

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Tuesday, 29th July, 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: Sean O'Donovan, Lotte Collett, Barbara Blake (Chair), Reg Rice, Nicola Bartlett, John Bevan (Vice-Chair), Cathy Brennan, Scott Emery, Emine Ibrahim, Alexandra Worrell and Amin

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 - 4)

To confirm and sign the minutes of the Planning Sub Committee held on 3rd June as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2025/0617 37-39 WEST ROAD N17 0RN (PAGES 5 - 162)

Proposal: Demolition of all buildings and structures and the construction of a building for flexible Class B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.

9. HGY/2023/2584 13 BEDFORD ROAD N22 7AU (PAGES 163 - 370)

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

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/2024/3386 312 HIGH ROAD N15 4BN (PAGES 371 - 402)

Proposal: Planning application for refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. The scheme would retain commercial use on part of the ground floor and would provide 52 partially self-contained units, providing short term emergency accommodation.

12. UPDATE ON MAJOR PROPOSALS (PAGES 403 - 416)

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 417 - 460)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 01.05.2025 to 30.06.2025.

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

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

Kodi Sprott, Principal Committee Coordinator
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Fiona Alderman
Assistant Director of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 21 July 2025

7:00 – 8.35pm

1. FILMING AT MEETINGS.

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

Apologies for absence were received from Cllr Worrell and Cllr Amin

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Cllr Collett declared an interest in regard to item 10 as she was ward councillor for Woodside. Cllr O'Donovan declared an interest in regard to item 8 as ward councillor for Tottenham Hale.

6. MINUTES

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 3rd April.

7. PLANNING APPLICATIONS

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

8. HGY/2025/0818 TOTTENHAM HALE STATION, LONDON UNDERGROUND LTD, STATION ROAD, TOTTENHAM, LONDON, N17 9LR

Gareth Prosser, Deputy Team Manager, introduced the report for the section 73 application to vary Conditions 1 and 11 of the approved development ref: HGY/2013/2610, renumbered under ref: HGY/2013/2610 (scheme previously amended via application ref. HGY/2018/1897 which amended condition 2 of the original permission HGY/2013/2610 with changes to the works to extend the operational railway station at Tottenham Hale). The variations sought consent to replace the requirement of providing a new station access point and footbridge from Hale Village to Tottenham Hale Station, to instead replacing that with pedestrian and cycle network improvements on Ferry Lane and ancillary works.

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

- Officers recognised that the bridge was desirable in addition to the works at Ferry Lane but was not essential. Unfortunately, since the planning application in 2013 circumstances had changed. However, removing the bridge did not mean that a bridge could not come forward at a later date. Changes in circumstances meant that the original design for the bridge no longer worked.
- In terms of the principle of the bridge, there was a general commitment from TfL set out in paragraph 3.9 of the report saying should funding become available as is expected in the future, TfL remained committed to collaborate to deliver a link bridge.

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- On the bottom of page 25 onwards from the report, there was a summary of some of the consultation comments from the Ferry Lane Action Group, some of which welcomed the proposals, and some provided further comments and suggestions which were provided in detail in the report with the officer response.
- Officers had consulted 2,700 residents and received 46 objections and 5 letters of support; the number of objections had almost halved when compared to the previous application.
- The design of the bus stop bypass was in line with guidance, however, this scheme still needed to go through final detailed design and engagement with the Council. The design had been improved taking some of the recommendations that members had provided at the previous committee, officers had considered TfL best practice guidance. Haringey was also developing their own guidance relating to bus stop bypasses and shared bus stops, officers were liaising with disability groups within the borough. Condition one made clear that development must be carried out in accordance with the plans, but the detailed worked up plans would involve co-design with local stakeholders and local groups in the future.
- The risk of pedestrians being injured at bus stop bypasses was very low and TfL findings in 2024 provided recorded only five pedestrian casualties involving cyclists and one involving an E scooter rider on bus stop bypasses over a three-year period; presumably that was across the London area and putting that into context, there's 11,400 pedestrians injured in collisions with motor vehicles over the same time frame.
- Officers received comments from the Metropolitan Police which were generally supportive. They requested a condition and an informative which was included in the addendum.

