticality of the Bedford Road elevation.



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- While the setback of the top floor of the building is supported, the panel suggests that the building's elegance and cohesion could be improved by also using the same type of brick on setback.
- The panel supports the use of a red brick that fits into the surrounding context, but it encourages the design team to look at high-quality precedents where red brick has been used in way that will create the intended contrast.
- For example, a subtle contrast could be achieved through a change in the colour and/or type of mortar, as demonstrated by White Arkitekter in Gascoigne Estate, Barking.
- The ground floor of the building should reflect its commercial use, with the plinth of the building clearly distinguished from the residential accommodation above. This will help to draw people along Bedford Street from the Palace Gates Road shopping centre.
- Further thought should be given to minor changes that could be made to the commercial frontage to make it more permeable and inviting whilst also ensuring the internal usage is of a high quality, to ensure its long-term success and viability.

Commercial space

- Consideration should be given to how the units will complement the existing uses in the Palace Gates Road shopping centre.
- Replacing the full-length windows, with an area of solid wall beneath each window, could help to improve the robustness of the building at ground level and provide some screening of the interior.
- Further details should be provided to demonstrate how the commercial units will be future-proofed to ensure their long-term success. For example, drawings should be provided to officers, to show how the two proposed units could be successfully split into four smaller units.
- Tests should be undertaken and the evidence provided to officers, to give confidence that the units can accommodate a range of different uses and have the potential to be let from the outset.
- Thought should be given to which units would best suit, for example, retail or a café, where large areas of glazing would be beneficial, as opposed to an office, which is likely to prefer smaller windows. The wall-to-glazing ratio will affect the visual appearance of the building.
- Consideration should also be given to the effect that different uses will have on the appearance of the building and how they might best be accommodated and managed. For example, a nursery is likely to screen the windows for privacy which would then create a blank façade.

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Quality of residential accommodation

- Consideration should be given to how the plan can be improved to provide a more generous and welcoming entrance for residents.
- The provision of a bench and soft lighting would help to imbue the entrance lobby with a sense of welcome.
- A change in the materiality and the use of high-quality materials, both externally and internally, would help to give the entrance greater prominence from the street. Textures should be considered, given that the material will be experienced from close proximity every day.
- The amount of amenity space available to each flat could be increased by allowing residents to use some of the deck access space outside the unit.

The green wall

- The proposed green wall has the potential to provide a pleasant outlook for both the residents and neighbouring homes. However, it is crucial that a landscape architect is appointed before the planning application is submitted, to provide input into the final design. The green wall and green roofs should be designed in tandem with the design of the building and submitted as part of the planning application.
- The panel suggests that the proposed geometry of the green wall should be simplified, to ensure that it can be delivered and will be easy to maintain. A maximum of three zones should be provided.
- Ideal growing conditions should be provided and plants should be selected to suit the microclimate, to ensure that the green wall will thrive.
- Careful consideration should be given to how the planting can look good from day one. It may be necessary to provide some interim deck planters, while the plants grow to their full height.
- Integrated irrigation should be provided and a maintenance strategy put in place. The cost of maintenance should also be considered, given the small number of homes in the development.
- Further thought should be given to how the plants will be supported and how the support mechanism will affect the building's appearance, particularly before the plants have reached their full height.
- Consideration should also be given to the relationship of the green wall to the balustrade and how the deck will be detailed.
- The panel supports officers' use of conditions, to ensure that all aspects of the detailed design are considered.



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First floor green roof

- The panel suggests that a green roof should be provided, in addition to the green wall planters, at first floor level,. Consideration should also be given to a raised planter that could function as a balustrade.
- A green roof would enhance residents' everyday journey along the first-floor access deck. It would also have the potential to provide larger balconies and an improved outlook for the adjoining bedrooms of Flats 1 and 4.
- Details should be provided on how the scheme will contribute to biodiversity net gain.
- If the balconies are large enough, consideration should be given to incorporating inbuilt planters into the design, to encourage residents to provide additional greening. This would be particularly beneficial on the south and east facing balconies, which are visible from the route to Alexandra Park.

Public realm improvements to Bedford Road

- Further consideration should be given to the provision of new street trees along Bedford Road, to improve the pedestrian experience of the route to and from Alexandra Park. A survey should be undertaken to establish if there are any underground services.
- The panel commends the design team's engagement with the highways department, and it welcomes the proposed improvements to the footpath along Bedford Road.

Environmental sustainability

- The panel commends the aspiration to achieve BREEAM Excellent for the commercial units, but further details should be provided to demonstrate how this target will be achieved.
- A ventilation strategy should be provided, with priority given to passive ventilation. Modelling should include all elements that will affect the building's performance, including whether windows are openable or not, as this will affect both ventilation and noise, given the close proximity of the railway lines.
- The windows facing onto balconies could be more generous, to allow maximum daylight into homes.
- Daylight and sunlight analysis should take into account the effects of balconies, brise soleil, and green wall planting.
- The panel welcomes the proposed biosolar green roof. Further details should be provided to officers to ensure that it will be delivered.

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Next steps

- The Haringey Quality Review Panel would welcome an opportunity to comment on the scheme again, once the design has progressed in consultation with planning officers.

Appendix III – Feedback from the public consultation

Seven completed forms were received, and the comments are as follows:

1. Overall what are your thoughts on the proposed development?

Category	No. of response
• Exciting	1
• Positive	4
• Neutral	1
• Concerned	1
• Opposed	

2. What aspect of the redevelopment do you find most appealing or beneficial to the community?

- Commercial units will it be useful to the community? Perhaps a nursery?
- New shops
- New neighbours.
- We will have a smart end to our road. Hopefully the two shop units will be useful.
- Increased amenities for the local population – opportunity to create a critical mass of units and have a destination retail/café hub.
- An extra venue for the migrant Ally Pally event goes to attend.
- Sympathetic/ good overall design with positive aspects of sustainability and like the fact its car free.
- Overall design is appealing and create a statement building in the area.

3. Are there specific concerns or considerations you would like the developers to address in their plans?

- Nursery, butchers, fishmongers, fruit and veg., nice café, a late night wine bar.
- Restrictions on residents parking. How do you prevent visitors parking, and weekend parking put side Monday – Friday 12pm – 2pm.
- Restrictions on construction, roof plant – noise, height, access
- Restriction on overlooking to the west
- Right to light form flats behind.
- Not really other than planning office will oversee environmental etc issues.
- No detracting from existing retail units.
- The Impact of the building work on traffic over a period of years.

- Traffic movement during construction, parking.
 -
4. Any suggestions for ensuring the shops contribute positively to the local community?
- Bringing more life / movement to the community with a shop that is useful to the residents and not taking business away from current shops ideally.
 - Coffee shop/eatery.
 - I would like a chain professional supermarket. We have enough DIY food shops around the corner. We miss the tool/ ironmongery we used to have.
 - Ensuring a community feel – businesses which would attract footfall.
 - Support young families.
 - Something to be used by a wide range of people.
 - Would be nice to have a nice coffee shop and community room to hire.
5. How do you envisage the redevelopment impacting the neighbourhoods character or environment?
- Too Tall.
 - Hopefully positively.
 - Its quite a mix architecturally so it wouldn't be an "eyesore".
 - Positively – especially if it draws the migrant Ally Pally crowds.
 - Hopefully positively.
 - Enhancing the overall area
6. Any other comments?
- Forest Lodge to the west has habitable rooms facing the back of the building.
 - Balconies to Flats 1, 5 and 8 overlooking.
 - Good luck with it all.

Email responses received

We met briefly last week at your presentation on the Bedford Road Mixed use scheme. I am an owner of the building next to the proposed development: Forest Lodge 357 Alexandra Park Road. As discussed, our main concerns about the development are related to the loss of light and privacy issues from the habitable rooms in our building that will be facing your scheme. Rooms in question highlighted below:

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Report for:	Planning Sub Committee Date: 04 March 2025	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Rob Krzyszowski		
Lead Officer:	John McRory		
Ward(s) affected: All		Report for Key/Non Key Decisions:	

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2024 (NPPF). Haringey achieves early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985



- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Berol Quarter Berol Yard, Ashley Road, N17 HGY/2023/0261	<u>Berol House</u> Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero. <u>2 Berol Yard</u> 2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys. And associated public realm and landscaping within the quarter.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing but nearing completion. Stage 2 referral made in December 2024 and Mayor has allowed LPA to make a decision.	Phil Elliott	John McRory
Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15 HGY/2023/0728	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory

	public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.			
807 High Road Tottenham, London, N17 8ER HGY/2024/0692	Full planning application for the demolition of existing buildings and the erection of a replacement building of up four storeys to include purpose-built student accommodation (Sui Generis) and flexible commercial, business and service uses (Class E), hard and soft landscaping, and associated works.	Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
Capital City College Group, Tottenham Centre) N15 HGY/2024/0464	New Construction and Engineering Centre, extending to 3,300 sq. m	Members resolved to grant planning permission subject to the signing of legal agreement. 106 Agreed and awaiting return from the Applicant	Roland Sheldon	John McRory
39, Queen Street, London, Tottenham, N17 HGY/2024/1203	Redevelopment of Site for industrial and warehousing purposes (within Use Classes E(g)(ii), E(g)(iii), B2 and B8, with ancillary office accommodation together with access, service yard, car and cycle parking, landscaping, construction of a new substation, boundary treatments and other related works including demolition.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli

157-159, Hornsey Park Road, London, N8 HGY/2024/0466	Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
27-31 Garman Road HGY/2023/0894	Erection of two replacement units designed to match the original units following fire damage and demolition of the original units	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
25-27 Clarendon Road, N8 HGY/2024/2279	Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
Selby Centre, Selby Road, N17 HGY/2024/2851	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	To be reported members on the April Planning Sub Committee.	Phil Elliott	John McRory

	public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure.			
International House, Tariff Road, Tottenham, N17 HGY/2024/1798	Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an external scaffolding storage yard (Use Class B8) with associated parking and landscaping.	Application submitted and under assessment. To be reported to members on the March Planning Sub Committee	Eunice Huang	Matthew Gunning
30-48 Lawrence Road, N15 HGY/2024/1456	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.	HSE concerns now addressed To be reported to Members on the April Planning Sub Committee.	Gareth Prosser	John McRory
Former Car Wash, Land on the East Side of Broad Lane, N15 HGY/2023/0464	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment	Sarah Madondo	Tania Skelli
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory

Rochford & Martlesham, Griffin Road, Broadwater Farm Estate, N17 HGY/2024/3522	Refurbishment of two residential blocks with 176 existing residential units in total across both blocks.	Application submitted and under assessment.	Adam Silverwood	John McRory
15-19 Garman Road, Tottenham, N17 HGY/2024/3480	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
312 High Road, Tottenham, N15 HGY/2024/3386	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
Land adjacent to Seven Sisters Road and St Ann's Road, N15 HGY/2024/3315	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.	To be reported to Members at March Planning Sub Committee	Gareth Prosser	John McRory
Drapers Almshouses, Edmansons Close,	Planning and listed building consent for the redevelopment of the site consisting of the amalgamation, extension and adaptation of the	Applications submitted and under assessment.	Gareth Prosser	John McRory

Bruce Grove, N17 HGY/2022/4319 & HGY/2022/4320	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.			
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	Applications submitted and under assessment. Further consultation events have been held by the applicant outside of LBH consultation. These have now all been concluded and further meetings between applicant and LBH expected in January	Samuel Uff	John McRory
Berol Yard, Ashley Road, N17 HGY/2023/0241	Section 73 application for minor material amendments	Application submitted and under assessment. Linked to HGY/2023/0261.	Philip Elliott	John McRory
Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 HGY/2022/4310	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children's play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
Warehouse living proposal – Omega Works A, Hermitage	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis	Application submitted and under assessment.	Phil Elliott	John McRory

Road, Warehouse District, N4 HGY/2023/0570	use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.			
Arundel Court and Baldewyne Court, Lansdowne Road, Tottenham, N17 HGY/2024/1450	Redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Court.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli
Land to the rear of Plevna Crescent, N15 HGY/2024/1825	Variation to Conditions 1, 2, 3, 4, 5, 6, 7, 8, 15, 16, 18, 19, 20, 21, 22, 26, 27, 28, 29, 30, 31, 35 and 38 pursuant to planning permission ref: HGY/2017/2036 for residential development consisting of the erection of four buildings; including car and cycle parking and associated infrastructure and landscaping scheme together with the regeneration and enhancement of the existing ecological corridor.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
13 Bedford Road, N22 HGY/2023/2584	Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift	Application submitted and under assessment.	Valerie Okeiyi	John McRory

	overrun, plant enclosure and pv panels at roof level.			
Newstead, Denewood Road, N6	Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works	Application submitted and under assessment.	Roland Sheldon	John McRory
1-6 Crescent Mews, N22 HGY/2023/1620	Revised application for demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 4 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units.	Application Invalid	Eunice Huang	John McRory
26 Lynton Road, N8 HGY/2023/0218	Demolition of existing building and erection of a new part four part five storey building to create a mixed-use development. The proposed development will comprise 1,200 sqm GIA of commercial floorspace (Class E), and 9 new homes (Class E)	Invalid	Gareth Prosser	John McRory

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

Timber merchants, 289-295 High Road, Wood Green, N22	Demolition of existing buildings and erection of six storey building and mews building to rear. Commercial units (Use Class E); and erection of 43 flats	4 th preapp meeting held 23 September 2024. Scheduled for QRP in February.	Samuel Uff	John McRory
Reynardson Court, High Road, N17 Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 18 units.	Pre-application discussions taking place	Zara Seelig	Tania Skelli
50 Tottenham Lane, Hornsey, N8 Council Housing led project	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
1 Farrer Mews, N8	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Benjamin Coffie	John McRory
Lock Keepers Cottages, Ferry Lane, Tottenham, N17	Erection of a part twenty and part twenty-five storey building containing seventy-seven apartments above a café and office following demolition of the existing buildings.	Follow up pre-application being arranged	TBC	John McRory
Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Submission date unknown. Talks stalled.	Phil Elliott	John McRory
505-511 Archway Road, N6	Council House scheme 16 units	PPA agreed with ongoing meetings	Mark Chan	Matthew Gunning
142-147 Station Road, N22	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-	Pre-application discussions ongoing	TBC	John McRory

	provision of existing café. Associated hard and soft landscaping works.			
(Part Site Allocation SA49) Lynton Road, N8	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
139 - 143 Crouch Hill, N8	Demolition of existing Oddbins building and retail and residential parade of nos.141-143 and construction of 5 storey building with 26 flats; 207sqm commercial floorspace; and 11 car park spaces in basement.	3 pre-app meetings held. Meeting was held on 20 Feb 2023. Recent contact in September 2024. Further preapp suggested ahead of potential QRP.	Samuel Uff	John McRory
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
Tottenham lane (Jewson Site)	Redevelopment of the site at 7-11 Tottenham Lane consisting of the re-provision of employment floorspace at ground floor level and the upwards development of the site to accommodate purpose built student accommodation.	Pre-application discussions taking place	Valerie Okeiyi	John McRory
Major Application Appeals None at present				

Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Householder planning permission	HGY/2024/3255	Approve with Conditions	14/01/2025	9 Grasmere Road, Hornsey, London, N10 2DH	Loft dormer extension to rear main roof and rear outrigger roof to include 3no. front facing conservation style roof windows. Removal of existing glass roof to ground floor infill extension and replacement with solid tiled roof with 3no. roof windows.	Emily Whittredge
Alexandra Park	Full planning permission	HGY/2024/2749	Approve with Conditions	07/01/2025	Flat A, 61 The Avenue, Hornsey, London, N10 2QG	Change of ground floor front bay window from single glazed timber framed to double glazed upvc replica.	Kwaku Bossman-Gyamera
Alexandra Park	Lawful development: Proposed use	HGY/2025/0007	Permitted Development	10/01/2025	48 Clyde Road, Wood Green, London, N22 7AE	Certificate of Lawfulness for erection of single-storey rear extensions following the demolition of an existing bay window.	Oskar Gregersen
Alexandra Park	Full planning permission	HGY/2024/3104	Approve with Conditions	16/01/2025	Flat B and Flat C, 118 Dukes Avenue, Hornsey, London, N10 2QB	Proposed amalgamation of two separate self-contained flats into one larger self-contained flat occupying the first and second floors of the property.	Neil McClellan
Alexandra Park	Householder planning permission	HGY/2024/3208	Approve with Conditions	14/01/2025	42 Rosebery Road, Hornsey, London, N10 2LJ	Single-storey rear extension	Ben Coffie
Alexandra Park	Householder planning permission	HGY/2024/3131	Approve with Conditions	09/01/2025	Flat B, 1 Crescent Road, Wood Green, London, N22 7RP	Loft conversion with the erection of a rear dormer extension, construction of a rear roof terrace with 1.1m high black coated metal safety railing balustrade and 1.1m bamboo screening roll, and insertion of 2no. front rooflights. (AMENDED DESCRIPTION)	Daniel Boama
Alexandra Park	Approval of details reserved by a condition	HGY/2024/3135	Approve	07/01/2025	11 Grove Avenue, Hornsey, London, N10 2AS	Approval of details pursuant to conditions 3 (Brickwork) attached to planning permission ref: HGY/2024/1487.	Mark Chan
Alexandra Park	Lawful development: Proposed use	HGY/2024/3084	Approve	15/01/2025	48 Clyde Road, Wood Green, London, N22 7AE	Certificate of lawfulness for proposed loft conversion including rear dormer extensions and 1no front rooflight.	Eunice Huang
Alexandra Park	Householder planning permission	HGY/2024/3223	Approve with Conditions	31/01/2025	57 Grove Avenue, Hornsey, London, N10 2AL	Demolition of existing front porch with new front door opening. New door openings and cladding added to front of existing garage.	Nathan Keyte
Alexandra Park	Householder planning permission	HGY/2024/3301	Approve with Conditions	21/01/2025	360 Alexandra Park Road, Wood Green, London, N22 7BD	Ground floor rear extension following demolition of existing conservatory and side extension with associated rear/side patios. Side extension to east and new entrance projection to west. Roof extension (hip-to gable, front gable and rear dormer), including raising ridge and second floor terrace. Fenestration amendments and provision of new windows/doors along with refurbishment and decorations across existing facade materials. New steps from pavement level to repositioned western entrance.	Roland Shephard
Alexandra Park	Householder planning permission	HGY/2024/3121	Approve with Conditions	07/01/2025	182 Albert Road, Wood Green, London, N22 7AH	Rear L-Shaped dormer with rooflights on front slope	Catriona Macdonald
Alexandra Park	Lawful development: Proposed use	HGY/2024/3259	Permitted Development	21/01/2025	38 Winton Avenue, Wood Green, London, N11 2AT	Lawful development: Proposed rear dormer with three roof lights on front elevation and one window added to the side elevation and two to the rear.	Alicia Croskey
Alexandra Park	Householder planning permission	HGY/2024/3202	Approve with Conditions	24/01/2025	38 Winton Avenue, Wood Green, London, N11 2AT	Single storey wraparound side-to-rear extension, conversion of garage to habitable space, front extension to the porch, new front door with sidelights and internal alterations.	Alicia Croskey