Councillor Gordon, Cabinet Member for Placemaking and The Local Economy attended the committee to speak in support of the application:

- Tottenham Hale was becoming the destination that the Council always intended it to be, however it had to have the appropriate infrastructure. CCTV and the extra lighting were an important aspect of the design as safety and security was a big issue. She had personally attended meetings with local residents and felt that the Council had shifted the dial with going back and looking at the designs. Officers would be engaging with residents and relevant groups to get further enhancements. She had considered members concerns regarding the E bikes and E scooters. There was a lot more work to be done in the wider context of making Tottenham Hale a destination for all the international visitors and the new residents that were coming in. TfL cannot deliver a bridge at the moment, though funding is currently available for the highway infrastructure improvement works. However TfL retains a longer-term aspiration to deliver a bridge.

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

RESOLVED

2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to GRANT planning permission subject to the conditions and informatives set out below.

2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions

7:00 – 8.35pm

to the recommended conditions (planning permission) 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 Conditions Summary (Full text of recommended conditions is contained in Appendix 1 of this report. Conditions are replicated and amended where necessary from the extant permission HGY/2018/1897).

- 1) Approved plans
- 2) Sample of materials (discharged in part)
- 3) Refuse and waste storage (discharged)
- 4) Archaeology (discharged in part)
- 5) Station management (discharged)
- 6) Signage strategy (discharged)
- 7) Demolition and construction (discharged in part)
- 8) Waste management plan (discharged)
- 9) Ecological receptors mitigation and enhancement strategy
- 10) Consideration constructors (discharged in part)
- 11) Section 278 agreement
- 12) Outline construction programme for Link Corridor.
- 13) Demolition and construction waste (discharged)
- 14) Arboricultural statement
- 15) Local labour (discharged)
- 16) Heating and hot water
- 17) Liaison group
- 18) Metropolitan Police

9. PRE APPLICATION BRIEFINGS

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

10. PPA//2025/0006 TIMBER YARD, 289-295 HIGH ROAD, WOOD GREEN, LONDON, N22 8HU

Samuel Uff introduced the report for redevelopment of the site for 36 x residential units within 2 x part three, four and five storey blocks and part two, part three storey mews buildings in conjunction with refuse and cycle stores, parking and relandscaping.

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

- 96% of the apartments would be dual or triple aspect with four of the homes being single aspect with an east aspect towards the High Road. All of the apartments would have their own private amenity in the form of balconies which would meet the London Plan standards.
- Affordable housing is not anticipated to be provided as it stands, given the viability of the scheme; this should be fully interrogated
- The design was a work in progress and the applicant would carry on improving this. The design would need to carefully respect the locally listed building at the former Fishmongers Arms to the south. The design officer thought it was a promising design with some elegant proportions to it. Including balconies had been challenging and officers had encouraged the applicants to move as many of the balconies as possible to the rear; but they also wanted to avoid them overlooking existing neighbours. It had a good internal courtyard but there was more work to be done sorting out exactly how those corner balconies would project.

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- The space to the front of the site is highway land, there was an assumption by the applicant that the area was within their site ownership.
- If there were to be any loss of employment land, then there would be a financial contribution sought through the obligations SPG. Officers have had discussions internally with colleagues and the applicant to see what the best possible use would be.
- One of the matters that QRP had commented on was the internal arrangements of the flats.
- It would be a car free development and residents would be restricted from having car parking permits. The applicant would provide car parking spaces for residents with disabilities on the site, accessible from the shared access road.
- It would be helpful to see samples of the brick proposed.

11. UPDATE ON MAJOR PROPOSALS

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

- On Tottenham Hotspur's developments, there had been extensive pre app discussion, and an application seeking consent for reserved matters for residential development was submitted this month. Officers were validating the application and would soon consult with the community. .

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

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

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF FUTURE MEETINGS

The next meeting is scheduled for TBC.

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2025/0617**Ward:** Northumberland Park**Address:** 37-39 West Road N17 0RN

Proposal: Demolition of all buildings and structures and the construction of a building for flexible Class B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.

Applicant: HE5 UK Enterprises 25 GP Limited**Ownership:** Private**Case Officer Contact:** Sarah Madondo**Date received:** 21/03/2025**Last amended date:** 26/06/2025

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for intensification of employment space within this Strategic Industrial Location.
- The proposed development would result in a total floorspace of 6,044 sqm flexible employment floorspace, an increase of 229.8 sqm.
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality, making a positive impact on the visual amenity of the area.
- The development would provide a sufficient number of car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- The scheme would deliver high quality commercial space, increase density of employment uses, and provide new jobs with training benefits for the local

community. These outcomes comply with the relevant planning policies along with aligning with the Council wider economic strategy for the Borough.

- The scheme has been designed to include a range of sustainability measures delivering a reduction of 111% carbon dioxide emissions on site.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Director of Planning and Building Standards or the Head of Development Management is authorized to issue the planning permission and impose conditions and informatives subject to the signing of a legal agreement providing the obligations as set out in the Heads of Terms below.
- 2.2 That the legal agreement referred to in resolution (2.1) above, is to be completed no later than 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 shall be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives; and
- 2.4 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions and informatives as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Summary Lists of Conditions, Informatives and Heads of Terms

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

Conditions

1. Development begun no later than three years from date of decision
2. In accordance with approved plans
3. Materials submitted for approval
4. Land contamination
5. Unexpected contamination
6. Demolition/Construction Environmental Management Plans

7. Demolition Management Plan and Construction Management Plan (with Demolition Logistics Plan and Construction Logistics Plan)
8. Restrictive uses classes
9. Cycle Parking Design and Layout
10. Surface Water Drainage
11. Secure by design accreditation
12. Energy Strategy
13. Overheating
14. Urban Greening factor
15. BREEAM
16. External lighting
17. Boundary treatment
18. Plant Noise
19. Delivery/Service plan and Waste Management
20. Disabled parking bays
21. Car Parking Design and Management Plan
22. Electric Vehicle charging
23. Hard and soft landscaping works
24. Tree Protection
25. Living Roofs
26. DEN connection
27. Management and Control of dust
28. Considerate construction
29. Fire Statement

Informatives

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

Section 106 Heads of Terms:

1. Carbon Mitigation

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Carbon offset contribution to be calculated at £2,850 per tCO₂ plus a 10% management fee at the Energy Plan and Sustainability stages

- Future Decentralised Energy Network (DEN) (and associated obligations).

2. Commercial Travel Plan

- A travel plan-monitoring fee of £3,000 per annum for a period of 5 years.

3. Employment Initiatives – participation and financial contribution towards Local training and Employment Plan.

- Apprenticeship support fees of £1,500
- 25% of skills training
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs
- 5% of the on-site workforce to be Haringey resident trainees
- Submission of an employment and skills plan
- No less than 20% of local labour. Residents shall be employed for a minimum of 26 weeks
- One full time apprenticeship per £3million development cost (up to max. 10% of total construction workforce)
- Provision of financial contribution £51,448.32 at which will be used by the council to provide and procure the support necessary for local people who have been out employment and / or do not have the skills set required for the jobs created.

4. Construction Logistics and Management Plan

- 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.

5. Highway Improvements works.

- S278 Highways Works
- Footway improvement works
- Access to the Highway, measures for street furniture relocation
- Carriage Markings
- Improved pedestrian infrastructure
- Access and Visibility requirements
- Provision of new vehicle access on West Road
- Removal of redundant dropped kerbs
- Vehicle crossovers
- Installation of new parking bays
- Associated Road markings
- Repair/reinstatement of new footway
- Stage 1 & 2 Road Safety Audits

6. Parking Management contribution
 - The applicant would be required to contribute the amount of £24,000 (twenty-four Thousand Pounds) for the Highway to undertake a review of the current parking management measures on West Road and local roads within the Tottenham Event Day CPZ for the implementation of parking and loading measures and potential changes to the CPZ operational hours.
7. Tree planting
 - Contribution of £9,000 towards planting of street trees.
8. Monitoring Contribution
 - 5% of total value contribution (not including monitoring);
 - £500 per non-financial contribution;
 - Total monitoring contribution to not exceed £50,000
- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
 1. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*
 2. *The proposed development, in the absence of a legal agreement securing sustainable transport measures, would have an unacceptable impact on the safe operation of the highway network, giving rise to unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.*
 3. *The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team to provide employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.*
 4. *The proposed development, in the absence of a S.278 agreement securing Brantwood Road Highways Works, would have an unacceptable impact on the highway network. As such, the proposal would be contrary to London Plan Policies*

T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.