Bounds Green	Full planning permission	HGY/2024/2797	Refuse	08/01/2025	20 Palace Road, Wood Green, London, N11 2PR	Conversion of Existing Residential House into House in Multiple Occupation for up to 6 people.	Emily Whittredge
Bounds Green	Prior notification: Development by telecoms operators	HGY/2024/3092	Refuse	03/01/2025	Alexandra Park , Footway of Bridge Road, Hornsey, London , N22 7SN	The proposal comprises of the installation of 20m high monopole supporting 6 no. antennas, 2 no. transmission dishes, 2 no. equipment cabinets and ancillary development thereto including Remote Radio Units (RRUs). (Prior Notification)	Kwaku Bossman-Gyamera
Bounds Green	Non-Material Amendment	HGY/2024/3445	Approve	13/01/2025	26 Richmond Road, Wood Green, London, N11 2QR	Non-Material Amendment to approved application HGY/2021/2677 to change a side facing window to a sliding door.	Oskar Gregersen
Bounds Green	Householder planning permission	HGY/2024/3189	Refuse	17/01/2025	26 Richmond Road, Wood Green, London, N11 2QR	Erection of single storey side infill rear extension (retrospective).	Oskar Gregersen
Bounds Green	Lawful development: Proposed use	HGY/2024/3154	Permitted Development	13/01/2025	3 Passmore Gardens, Wood Green, London, N11 2PE	Certificate of Lawfulness: Proposed use for the formation of a rear dormer roof extension and installation of rooflights to the front slope.	Oskar Gregersen
Bounds Green	Householder planning permission	HGY/2024/3004	Approve with Conditions	29/01/2025	61 Woodfield Way, Wood Green, London, N11 2NR	Demolition of existing side garage and construction of a two storey side and one storey rear extensions	Oskar Gregersen
Bounds Green	Lawful development: Existing use	HGY/2024/2977	Refuse	17/01/2025	5 The Drive, Wood Green, London, N11 2DY	Certificate of Lawfulness: Existing use as 3no. self-contained flats.	Oskar Gregersen
Bounds Green	Full planning permission	HGY/2024/2964	Refuse	10/01/2025	31 Richmond Road, Wood Green, London, N11 2QR	Change of use from a single family dwellinghouse to a small house of multiple occupation (Use Class C4) - Retrospective.	Oskar Gregersen
Bounds Green	Approval of details reserved by a condition	HGY/2024/2160	Approve	31/12/2024	Land opposite 16 Park Road, Edith Road, London, N11 2QE	Approval of details for Condition 12 (Living roof), 15 (Landscaping) and 16 (Energy) of planning permission ref. HGY/2020/0589 granted on 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.	Tania Skelli
Bounds Green	Householder planning permission	HGY/2024/3095	Approve with Conditions	06/01/2025	77 Nightingale Road, Wood Green, London, N22 8PT	Single storey rear extension.	Ben Coffie
Bounds Green	Full planning permission	HGY/2024/0709	Approve with Conditions	31/12/2024	Flat A, 7 Eastern Road, Wood Green, London, N22 7DD	Erection of ground floor rear extension to ground floor flat.	Iliyan Topalov
Bruce Castle	Lawful development: Existing use	HGY/2024/3306	Permitted Development	29/01/2025	Electrical Substation, Penschurst Road, London Borough of Haringey, N17 8BT	London Power Networks plc. (a part of UK Power Networks) is seeking confirmation of operational land status of the area as defined in sections 263 and 264 of the Town and Country Planning Act 1990 as the site in its entirety has been owned and operated as a site for electrical supply since before 8th December 1968.	Kwaku Bossman-Gyamera
Bruce Castle	Non-Material Amendment	HGY/2024/3541	Approve	30/01/2025	807 High Road, Tottenham, London, N17 8ER	Non-Material Amendment (NMA) to Condition 30 (Construction Logistics Plan PRE-COMMENCEMENT) and Condition 33 (Business and Community Liaison (PRE-COMMENCEMENT)) attached to planning permission HGY/2021/0441 dated 03/09/2021 to enable details to be approved under the conditions in separate parts - firstly for the initial/partial demolition works or phase and then subsequently for the remaining demolition/construction works.	Philip Elliott

Bruce Castle	Consent to display an advertisement	HGY/2024/3237	Approve with Conditions	17/01/2025	523 High Road, Tottenham, London, N17 6SB	Application for Advertisement Consent for the replacement of existing fascia sign with two new non-illuminated fascia signs, the repositioning of the existing projecting sign and the installation of one new additional non-illuminated projecting sign.	Catriona MacRae
Crouch End	Householder planning permission	HGY/2024/3212	Approve with Conditions	20/01/2025	11 Womersley Road, Hornsey, London, N8 9AE	Excavation of existing basement extension.	Kwaku Bossman-Gyamera
Crouch End	Full planning permission	HGY/2024/3157	Approve with Conditions	13/01/2025	75 Ferme Park Road, Hornsey, London, N8 9SA	Replacement of existing timber windows with new UPVC windows	Sabelle Adjagboni
Crouch End	Householder planning permission	HGY/2024/3122	Approve with Conditions	13/01/2025	Flat 1, 2 Clifton Road, Hornsey, London, N8 8HY	Installation of a timber summerhouse and timber shed in the rear garden of Flat 1, 2 Clifton Road	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2024/1555	Approve with Conditions	31/01/2025	Hanley Lawn Tennis Club, Shepherds Lane, Shepherds Cot Trust, Crouch End, N8 8JJ	Erection of 2no. 8m high tubular steel posts each fitted with 1no. Hi Lux ACE LED luminary, installation of an additional Hi Lux ACE LED Luminary to 2no. 8m existing high steel posts, and replacement of 8no. existing lamps with Hi Lux ACE LED luminaries.	Mark Chan
Crouch End	Approval of details reserved by a condition	HGY/2024/3105	Approve	30/01/2025	62 Wolseley Road, Hornsey, London, N8 8RP	Approval of details reserved by condition (9) Tree fencing ref: HGY/2023/0273	Josh Parker
Crouch End	Householder planning permission	HGY/2024/1945	Approve with Conditions	21/01/2025	Flat 2, 8 Elder Avenue, Hornsey, London, N8 9TH	Erection of outbuilding to the rear of the garden to contain office space and storage area (Retrospective application).	Josh Parker
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/3088	Approve with Conditions	31/12/2024	The Meadow, Meadow Drive, Hornsey, London, N10 1PL	Works to trees protected by an Area TPO. Birch tree with decay throughout main stem to be removed as it is at risk of shedding wood over communal garden area to fell to 50mm from ground level Birch tree with severe decay throughout main stem Horse Chestnut tree in garden has deadwood overhanging path that requires removal and Lime tree next to it has a snapped limb overhanging neighbouring property that required removal ? Team to remove dead wood from horse chestnut tree overhanging pathway (T1) ? Team to remove snapped branch of Lime tree overhanging neighbouring property (T2)	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/3087	Approve with Conditions	28/01/2025	Pikaby, 49 Lanchester Road, Hornsey, London, N6 4SX	Works to trees protected by TPOs. T1 is an oak tree Proposed works : Reduce away from building by 1.5 metres balance crown. Reasons for work: T1 overhangs part of the roof and gutters and this work is to abate leaf fall into these areas. T2 is an oak tree Proposed works :Crown reduce by approximately 2 metres on all axis Reasons for work: To balance the crowns of the 2 oaks at the front of the house thusly increasing their amenity value. T3 Is an oak tree Proposed works : 1 large limb reduce to specified point to abate loading on that side of the tree (see photos) and balance crown Reasons for work: The limb in question reaches away from the main crown reducing the weight on the side potentially abating loading and increases the mechanical stability of the tree	Daniel Monk

Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2889	Refuse	28/01/2025	89-91 Fortis Green, Hornsey, London, N2 9HU	Works to trees protected by a TPO. T1: Sycamore - Reduce all overhang to 39, Eastern Road back to boundary line. Remove dead wood T2: Yew - Reduce all overhang to 39, Eastern Road back to boundary line Maintenance works in line with good arboricultural practice	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/2676	Approve with Conditions	13/01/2025	34 Church Vale, Hornsey, London, N2 9PA	Works to tree protected by a TPO. T1: Lombardy poplar (15m): Reduce height by 6m to significantly reduce crown and reduce the risk of windthrow due to excessive decay at the base	Daniel Monk
Fortis Green	Non-Material Amendment	HGY/2024/3334	Refuse	03/01/2025	40 Lynmouth Road, Hornsey, London, N2 9LS	Non-Material Amendment to previously approved applications HGY/2024/1335 and HGY/2024/1336, to replace ground floor finish from render and timber to brick; add projecting window surround to ground floor rear window; enlarge cycle storage, to include heat pump enclosure; move heat pump to enclosure; change front garden wall finish to match cycle storage; enlarge front ground floor window; add projecting dormer surround; add glass roof over front entrance; repair and insulate front porch roof, install parapet; change dormer finish from timber to metal; window panel layout amended.	Oskar Gregersen
Fortis Green	Approval of details reserved by a condition	HGY/2024/1963	Approve	27/01/2025	88 Coniston Road, Hornsey, London, N10 2BN	Approval of details pursuant to conditions 3 (Cycle storage) & 4 (Refuse storage) attached to planning permission HGY/2023/3379 granted on 20/02/2024 for the conversion of the existing dwelling into two two-bedroom self contained flats.	Ben Coffie
Fortis Green	Householder planning permission	HGY/2024/3148	Approve with Conditions	22/01/2025	19 Lynmouth Road, Hornsey, London, N2 9LR	Replacement of shed to side of existing outbuilding. Erection of an extension to the side of existing outbuilding with a raised new roof, 2no. rooflights, and 1no. architectural window feature on front elevation.	Daniel Boama
Fortis Green	Approval of details reserved by a condition	HGY/2024/2716	Approve	17/01/2025	Mansfield Heights, Great North Road, Hornsey, London, N2 0NY	Approval of details pursuant to conditions 3 (Materials) attached to planning application ref: HGY/2024/1369.	Mark Chan
Fortis Green	Removal/variation of conditions	HGY/2024/2345	Approve with Conditions	10/01/2025	10, Fordington Road, London, N6 4TJ	Variation of Condition 2 (Approved drawings) and Condition 13 (Energy) attached to planning permission ref: HGY/2021/1604 to make changes to the external appearance of the proposed scheme and to replace the ground source heat pump with an air source heat pump.	Mark Chan
Fortis Green	Approval of details reserved by a condition	HGY/2024/2169	Approve	14/01/2025	Mansfield Heights, Great North Road, Hornsey, London, N2 0NY	Approval of details pursuant to conditions 4 (Construction management & logistics plan (MLP)) attached to planning application ref: HGY/2024/1369.	Mark Chan
Fortis Green	Approval of details reserved by a condition	HGY/2024/3067	Approve	09/01/2025	17 Muswell Avenue, Hornsey, London, N10 2EB	Approval of details for Condition 1 (Window and material details) of planning permission ref. HGY/2023/3125 granted on 21/11/2023 for the replacement of existing ground floor and first floor extensions to the rear of the house.	Josh Parker