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

- (i) There has not been any material change in circumstances in the relevant planning considerations,
- (ii) The further application for planning permission is submitted to and approved by the Director/ Head of DM 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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4. CONSULATION RESPONSES
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7. CONCLUSION
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N APPENDICES:

Appendix 1	Planning Conditions, Informatives
Appendix 2	Plans and Images
Appendix 3	Consultation Responses - Internal and External
Appendix 4	QRP Report 22 nd January 2025

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the demolition of all existing buildings/structures and the construction of a single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.
- 3.1.2. The development proposal seeks to make the most efficient use of the site by redeveloping it to provide a single building, up to a maximum height of 17.8m.



Image 1: Aerial view of site

3.2 Site and Surroundings

- 3.2.1 The site includes approximately 5,814/64,486sqft GIA of existing floorspace and is situated in an established industrial area. It is occupied by the F&J Arpino Wholesale building on the western side of West Road, used for storage and commercial purposes, and is surrounded by other large-scale employment buildings, primarily with industrial and commercial uses. The site is designated as a Strategic Industrial Location (SIL) and within Flood Zone, 2.



Image 2: Site location plan.

3.2.2 The surrounding area is characterised by industrial and commercial uses. The site also lies within the Tottenham Area Action Plan (TAAP) area and the site has a PTAL value of 2, considered 'poor' access to public transport services. There are two bus services available within 2 to 6 minutes' walk of the site, and Northumberland Park Station is a nine-minute walk away.



Image 3: Bird's Eye View of the proposed building/surrounding sites.

3.3 Relevant Planning, Enforcement history and Appeals

37 West Road N17

OLD/1966/0937 Change of use to storage of an existing industrial building and extension of structure to form a loading bay. **GRANTED.**

3.4 Relevant Enforcement History

3.4.1 There is no enforcement history connected to this property.

4.0 CONSULTATION RESPONSES

4.1 Quality Review Panel

4.1.1 The scheme has been presented to Haringey's Quality Review panel on two occasions.

4.1.2 Following the Quality Review Panel meeting on the 22nd of January 2025, (see report in Appendix 2), the Panel offered their 'support' for the scheme, with the summary from the report below:

The QRP commented positively on the principle of the development stating that the proposals would have the potential to create a building of an appropriate quality, but made recommendations on key issues including massing, architecture, materials, landscape and access. A clearer distinction between the warehouse and the offices is needed to simplify the overly complex West Road façade, including moving the warehouse element back from

the offices, and expressing the different functions more clearly in the façade. The applicant should develop important corner elevations, and a more varied roof profile could be considered. Furthermore, QRP advised that the applicant should consider how the building can relate and respond to surrounding and forthcoming development. The window above the main entrance should be reduced in size, and the position of the entrance reassessed. Further design work is required, materials to be simplified, the colour of cladding is too dark, lighter colours should be considered and brickwork should be used to frame entrances, The applicant is to consider more greening of sites and more street trees to be planted as part of the scheme. The access to the site needs further consideration.

- 4.1.3 Following the QRP comments the applicant has addressed the concerns raised by the panel which is discussed further in the report and a detailed summary of QRP's comments/the officer's responses are in set out in Table 1 under paragraph 6.3.16.

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

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

INTERNAL:

- 1) LBH Transportation Team: No objections, subject to obligations and conditions.
- 2) LBH Design: No objections subject to conditions
- 3) LBH Carbon Management: No objections, subject to conditions and obligations.
- 4) LBH Waste Management: No objections, subject to condition.
- 5) LBH Flood & Water Management: No objections, subject to conditions.
- 6) LBH Pollution Air Quality: No objections, subject to conditions.
- 7) LBH Arboriculturist Officer: No objections, subject to conditions.
- 8) LBH Lighting: No objections, subject to condition.
- 9) LBH Noise: No objections, subject to conditions.
- 10) LBH Inclusive Economy: No objections.
- 11) Cllr Bevan: Comments No objections, subject to QRP recommendations being addressed.