Fortis Green	Householder planning permission	HGY/2024/2525	Approve with Conditions	10/01/2025	33 Leaside Avenue, Hornsey, London, N10 3BT	Replacement and enlargement of the existing metal rear dormer window with a metal frame sliding system; addition of lead roof area to rear to allow for lowered cill, addition to rear of property of a single glazed sash window with concrete cill to match existing, and addition of one rear rooflight.	Eunice Huang
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3210	Approve	06/01/2025	71 Coppetts Road, Hornsey, London, N10 1JH	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.74m	Adam Silverwood
Harringay	Householder planning permission	HGY/2024/3300	Approve with Conditions	17/01/2025	37 Falkland Road, Hornsey, London, N8 0NS	Erection of single storey wrap-around rear extension	Laina Levassor
Harringay	Householder planning permission	HGY/2024/3094	Approve with Conditions	30/01/2025	121 Lothair Road North, Hornsey, London, N4 1ER	Single storey side infill extension, ground floor rear extension and existing porch to be made enclosed with new door.	Oskar Gregersen
Harringay	Full planning permission	HGY/2024/0774	Approve with Conditions	20/01/2025	54 Wightman Road, Hornsey, London, N4 1RU	Conversion of the ground and basement levels of the building from an existing retail unit and four studio flats into two 2-bedroom flats (Class C3 Use).	Neil McClellan
Harringay	Full planning permission	HGY/2024/2455	Approve with Conditions	15/01/2025	17 Warham Road, Hornsey, London, N4 1AR	Replace the existing timber sash and casement windows with double glazed uPVC units.	Josh Parker
Harringay	Consent to display an advertisement	HGY/2024/3382	Approve with Conditions	20/01/2025	Bus Shelter o/s, 70 Grand Parade, Green Lanes, London, N4 1DU	Replacement of existing static double-sided advert with internally illuminated double-sided sequential advertisement in bus shelter.	Roland Sheldon
Harringay	Full planning permission	HGY/2024/3253	Approve with Conditions	17/01/2025	130 Effingham Road, Hornsey, London, N8 0AD	Replacement of current timber windows with new UPVC windows	Sion Asfaw
Harringay	Householder planning permission	HGY/2024/3193	Refuse	31/01/2025	5 Admiral Place, Hornsey, London, N8 0AF	Single storey infill extension to front of property.	Sion Asfaw
Harringay	Householder planning permission	HGY/2024/3347	Approve with Conditions	31/01/2025	126 Allison Road, Hornsey, London, N8 0AS	Erection of rear L-Shaped dormer with 3 rooflights on front slope and Juliette balcony on the rear.	Alicia Croskery
Harringay	Non-Material Amendment	HGY/2024/3324	Approve	13/01/2025	537 Green Lanes, Hornsey, London, N8 0RL	Non-Material Amendment following a grant of planning permission HGY/2024/2314 in relation to the title of the permission (administrative error) changing from Laundrette (Sui generis) to Class E (dry cleaners). Non material amendment will amend the development description as follows: Change of use from Dry cleaners (Class E) to Class C residential for part of the ground floor to the rear; demolition of existing rear ground floor structure; erection of new extensions to the rear of the ground and first floor and at third floor (roof) level, and alterations to the internal layout to provide three residential units and a reduced commercial unit.	Alicia Croskery

Hermitage & Gardens	Prior notification: Development by telecoms operators	HGY/2025/0056	Permitted Development	10/01/2025	OCC Chimney, 105 Eade Road, Tottenham, London, N4 1TJ	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 upgrade consists of the removal and replacement of 3no. existing antennas with 3no. new antennas, installing 2no. 300mm dishes; all on existing chimney and ancillary equipment/works thereto.	Kwaku Bossman-Gyamara
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/3468	Permitted Development	09/01/2025	75 Roseberry Gardens, Tottenham, London, N4 1JH	Certificate of Lawfulness for proposed rear dormer & outrigger extensions to facilitate loft conversion	Laina Levassor
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3176	Approve	14/01/2025	Florentia Clothing Village, 108 Vale Road, Haringey, N4 1TD	Approval of details reserved by a condition 10d (Verification) attached to planning reference HGY/2022/0044.	Sarah Madondo
Hermitage & Gardens	Householder planning permission	HGY/2024/3333	Approve with Conditions	30/01/2025	46 Chesterfield Gardens, Tottenham, London, N4 1LP	Single storey wrap around extension.	Josh Parker
Hermitage & Gardens	Lawful development: Existing use	HGY/2024/3524	Refuse	15/01/2025	81 Kimberley Gardens, Tottenham, London, N4 1LD	Use of building as a sui generis HMO consisting of 5 rooms for up to 7 persons at ground and first floor level and a self-contained flat for up to 2 persons at second floor level.	Nathan Keyte
Highgate	Consent under Tree Preservation Orders	HGY/2024/3126	Approve with Conditions	20/01/2025	11 Shepherds Hill, Hornsey, London, N6 5QJ	Works to tree protected by a TPO Rear garden: Sycamore T1 (20M high, 1000mm dia.) - Reduce the crown overall back to the most recent points of reduction by up to 4 metres. Reason: Cyclical maintenance of a large tree that has previously been crown reduced. To reduce excessive shading and allow more natural light into the garden area.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/3090	Approve with Conditions	24/01/2025	55 Shepherds Hill, Hornsey, London, N6 5QP	Works to trees protected by a TPO. T3) Lime - Reduce crown by 20% back to previous growth points 2m of height and 2.5m of width there has been some issues with root systems near the garages in regards to subsidence the client would like to reduce the trees and maintain them for the foreseeable future T4) Lime - Reduce crown by 30% back to previous growth points 2m of height and 2.5m of width there has been some issues with root systems near the garages in regards to subsidence the client would like to reduce the trees and maintain them for the foreseeable future T6) Beech - Reduce crown by 30% 2.5 m of height and 2.5 m of width, thin crown by 20% the tree is almost touching the building and a full reduction will help with any root control as it is situated in new parts and the building (Please note that works to T1 Horse Chestnut, T2 Horse Chestnut and T5 Leylandii will be considered separately under application reference HGY/2024/3109, as these trees are not protected by a TPO but are located within a Conservation Area)	Daniel Monk
Highgate	Householder planning permission	HGY/2024/1844	Approve with Conditions	20/01/2025	3 Grange Road, Hornsey, London, N6 4AR	Replacement ground floor rear door (Retrospective)	Emily Whittredge

Highgate	Lawful development: Proposed use	HGY/2024/3310	Permitted Development	09/01/2025	10 Willowdene, 18 View Road, Hornsey, London, N6 4DE	Certificate of Lawfulness for proposed single storey rear extension and alterations to existing garage to facilitate conversion to habitable space including installation of window to the front elevation and 2 x rooflights.	Laina Levassor
Highgate	Householder planning permission	HGY/2024/2990	Approve with Conditions	07/01/2025	The Cottage, 112 Highgate Hill, Hornsey, London, N6 5HE	Erection of a timber framed summerhouse (4m(d) x 3m(w)) at rear of garden (the "Summerhouse") between two side sheds (each 2.5m(d) x 1.5.(w)) (the "Sheds") (permission for sheds has already been given by the L.A under HGY/2022/3996). Summerhouse will be used for extra storage and to enjoy the garden during the summer months. Summerhouse is of a traditional design with an apex roof with ridge height 2.45m sloping to 2.02m. Summerhouse will only be visible from the garden of 112 Highgate Hill and partially from the garden of 108 (although will be in line with 108's summerhouse and sheds). It will be painted green to blend in with the hedge behind it the Sheds will be screened from view using planted hedging.	Matthew Gunning
Highgate	Non-Material Amendment	HGY/2024/2341	Approve	30/01/2025	44-46, Hampstead Lane, London, N6 4LL	Non-Material Amendment to planning approval HGY/2022/2731 for "demolition of existing dwellings and redevelopment to provide a care home (Use Class C2)" to amend condition 2 (approved plans) to amend the design detailing; forecourt and garden reconfiguration, including removal of 7 additional trees and planting 24 additional trees; basement car park reconfiguration; installation of roof top Air-Source Heat Pump plant; and associated changes; and Condition 30 (cycle storage) to remove the reference to the "42 spaces".	Samuel Uff
Highgate	Full planning permission	HGY/2024/2564	Approve with Conditions	30/01/2025	Fairway, Highgate Golf Club, Denewood Road, Hornsey, London, N6 4AH	Installation of a sustainable drainage system, including a single storage tank and associated pump house.	Mark Chan
Highgate	Householder planning permission	HGY/2024/1780	Refuse	14/01/2025	24 Cholmeley Park, Hornsey, London, N6 5EU	Erection of a rear ground floor and first floor extension following the demolition of the existing back additions; erection of a mansard roof addition; and alterations to front layout to create a new parking space.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2024/1743	Approve	17/01/2025	12 Broadlands Road, Hornsey, London, N6 4AN	Approval of details reserved by a conditions 7 (cycle storage), 9 (refuse collection) and 11 (landscaping) ref: HGY/2021/0692.	Josh Parker
Highgate	Householder planning permission	HGY/2024/1405	Approve with Conditions	14/01/2025	17 Priory Gardens, Hornsey, London, N6 5QY	AC units to rear of garage, remodelled front garden to provide off street parking	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2025/0064	Approve	27/01/2025	Flat A, Alexandra House, 21 Jacksons Lane, Hornsey, London, N6 5SR	Approval of details pursuant to condition 5 (Arboricultural Method Statement) attached to planning permission ref. HGY/2024/2244 for a rear garden outbuilding granted on 8 October 2024.	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/3377	Refuse	31/01/2025	64 Sheldon Avenue, Hornsey, London, N6 4ND	Applying render over existing facing brickwork	Nathan Keyte

Highgate	Approval of details reserved by a condition	HGY/2024/3305	Approve	08/01/2025	41 Sheldon Avenue, Hornsey, London, N6 4JP	Approval of details pursuant to conditions 10 (DMP and CLMP) and 11 (Appointment of Engineer) attached to planning permission ref. HGY/2024/0806 for Demolition and erection of replacement larger dwelling with basement, swimming pool and associated plant equipment to rear garden, and all ancillary works including landscaping, boundary treatments and access granted on 15 November 2024.	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/2742	Approve with Conditions	21/01/2025	13 Shepherds Hill, Hornsey, London, N6 5QJ	Excavation of basement and alterations to lower ground floor rear extension fenestration and rooflights.	Nathan Keyte
Highgate	Full planning permission	HGY/2024/3062	Approve with Conditions	27/01/2025	Flat 1, 9 Bishops Road, Hornsey, London, N6 4HP	Retrospective application for installation of a new gas riser pipework to the side elevation of the building.	Sion Asfaw
Highgate	Householder planning permission	HGY/2024/2760	Approve with Conditions	13/01/2025	58 Cromwell Avenue, Hornsey, London, N6 5HL	Erection of rear ground floor extension and replacement of windows	Catriona MacRae
Highgate	Householder planning permission	HGY/2024/3335	Approve with Conditions	30/01/2025	17 Cromwell Place, Hornsey, London, N6 5HR	Demolition of existing lean-to rear extension and erection of single story rear infill extension, in line with existing lean-to extension. Including internal refurbishment works to ground floor. Addition of four rooflights to rear extension.	Alicia Croskery
Highgate	Householder planning permission	HGY/2024/3086	Approve with Conditions	06/01/2025	108 North Hill, Hornsey, London, N6 4RL	Single storey rear extension with two rooflights.	Alicia Croskery
Highgate	Householder planning permission	HGY/2024/3085	Refuse	28/01/2025	108 North Hill, Hornsey, London, N6 4RL	Erection of upward extension including the provision of a mansard slope with two timber framed dormer windows to the front elevation with two additional windows and flat roof to the rear elevation.	Alicia Croskery
Hornsey	Full planning permission	HGY/2024/3180	Approve with Conditions	15/01/2025	Flat A, 8 Rathcoole Avenue, Hornsey, London, N8 9NA	Rear roof extension with solar panels, front roof lights, replacement rear door and all associated works	Emily Whittredge
Hornsey	Lawful development: Proposed use	HGY/2025/0055	Permitted Development	31/01/2025	2 Park Avenue South, Hornsey, London, N8 8LT	Certificate of Lawfulness for proposed enlargement of existing rear dormer extension, installation of rooflights to rear roofslope	Laina Levassor
Hornsey	Full planning permission	HGY/2024/3365	Approve with Conditions	31/01/2025	129 Nelson Road, Hornsey, London, N8 9RR	Replacement of current timber windows with new like for like UPVC windows	Laina Levassor
Hornsey	Householder planning permission	HGY/2024/3120	Approve with Conditions	08/01/2025	127 Inderwick Road, Hornsey, London, N8 9JR	Erection of an L-shaped roof extension	Sabelle Adjagboni
Hornsey	Full planning permission	HGY/2024/3266	Approve with Conditions	23/01/2025	154 Nelson Road, Hornsey, London, N8 9RN	Replacement of current timber and UPVC windows with new UPVC	Ben Coffie
Hornsey	Full planning permission	HGY/2023/2945	Approve with Conditions	15/01/2025	46 Priory Road, Hornsey, London, N8 7EX	Erection of a new one and a half storey single family dwellinghouse on the rear garden of No. 46 Priory Road. (AMENDED DESCRIPTION)	Mark Chan
Hornsey	Full planning permission	HGY/2024/2464	Approve with Conditions	07/01/2025	52 Elmfield Avenue, Hornsey, London, N8 8QG	Side, rear and roof extensions to the existing building (which contains one C3 flat and one C4 small HMO) along with change of use of the C3 dwelling to a C4 small HMO.	Eunice Huang
Hornsey	Listed building consent (Alt/Ext)	HGY/2024/2227	Approve with Conditions	13/01/2025	71, High Street, London, N8 7QB	Listed building consent for roof repairs; masonry repairs to north wall of the terrace; and repair and replacement of rainwater equipment to flat 2	Eunice Huang

Hornsey	Householder planning permission	HGY/2024/3325	Approve with Conditions	31/01/2025	93 South View Road, Hornsey, London, N8 7LX	Removal of existing rear conservatory and insertion of new double patio doors on rear elevation and modifications to existing window on the outrigger side elevation.	Sion Asfaw
Hornsey	Householder planning permission	HGY/2024/3356	Approve with Conditions	30/01/2025	32 Harvey Road, Hornsey, London, N8 9PA	L shaped loft conversion with rear dormer including two rooflights on the front elevation.	Alicia Croskery
Hornsey	Full planning permission	HGY/2024/3267	Approve with Conditions	21/01/2025	182 Nelson Road, Hornsey, London, N8 9RN	Replacement of existing timber windows with UPVC windows on all elevations.	Alicia Croskery
Hornsey	Householder planning permission	HGY/2024/3058	Approve with Conditions	16/01/2025	59 Linzee Road, Hornsey, London, N8 7RG	Demolition of existing ground floor lean-to rear extension. Construction of a new side return extension with glazed roof and single storey rear extension. Replacement of existing single glazed sash windows with double glazed timber sash windows. Minor amendments to rear dormer windows, slight enlargement of French doors to loft bedroom and recladding of dormer in zinc. New flat rooflights to dormer flat roof and removal of existing front Velux window. Installation of an Air Source Heat Pump at the bottom of the garden.	Alicia Croskery
Muswell Hill	Consent under Tree Preservation Orders	HGY/2024/3230	Approve with Conditions	31/12/2024	33 Hillfield Park, Hornsey, London, N10 3QT	Works to tree protected by a TPO. T1 - Holm oak tree (15m) - reduce crown by approximately 4m on all aspects of tree. The recent Picus test shows decay at the base of the tree adjacent to the fungal bracket centrally. The proposed pruning is to relieve stress from these areas by crown retrenchment overall by 3m to 4m. This will limit the risk of branch breakage in these areas. Continue to monitor.	Daniel Monk
Muswell Hill	Consent under Tree Preservation Orders	HGY/2024/3173	Approve with Conditions	31/12/2024	St Georges Lodge, 4 Muswell Hill, Hornsey, London, N10 3TE	Works to trees protected by a TPO. T1 Horse Chestnut, cut back by 2-3 M approx lower branches overhanging from wooded area. No height reduction T6 Horse Chestnut, mature tree, reduce 3-4 Limbs overhanging wooded area by 3-4 M, to achieve a more balanced tree T7 1 Chestnut, nest to main road, reduce a couple of overhanging branches by 1 M approx	Daniel Monk
Muswell Hill	Approval of details reserved by a condition	HGY/2023/3096	Approve	22/01/2025	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 16 (Protection of Water Main) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue.	Tania Skelli

Muswell Hill	Full planning permission	HGY/2024/3093	Approve with Conditions	13/01/2025	Lloyds Bank Building, 140-142 Muswell Hill Broadway, Hornsey, London, N10 3SA	Conversion of the existing office spaces and 1 x residential unit (1 x 4bed), over first, and second floor levels only, to provide 4 x residential units (2 x 2beds, 2 x 1beds) with associated external alterations and internal reconfigurations, replacement of the existing windows, new side rooflight, and the replacement of existing rear balconies with new terrace balconies to the existing property.	Ben Coffie
Muswell Hill	Non-Material Amendment	HGY/2024/3054	Approve	13/01/2025	65 Onslow Gardens, Hornsey, London, N10 3JY	Non-material amendment to planning application ref: HGY/2024/1081 to alter rooflights of rear extension, reposition of rear window and removal of a side elevation door.	Mark Chan
Muswell Hill	Householder planning permission	HGY/2024/3042	Approve with Conditions	09/01/2025	7 Onslow Gardens, Hornsey, London, N10 3JT	Demolition of existing ground floor rear extension and first floor conservatory. Erection of a single storey rear and side extension, a first floor rear extension and a roof dormer on the rear outrigger. Enlargement to existing rear dormer and alteration to front dormer.	Mark Chan
Muswell Hill	Non-Material Amendment	HGY/2024/3036	Approve	13/01/2025	65 Onslow Gardens, Hornsey, London, N10 3JY	Non-material amendment to planning application ref: HGY/2024/1585 to reposition the replacement window on the rear elevation and addition of a side window.	Mark Chan
Muswell Hill	Non-Material Amendment	HGY/2024/2909	Approve	31/12/2024	4 Wellfield Avenue, Hornsey, London, N10 2EA	Non-material amendment to planning application ref: HGY/2024/0374 to replace ground and first floor front fenestrations and installation of new obscure glazed window to the side elevation.	Mark Chan
Muswell Hill	Full planning permission	HGY/2024/2865	Approve with Conditions	21/01/2025	Telephone Exchange, Grand Avenue, Hornsey, London, N10 3AY	Remove glass panes from a window on the first floor west elevation. An aluminium louvre will be installed and fixed to the wooden window frames. All finishes to match existing adjacent louvres already installed in the building.	Josh Parker
Muswell Hill	Householder planning permission	HGY/2024/2324	Approve with Conditions	09/01/2025	43 Springfield Avenue, Hornsey, London, N10 3SX	Re-Landscaping front garden area to improve access for tenant's disabled children. Works include construction of new retaining walls, concrete steps with safety balustrades, new boundary fencing, installation of a new platform lift and construction of a new vehicular access to hardstanding with a new vehicle crossing / dropped kerb across the public footpath.	Roland Sheldon
Muswell Hill	Householder planning permission	HGY/2024/2124	Approve with Conditions	31/01/2025	63 Etheldene Avenue, Hornsey, London, N10 3QD	Proposed ground floor side infill extension and alterations to existing roof and exterior of existing rear projection, installation of heat pump within rear garden.	Roland Sheldon
Muswell Hill	Full planning permission	HGY/2024/2831	Approve with Conditions	20/01/2025	Cornerways, Ellington Road, Hornsey, London, N10 3DD	Construction of a 2-storey plus lower ground level 2x bed dwelling on the vacant site south of Cornerways on the corner of Cranley Gardens and Ellington Road including landscaping and enclosed cycle and bin storage.	Alicia Croskery