EXTERNAL

- 1) Thames Water: No objection, subject to informative/s regarding sequential approach, sewers, groundwater discharge etc.
- 2) Designing Out Crime: No objections, subject to conditions.
- 3) Transport for London: No objections, subject to s278 and s106 contributions.
- 4) Environment Agency: No objections.
- 5) London Fire Brigade: Informative recommended.

5.0 LOCAL REPRESENTATIONS

- 5.1 Neighbouring commercial properties were notified of the planning application having been received. Site notices were also erected in the vicinity of the site for wider publicity purposes.

No representation was received in response to notification and publicity of the application.

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

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

6.1 Principle of the development

- 6.1.1. The site is designated as a Strategic Industrial Location (SIL) (DEA1) which safeguards the land for a range of industrial use classes ranging from Class E(g) (Commercial Business and Service – formerly Class B1), Class B2 (General Industrial) and Class B8 (Distribution or Storage).
- 6.1.2 The National Planning Policy Framework (NPPF) encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development.

6.1.3 The London Plan (2021) Policies E4 and E5 state that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:

1. are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport;
2. provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population;
3. provide capacity for micro, small and medium-sized enterprises;
4. are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision; and
5. support access to supply chains and local employment in industrial and related activities.

6.1.4 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range industrial use. 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.

6.1.5 In addition, the policy also says that the Council will:

- Support local employment and regeneration aims;
- Support environment polices 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.

6.1.6 Policy NT2 of the Tottenham Area Action Plan (TAAP) states that the Council will support development proposals within Northeast Tottenham SIL areas which:

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

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

- Is consistent with the range of uses identified in Policy SP8 of the Local Plan (these include waste/recycling, transport, logistics and distribution amongst others).
- Allows for future flexibility for a range of business types and sizes;
- Provides adequate space for on-site servicing and vehicle waiting/movements;
- Enhances the quality of the local environment and business area; and demonstrably improves the functionality of the site for employment 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.

6.1.8 The application site is within the Central Leaside Business Area, which is part of a Strategic Industrial Location (SIL), located within the North East Tottenham area identified within the Tottenham Area Action Plan. The proposed net increase in internal floor space would be approx. 229.8 sqm, resulting in an overall 6,044sqm of new floorspace. Therefore, the site would provide enhanced employment use and economic benefits particularly in terms of securing a modern, viable use of the site and contribute towards policy objectives for accommodating industrial land and supporting economic growth. The proposal is therefore strongly supported by National, Regional and Local Policy.

6.2 Design and Appearance

6.2.1 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.

- 6.2.2 The applicant submitted a pre-application proposal and received guidance on how the scheme could be improved. The proposal was also presented to the Quality Review Panel (QRP), who advised that the proposed development had potential, subject to further amendments. The applicant has addressed the feedback received from the Council's design officer and QRP and, therefore, it is considered that the applicant has adequately addressed the points raised concerning the design of the proposal.
- 6.2.3 The site accommodates an existing employment building, previously occupied by F&J Arpino Wholesale Ltd, which has since ceased trading, and the building is now empty. The Design and Access Statement states that the existing two storey brick building was constructed in the 1950's, therefore dated and is in poor condition, approaching the end of its serviceable life span. Furthermore, the DAS states that the current site arrangement has a loading bay at the front of the building, directly off West Road which is not desirable as such, the proposed development would rectify this as indicated in the proposal. As a result, this would improve logistics and legibility, as well as positively impacting the street scene. Officers consider that the proposed development will provide modern flexible employment floor space which can accommodate a range of employment uses, making a highly adaptable, sustainable and attractive development, providing employment space which will cater for modern business needs.