Noel Park	Householder planning permission	HGY/2024/3102	Approve with Conditions	20/01/2025	41 Willingdon Road, Wood Green, London, N22 6SG	Demolition of existing lean to and erection of a single storey rear infill extension	Emily Whittredge
Noel Park	Full planning permission	HGY/2024/1785	Approve with Conditions	21/01/2025	85 High Road, Wood Green, London, N22 6BB	Erection of second floor and dormer extensions with roof terraces to rear, and installation of front roof lights, in connection with the conversion of the upper floors and part ground floor from commercial storage to 2 x self-contained flats (Class C3).	Emily Whittredge
Noel Park	Approval of details reserved by a condition	HGY/2024/0988	Approve	27/01/2025	119 High Road, Wood Green, London, N22 6BB	Approval of details pursuant to Condition 4 (Construction Method Statement) and Condition 5 (Waste Management) attached to planning permission reference HGY/2022/2793.	Emily Whittredge
Noel Park	Full planning permission	HGY/2024/3138	Approve with Conditions	09/01/2025	Restaurant, 162 High Road, Wood Green, London, N22 6EB	Replacement of existing side conservatory with a new conservatory extension	Kwaku Bossman-Gyamera
Noel Park	Approval of details reserved by a condition	HGY/2024/2903	Approve	10/01/2025	26 High Road, Wood Green, London, N22 6BY	Approval of details pursuant to Conditions 3 (Details of Travel Plan-commercial), Condition 4 (Event management plan), Condition 6 (Construction Management Plan). Condition 7 (Secure cycle storage), Condition 9 (Part A) (Secured by Design Accreditation) and Condition 13 (Storage and collection of refuse) attached to planning permission HGY/2023/2113.	Kwaku Bossman-Gyamera
Noel Park	Non-Material Amendment	HGY/2024/3124	Approve	30/01/2025	Wood Green Common, Station Road, Wood Green, N22 7EZ	Non-Material Amendment for the reduction of number of columns to 4no. luminaires with 4no. x 8 raised and lowered columns including changes to lighting product to use 4no HiLux floodlight attached to planning reference HGY/2023/2701.	Sarah Madondo
Noel Park	Approval of details reserved by a condition	HGY/2024/1446	Approve	15/01/2025	Wood Green Common, Station Road, London, N22	Approval of details reserved by a condition 3 (Method of Construction) attached to HGY/2023/2701	Sarah Madondo
Noel Park	Approval of details reserved by a condition	HGY/2024/3297	Approve	30/01/2025	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 5 (Residence Facilities) attached to planning permission HGY/2020/1851	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/3163	Approve	07/01/2025	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 conditions 51 - partial discharge Part B (Secured by Design) of planning permission HGY/2017/3117 relating to Block E1	Valerie Okeiyi
Noel Park	Non-Material Amendment	HGY/2024/3153	Approve	07/01/2025	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	Non-material amendments to planning permission HGY/2020/1851 to amend the layout of blocks E1-E3	Valerie Okeiyi

Noel Park	Approval of details reserved by a condition	HGY/2023/3270	Approve	30/01/2025	Chocolate Factory, 5 Clarendon Road Off Coburg Road, Wood Green, London, N22 6XJ	Approval of details pursuant to condition 15 partial discharge (Landscaping) of planning permission HGY/2023/2436 in relation to Block A (Chocolate Factory) only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2023/0863	Approve	06/01/2025	44-46, High Road, London, N22 6BX	Approval of details pursuant to condition 22 (Cycle Parking) attached to planning appeal reference APPY/5420/W/18/3218865 (original planning reference HGY/2018/1472)	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2024/2680	Approve with Conditions	21/01/2025	Quicksilver Patrol Base, 10 Western Road, Wood Green, N22 6UH.	Erection of new pedestrian and vehicle gates and removal of existing ones.	Neil McClellan
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3454	Not Required	31/01/2025	8 Cobham Road, Wood Green, London, N22 6RP	Erection of a single storey extension which extends beyond the rear wall of the original house by 6.0m and 3.0m, for which the maximum height would be 3.3m and for which the height of the eaves would be 3m.	Josh Parker
Noel Park	Lawful development: Proposed use	HGY/2024/3523	Approve	31/01/2025	169 Hornsey Park Road, Wood Green, London, N8 0JX	Certificate of lawfulness proposed use: Erection of side roof extensions.	Roland Sheldon
Noel Park	Householder planning permission	HGY/2024/3271	Approve with Conditions	09/01/2025	169 Hornsey Park Road, Wood Green, London, N8 0JX	Erection of single storey side-to-rear wrap-around extension.	Roland Sheldon
Noel Park	Non-Material Amendment	HGY/2024/3150	Approve with Conditions	31/12/2024	Wood Green Central Library, High Road, Wood Green, London, N22 6XD	Non-Material Amendment to planning permission HGY/2024/1089 for installation of balustrading with raised planter and decking on first, second and third floor terraces of the library to facilitate safe use of the terraces. Erection of metal shed and greenhouse on first-floor. Proposed changes to balustrade design, removal of one greenhouse, change to design of tool shed.	Roland Sheldon
Noel Park	Householder planning permission	HGY/2024/2475	Approve with Conditions	17/01/2025	224 Moselle Avenue, Wood Green, London, N22 6EX	Removal of existing ground floor rear projection, erection of replacement single storey rear extension.	Adam Silverwood
Northumberland Park	Householder planning permission	HGY/2024/3182	Approve with Conditions	16/01/2025	24 Ingleton Road, Tottenham, London, N18 2RU	Internal alteration to create additional room	Kwaku Bossman-Gyamara
Northumberland Park	Lawful development: Proposed use	HGY/2024/3427	Permitted Development	21/01/2025	16 Bromley Road, Tottenham, London, N17 0AR	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion	Laina Levassor
Northumberland Park	Approval of details reserved by a condition	HGY/2024/3286	Approve	27/01/2025	810 High Road, Tottenham, London, N17 0DH	Application to discharge Part 1 of Condition 8 (Land Contamination) attached to Planning Permission HGY/2017/1181 approved on 08/06/2017, in relation to 810-812 High Road, Tottenham, London, N17 0DH	Samuel Uff
Northumberland Park	Full planning permission	HGY/2024/1711	Approve with Conditions	27/01/2025	Petrol Filling Station, 1-13 Willoughby Lane, Tottenham, London, N17 0QU	Demolition of the existing sales building and MOT centre on site and the erection of a new sales building, 4 no. new jet wash bays, amendments to the forecourt canopy, a new bin store, a new air/water vac machine, new parking spaces, a new boundary fence, and associated works at Northumberland Park Service Station, 1-13 Willoughby Lane, London, N17 0QU.	Sarah Madondo
Northumberland Park	Lawful development: Proposed use	HGY/2025/0037	Permitted Development	14/01/2025	39 Vicarage Road, Tottenham, London, N17 0BB	Certificate of Lawfulness for proposed loft conversion comprising a hip-to-gable and rear dormer extension.	Neil McClellan

Northumberland Park	Full planning permission	HGY/2024/1455	Approve with Conditions	21/01/2025	Land at rear of 88 St Pauls Road, Tottenham, London, N17 0NE	Demolition of two existing commercial units and the erection of a new 2-storey dwellinghouse, with the lower storey located in a new basement level, with associated access and landscaping.	Ben Coffie
Northumberland Park	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/2838	Refuse	20/01/2025	Outbuilding R/O 62 Willoughby Lane, Tottenham, London, N17 0SS	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA	Daniel Boama
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1365	Approve	17/01/2025	13 St Pauls Road, Tottenham, London, N17 0NB	Approval of details reserved by a conditions 1 & 2 attached to appeal decision reference APP/Y/5420/W/23/3324866 for the change of use of property to a House in Multiple Occupation (HMO) for up to 6 Occupants (Class C4 Use).	Daniel Boama
Northumberland Park	Householder planning permission	HGY/2024/2931	Approve with Conditions	29/01/2025	1 Bromley Road, Tottenham, London, N17 0AR	Erection of a single-storey rear and side ground floor extension.	Sion Asfaw
Seven Sisters	Approval of details reserved by a condition	HGY/2024/2699	Approve	16/01/2025	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details to discharge condition 5 (Overheating) relating to planning permission ref. HGY/2022/2250	Gareth Prosser
Seven Sisters	Householder planning permission	HGY/2024/3415	Refuse	30/01/2025	196 Seaford Road, Tottenham, London, N15 5DS	Installation of front basement stairway and new door in association with enlarged front lightwell (Retrospective)	Kwaku Bossman-Gyamera
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0010	Approve	09/01/2025	20 Ermine Road, Tottenham, London, N15 6DB	Approval of details pursuant to Condition 3 (full design details for front elevation) attached to permission HGY/2021/3490	Laina Levassor
Seven Sisters	Householder planning permission	HGY/2024/3309	Refuse	29/01/2025	9 Daleview Road, Tottenham, London, N15 6PL	Erection of a ground floor single storey wraparound rear extension, and loft conversion with erection of rear dormer and insertion of 2no. front rooflights.	Daniel Boama
Seven Sisters	Lawful development: Proposed use	HGY/2024/3275	Refuse	24/01/2025	14 Ermine Road, Tottenham, London, N15 6DB	Certificate of lawfulness for proposed use: Loft conversion with erection of rear dormer and insertion of 3no. front rooflights. Replacement of ground floor living room front window with an additional front door. (AMENDED DESCRIPTION)	Daniel Boama
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3274	Not Required	10/01/2025	14 Ermine Road, Tottenham, London, N15 6DB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Daniel Boama
South Tottenham	Householder planning permission	HGY/2024/3318	Approve with Conditions	30/01/2025	23 Norfolk Avenue, Tottenham, London, N15 6JX	Erection of Type 3 roof extension	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/3288	Approve with Conditions	27/01/2025	19 Wellington Avenue, Tottenham, London, N15 6AS	Erection of additional storey "Type 3 roof extension"	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/3101	Approve with Conditions	07/01/2025	9 Rostrevor Avenue, Tottenham, London, N15 6LA	The erection of a ground floor rear and side extension and the construction of a front porch	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2024/3290	Approve with Conditions	27/01/2025	56-58 Wargrave Avenue, Tottenham, London, N15 6UB	Joint application for the erection of first floor rear extensions at Nos. 56 & 58 and a ground floor rear extension at number 58	Sabelle Adjagboni
South Tottenham	Householder planning permission	HGY/2024/3096	Refuse	24/01/2025	3c Tynemouth Road, London , N15 4AT	Creation of an enclosed porch with side window to the front of the dwelling.	Ben Coffie

South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3515	Not Required	31/01/2025	139 Castlewood Road, Tottenham, London, N15 6BD	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m	Daniel Boama
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3432	Refuse	24/01/2025	26 Clifton Gardens, Tottenham, London, N15 6AP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.94m	Daniel Boama
South Tottenham	Householder planning permission	HGY/2024/3177	Approve with Conditions	15/01/2025	27-29 Craven Park Road, Tottenham, London, N15 6AA	Erection of half-width first floor rear extension across the two properties, 27 & 29 Craven Park Road	Daniel Boama
South Tottenham	Householder planning permission	HGY/2024/3128	Refuse	08/01/2025	23 Earlsmead Road, Tottenham, London, N15 4DA	Erection of a single storey wrap-around rear extension with 1 no. roof lantern.	Daniel Boama
South Tottenham	Householder planning permission	HGY/2024/3041	Approve with Conditions	17/01/2025	6 - 8, Rostrevor Avenue, London, N15 6LR	Erection of a part single storey rear extension to no. 8, first-floor rear extensions at Nos. 6 and 8 Rostrevor Avenue.	Daniel Boama
South Tottenham	Lawful development: Proposed use	HGY/2024/3129	Approve	09/01/2025	54 Craven Park Road, Tottenham, London, N15 6AB	Certificate of lawfulness for proposed erection of a rear roof extension including the insertion of 2 no. front and 1 no. rear rooflights.	Eunice Huang
South Tottenham	Householder planning permission	HGY/2024/3169	Refuse	28/01/2025	19 Lealand Road, Tottenham, London, N15 6JS	Erection of front and rear dormers/ roof extension	Nathan Keyte
South Tottenham	Consent to display an advertisement	HGY/2024/3381	Approve with Conditions	20/01/2025	Bus Shelter o/s, 264 High Road, London, N15 4AJ	Replacement of existing static double sided advert with internally illuminated double sided sequential advertisement in bus shelter.	Roland Sheldon
South Tottenham	Lawful development: Proposed use	HGY/2024/3328	Permitted Development	09/01/2025	81 Gladesmore Road, Tottenham, London, N15 6TL	Erection of roof extension above rear outrigger roof.	Roland Sheldon
South Tottenham	Full planning permission	HGY/2024/3303	Approve with Conditions	09/01/2025	85-87 Wargrave Avenue, London, N15 6TU	Erection of part single, part two-storey rear extension to both properties.	Roland Sheldon
South Tottenham	Full planning permission	HGY/2024/3097	Approve with Conditions	09/01/2025	79 & 81 Gladesmore Road, Tottenham, London, N15 6TL	Erection of full-width ground floor rear extensions and erection of a type 3 additional floors extension across nos. 79 & 81 Gladesmore Road, N15	Roland Sheldon
South Tottenham	Householder planning permission	HGY/2024/3172	Approve with Conditions	09/01/2025	21 Antill Road, Tottenham, London, N15 4AS	Erection of ground floor wrap-around extension.	Sion Asfaw
South Tottenham	Lawful development: Proposed use	HGY/2024/3171	Permitted Development	14/01/2025	21 Antill Road, Tottenham, London, N15 4AS	Certificate of lawfulness for proposed single storey rear extension, single storey rear infill extension, rear dormer extension and two front rooflights.	Sion Asfaw
South Tottenham	Approval of details reserved by a condition	HGY/2024/3375	Approve	31/12/2024	Ground Floor Flat, 36 Hanover Road, Tottenham, London, N15 4DL	Application to discharge Condition 4 (London Underground Confirmation) for the parent application HGY/2024/1916 as approved on 13/09/2024 for 'Pitch roof single storey L shaped side infill and rear extension, expanding the gross internal area by 26 sqm'.	Adam Silverwood
St Ann's	Lawful development: Proposed use	HGY/2024/3495	Permitted Development	09/01/2025	42 Etherley Road, Tottenham, London, N15 3AJ	Roof extension	Laina Levassor
St Ann's	Full planning permission	HGY/2024/3103	Approve with Conditions	07/01/2025	Ground Floor Flat A, 372 St Anns Road, Tottenham, London, N15 3ST	Proposed conversion of 2no. self-contained dwelling units to single family dwellinghouse (Use Class C3)	Oskar Gregersen

St Ann's	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/3260	Not Required	23/01/2025	Shop, 445 West Green Road, Tottenham, London, N15 3PL	Application under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA, to determine if prior approval is required for the proposed change of use of part of the ground floor of the building from commercial, business and service use (Class E) to residential use (Class C3) to provide a new 1-bedroom flat.	Neil McClellan
St Ann's	Full planning permission	HGY/2024/3186	Refuse	16/01/2025	146 Harringay Road, Tottenham, London, N15 3HL	Proposed conversion of existing dwelling house (Use Class C3) into a small-scale House of Multiple Occupation (HMO) for up to 6 residents (Use Class C4).	Neil McClellan
St Ann's	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3492	Refuse	29/01/2025	9 Gorleston Road, Tottenham, London, N15 5QR	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Daniel Boama
St Ann's	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3491	Refuse	29/01/2025	9 Gorleston Road, Tottenham, London, N15 5QR	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Daniel Boama
Stroud Green	Full planning permission	HGY/2024/2268	Approve with Conditions	10/01/2025	61 Victoria Road, Hornsey, London, N4 3SN	Replacement of existing timber sash windows with modern double glazed timber units on a like for like basis to frontage, and replacement windows to rear of property.	Laina Levassor
Stroud Green	Full planning permission	HGY/2024/3113	Approve with Conditions	07/01/2025	25 Nelson Road, Hornsey, London, N8 9RX	Replacement of existing timber windows with new UPVC windows	Sabelle Adjagboni
Stroud Green	Householder planning permission	HGY/2024/2598	Refuse	13/01/2025	12 Albany Road, Hornsey, London, N4 4RJ	Erection of a single storey rear extension to replace the existing one including the creation of a new patio design. Creation of a lightwell to the street elevation, extension of the existing basement with new bay, and replacement of existing access staircase at the front with sundry internal amendments.	Sabelle Adjagboni
Stroud Green	Householder planning permission	HGY/2024/3032	Approve with Conditions	21/01/2025	5 Beatrice Road, Hornsey, London, N4 4PD	Construction of a Single Storey 4m rear extension	Ben Coffie
Stroud Green	Householder planning permission	HGY/2024/3132	Approve with Conditions	09/01/2025	11 Perth Road, Hornsey, London, N4 3HB	Loft conversion with erection of a rear dormer roof extension, insertion of 2no. rooflights on the front roof slope, and internal alterations to floor plan.	Daniel Boama
Stroud Green	Non-Material Amendment	HGY/2024/3280	Approve	14/01/2025	20 Stapleton Hall Road, Hornsey, London, N4 3QD	Non Material Amendment to development approved under planning permission reference HGY/2024/0889, proposing alterations to the skylights and rear openings in the approved scheme.	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/3404	Approve with Conditions	30/01/2025	46 Blythwood Road, Hornsey, London, N4 4EX	Single storey side extension; change to rear ground floor fenestration.	Nathan Keyte
Stroud Green	Householder planning permission	HGY/2024/3051	Refuse	31/12/2024	59 Upper Tollington Park, Hornsey, London, N4 4DD	Two proposed side dormers.	Nathan Keyte
Stroud Green	Householder planning permission	HGY/2024/3050	Approve with Conditions	23/01/2025	59 Upper Tollington Park, Hornsey, London, N4 4DD	Erection of single storey rear ground floor extension with side infill.	Nathan Keyte
Stroud Green	Householder planning permission	HGY/2024/3035	Approve with Conditions	31/01/2025	12 Connaught Road, Hornsey, London, N4 4NS	Single storey rear extension to replace existing single storey extension and proposed loft dormer extension.	Catriona MacRae

Stroud Green	Approval of details reserved by a condition	HGY/2024/3389	Approve	27/01/2025	5 Lancaster Road, Hornsey, London, N4 4PJ	Approval of details pursuant to condition 5 (cycle parking) attached to planning permission (HGY/2024/2121).	Alicia Croskery
Stroud Green	Full planning permission	HGY/2024/2955	Approve with Conditions	03/01/2025	126 Stroud Green Road, Hornsey, London, N4 3RZ	Replacement of current timber windows with new UPVC windows on all facades.	Alicia Croskery
Stroud Green	Full planning permission	HGY/2024/2746	Approve with Conditions	21/01/2025	Flat 3, 32 Lancaster Road, Hornsey, London, N4 4PR	Replacement of existing windows with casement windows to match the style of the existing.	Adam Silverwood
Tottenham Central	Lawful development: Proposed use	HGY/2024/3393	Permitted Development	22/01/2025	144 Greyhound Road, Tottenham, London, N17 6XN	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion.	Laina Levassor
Tottenham Central	Full planning permission	HGY/2024/3012	Approve with Conditions	22/01/2025	Ground Floor Flat, 11 Grove Park Road, Tottenham, London, N15 4SW	Proposed outbuilding in the rear of the garden	Oskar Gregersen
Tottenham Central	Full planning permission	HGY/2024/2841	Approve with Conditions	31/12/2024	Saverdor Court, Winchelsea Road, Tottenham, London, N17 6UT	Replacement of entrance door with new steel door.	Mark Chan
Tottenham Central	Full planning permission	HGY/2024/2840	Approve with Conditions	31/12/2024	20-22 Summerhill Road, Tottenham, London, N15 4HD	Replacement of entrance door with new timber door.	Mark Chan
Tottenham Central	Householder planning permission	HGY/2024/2466	Approve with Conditions	31/01/2025	8 Summerhill Road, Tottenham, London, N15 4HD	Demolition of existing conservatory and outrigger, construction of ground floor rear wrap around extension; proposed front porch; proposed rear pergola (amended description).	Nathan Keyte
Tottenham Central	Full planning permission	HGY/2024/1297	Refuse	30/01/2025	66 Dovetail Place, Lawrence Road, Tottenham, London, N15 4FX	Change of Use from an existing 3 bed 5 person C3 (residential) apartment to a C4 (Houses in Multiple Occupation (HMO))	Nathan Keyte
Tottenham Central	Householder planning permission	HGY/2024/3249	Approve with Conditions	16/01/2025	46 Dongola Road, Tottenham, London, N17 6EE	Erection of wrap around single storey garden extension, including removal of existing extension.	Sion Asfaw
Tottenham Central	Householder planning permission	HGY/2024/3031	Approve with Conditions	07/01/2025	Flat B, 107 The Avenue, Tottenham, London, N17 6TE	Erection of a rear dormer roof extension	Catriona MacRae
Tottenham Hale	Full planning permission	HGY/2024/3091	Approve with Conditions	24/01/2025	474 High Road, Tottenham, London, N17 9JF	Temporary change of use of private yard to a public seating area with landscaping and mobile catering unit, serving Afro-Caribbean freshly prepared whole foods.	Kwaku Bossman-Gyadewa
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/3161	Approve	23/01/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by part (b) of Condition 32 (Detailed Construction Logistics Plan (PRE-COMMENCEMENT)) [as amended by NMA ref. HGY/2024/3034] attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/2049	Approve	31/01/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Approval of details pursuant to condition 38 (Evacuation Lifts) 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/2023/1849	Approve	31/01/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Approval of details reserved by a condition 29 (Construction Phase Fire Strategy) 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
West Green	Lawful development: Proposed use	HGY/2024/3348	Permitted Development	09/01/2025	173 Higham Road, Tottenham, London, N17 6NX	Certificate of Lawfulness for proposed rear dormer to facilitate loft conversion and associated rooflights	Laina Levassor
West Green	Householder planning permission	HGY/2024/3282	Refuse	29/01/2025	195 Sirdar Road, Wood Green, London, N22 6QU	Erection of a single storey rear/side-infill wrap around extension.	Oskar Gregersen

West Green	Approval of details reserved by a condition	HGY/2024/2817	Approve	13/01/2025	195 Sirdar Road, Wood Green, London, N22 6QU	Submission of details pursuant to condition 4 (refuse and waste storage and recycling facilities) relating to planning permission reference HGY/2021/1313.	Oskar Gregersen
West Green	Approval of details reserved by a condition	HGY/2024/2816	Approve	13/01/2025	195 Sirdar Road, Wood Green, London, N22 6QU	Submission of details pursuant to condition 5 (Method of Construction) of planning permission reference HGY/2021/1313.	Oskar Gregersen
West Green	Approval of details reserved by a condition	HGY/2024/2812	Approve	13/01/2025	195 Sirdar Road, Wood Green, London, N22 6QU	Submission of details pursuant to condition 3 (Sample Materials) of planning permission reference HGY/2021/1313.	Oskar Gregersen
West Green	Approval of details reserved by a condition	HGY/2024/1797	Refuse	15/01/2025	Land between, 145-147, Downhills Way, London, N17 6AH	Approval of details reserved by a condition 14 (Sustainable Drainage) attached to planning application reference HGY/2021/3223.	Sarah Madondo
West Green	Approval of details reserved by a condition	HGY/2024/1663	Refuse	17/01/2025	Land between, 145-147, Downhills Way, London, N17 6AH	Approval of details reserved by a condition 8 (Construction Logistics Plan/Construction Management Plan) attached to planning application reference HGY/2021/3223.	Sarah Madondo
West Green	Lawful development: Proposed use	HGY/2024/3317	Permitted Development	15/01/2025	38 Boundary Road, Tottenham, London, N22 6AD	Certificate of lawfulness for proposed use: Loft conversion with erection of rear dormer roof extension and insertion of 2no. rooflights on front roof slopes and 2no. rooflights on front pinnacle. (AMENDED DESCRIPTION)	Daniel Boama
West Green	Listed building consent (Alt/Ext)	HGY/2024/3428	Approve with Conditions	29/01/2025	Turnpike Lane Underground Station, Green Lanes, Hornsey, London, N15 3NX	Listed Building Consent for modifications to the west bound platform to include the replacement of platform nosing stones	Nathan Keyte
West Green	Householder planning permission	HGY/2024/3243	Approve with Conditions	17/01/2025	15 Downhills Avenue, Tottenham, London, N17 6LG	Single storey rear extension, garage conversion to create a habitable space, first floor side extension, front porch with a new front door, and alterations to the fenestration.	Alicia Croskery
West Green	Householder planning permission	HGY/2024/2963	Approve with Conditions	09/01/2025	15 Boundary Road, Tottenham, London, N22 6AS	Formation of roof extension with alterations to first floor. Addition of three windows to side elevation, two to the rear elevation and one roof light on the front elevation and two rooflights to the rear.	Alicia Croskery

West Green	Approval of details reserved by a condition	HGY/2024/3461	Approve	17/01/2025	Broadwater Farm Estate, London N17	Submission of details to discharge Condition 29 (Updated Air Quality Assessment) for Phase 1 (Moselle) 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.	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2024/3196	Approve	14/01/2025	324 Philip Lane, Tottenham, London, N15 4AB	Approval of details reserved by a condition 4 (Details of Front Boundary Wall, Enclosures, Screening of Recycling Containers and Wheeled Refuse Bins/ Containers) attached to planning permission HGY/2023/2578 for the Change of Use from C3 to C4 (6 Person HMO).	Adam Silverwood
White Hart Lane	Non-Material Amendment	HGY/2024/3451	Approve	13/01/2025	87 Gospatrick Road, Tottenham, London, N17 7JD	Non-Material Amendment to approved application HGY/2024/2591 to increase width of garden room by 1m.	Oskar Gregersen
White Hart Lane	Lawful development: Existing use	HGY/2024/3217	Refuse	22/01/2025	109 Great Cambridge Road, Tottenham, London, N17 7LN	Certificate of Lawfulness for the existing use for the property as a 6-person HMO (Use Class C4).	Oskar Gregersen
White Hart Lane	Lawful development: Proposed use	HGY/2024/3147	Approve with Conditions	20/01/2025	96 Flexmere Road, Tottenham, London, N17 7AY	Certificate of lawfulness for proposed rear dormer loft conversion, including the insertion of 2no. front rooflights.	Eunice Huang
White Hart Lane	Householder planning permission	HGY/2024/3130	Refuse	31/12/2024	2 Risley Avenue, Tottenham, London, N17 7EU	Retrospective application for replacement of timber windows with UPVC windows.	Nathan Keyte
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/3358	Refuse	22/01/2025	85 Maryland Road, Wood Green, London, N22 5AR	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m	Oskar Gregersen
Woodside	Full planning permission	HGY/2024/3068	Approve with Conditions	21/01/2025	Ground Floor Flat, 32 Parkhurst Road, Wood Green, London, N22 8JQ	Single storey rear extension, removal of side door and insertion of new window to same south side.	Oskar Gregersen
Woodside	Approval of details reserved by a condition	HGY/2024/3201	Approve	07/01/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Partial approval of details reserved by condition 22 - parts a, b, c and d only (Contamination) 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	Approval of details reserved by a condition	HGY/2024/3200	Approve	07/01/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 29 (NRMM) 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	Approval of details reserved by a condition	HGY/2024/3198	Approve	07/01/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 20 (Secured By Design) 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	Approval of details reserved by a condition	HGY/2024/3152	Approve	28/01/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 11 (Arborocultural Impact Assessment) 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	Full planning permission	HGY/2024/3265	Refuse	23/01/2025	38 Parkhurst Road, Wood Green, London, N22 8JQ	Retrospective change of use from a C3 dwelling house to a C4 6-bedroom House in Multiple Occupation (HMO).	Ben Coffie
Woodside	Full planning permission	HGY/2024/1901	Approve with Conditions	23/01/2025	65 Bounds Green Road, Wood Green, London, N22 8HB	Rebuilding of 1.6m high boundary wall with original and new bricks to match the original wall.	Daniel Boama
Woodside	Householder planning permission	HGY/2024/2208	Approve with Conditions	28/01/2025	13 Pellatt Grove, Wood Green, London, N22 5NP	Erection of full-width single-storey rear extension to replace existing rear extension	Josh Parker
Woodside	Consent to display an advertisement	HGY/2024/3268	Approve with Conditions	23/01/2025	River Park House, 225 High Road, London, N22 8HQ	Display of temporary shroud with externally illuminated static advertisement measuring 25.76m (Height) x 50.74m (Width) across three facades, for a period of 24 months on the southern, southeastern and eastern facing elevations of River Park House, Wood Green, Haringey, London, N22 8HQ.	Roland Sheldor
Woodside	Householder planning permission	HGY/2024/3287	Approve with Conditions	27/01/2025	19 Bounds Green Road, Wood Green, London, N22 8HE	Conversion of the existing garage to habitable room with new entrance and window. Removal of boundary window and addition of three rooflights. Existing entrance door to the west elevation to be changed to a sash window to match existing. Replace the existing French doors and sidelights with a bifold door to the rear elevation. Increase in flat roof height above lounge and guest bedroom.	Alicia Croskery
Woodside	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/3140	Approve with Conditions	21/01/2025	11 and 11a Commerce Road, Wood Green, London, N22 8DZ	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA	Adam Silverwood

Woodside	Lawful development: Proposed use	HGY/2024/3011	Permitted Development	31/12/2024	Space Apartments, 419 High Road, Wood Green, London, N22 8JS	Certificate of Lawfulness to confirm that the proposed alterations to improve the fire safety credentials do not comprise ?development? and can therefore be carried out lawfully without the need for any further approvals. No other internal or external alterations are proposed other than those set out within this letter and accompanying information. The appearance of the building will not materially change as a result of these proposals ? the material palette will match the existing in terms of appearance.	Adam Silverwood
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