Height, Scale & Massing

- 6.2.4 The proposal is for a single industrial building with 2-storey ancillary office space and open mezzanine floorspace. The proposal would provide a flexible employment space with an open-plan floor area with height of 17.8m. The proposed site is situated amongst a cluster of predominantly large scale, rectangular, employment buildings, within a well-established area designated in Haringey's Local Plan as a Strategic Industrial Location (SIL). The Council's design officer notes that the area in general, and this site in particular, are well suited to industrial intensification. The proposed development is for a significant density and increased height over the prevailing two-storey, low density, light industrial units that dominate the Brantwood Industrial Estate, with a height of 17.8m (ground floor finished floor level to parapet) housing three high ceilinged floors. The overall height of the proposed buildings also falls within the range of nearby buildings, which vary between 6m and 20m. For example, to the northwest of the site, there is a recently approved scheme at 18 West Road which is 12m in height. The design officer further notes that the height of the proposal is considered acceptable in design terms, as the Local Planning Authority (LPA) would like to see intensification of protected industrial areas such as this.
- 6.2.5 Furthermore, the design officer further notes that the proposed bulk is a 'full and frank expression of its size' and is acceptable from a design point of view, as an expression of the Council's willingness and expectation to see further intensification of the industrial estate, especially on blocks such as this where there is no detrimental impact on residential neighbours. Notwithstanding that the prevailing surrounding height and bulk of the industrial estate is currently

predominantly low-rise, this is not the first higher and larger proposed and/or approved development, especially for the logistics sector. The area is surrounded by new developments which have been granted planning permission, some under construction and others implemented. For example, 175 Willoughby Lane, a short distance to the north-east and currently under construction, site opposite that is 18 West Road. Other taller, more intensive recent or current developments in industrial estates nearby include a very recently granted 4-storey workshop on Tariff Road, the next street to the west and a recently completed 7-storey, Shurgard self-storage development a short distance further away to the east.

- 6.2.6 The design officer notes that the frank expression of the bulk of the proposals has been clearly split into two elements, with the main bulk of the main warehouse volume distinguished from the more slender volume of the entrance and office wing, by means of a slender, full height, glazed slot looking onto the main entrance and each floor's lift/stair lobby and a subtle off-set in the plane of the facade. This responds to two of the recommendations of the Quality Review Panel (QRP), who were overall supportive of this proposal, albeit with a few detailed design suggestions that have all been taken up or responded to by the applicants.
- 6.2.7 Overall, it is considered that the proposed development responds to the prevailing building pattern in terms of scale and massing. The proposal is for a modern building to provide an energy efficient and visually appealing development, compared to the existing warehouse buildings.



Image 4: Proposed Elevations

Layout

- 6.2.8 The layout of the proposed development seeks to make more efficient use of the site by intensifying the employment uses. The layout of the proposed building would be L-shaped, with 3-storey ancillary office space and open mezzanine floorspace. The scheme is proposed to be laid out in a simple and logical way to complement the existing urban grain. In terms of the entrance, parking and service area, the proposed building has been set further back from the street following QRP comments ensuring clear access to the frontage area. Vehicle access has been adjusted such that vehicles will pass under the office area which redirects loading away from the street frontage to improve pedestrian safety and security.
- 6.2.9 As per QRP comments, the elevation facing West Road would be a primary focus consisting of the office area setback with accessible entrance providing legibility to the road frontage. This would provide a key focal point to the frontage with natural surveillance to the adjacent access point, with service yards and parking areas positioned to the rear. The service yard would primarily be located to the rear to allow clear separation between pedestrian and vehicle routes. Car parking provision has been made and located adjacent to the service yards, with access provided via West Road.

6.2.10 This layout is considered acceptable, practical and flexible, resulting in efficient use of existing employment land. There is no clear uniform pattern of development evident within the surrounding area. As such, it is considered that the proposal would not be at odds with any distinct urban grain of the area. The layout is practical would be broadly comparable to that of other industrial sites in the wider area, reflecting the scale the Council accepted in other industrial intensification developments and therefore it is considered that the proposed intensification of the site would be appropriate to this setting.

6.2.11 The proposed development would be of an industrial typology in line with the existing building stock in the SIL area; whilst in appearance would be modern and contemporary. The design officer notes that architectural character and strategy for elevational treatment of the proposals are contemporary, featuring long ribbon windows in a balanced composition of either vertical or horizontal alignment on the main façade facing the street. These will provide passive surveillance, activate the street frontage with visible activity and overlooking. The whole main street frontage, including the office wing, is to be composed of two materials comprising

of brickwork to the ground floor to reference neighbouring older brick properties, and timber cladding to the upper floors of the building, in accordance with the developer's consistent branding, featuring primary cladding materials across all Goya's developments. On the south side of the building, a full height vertical ribbon window ending in a maintenance/emergency door would mark the end of the brick/timber element, whilst to the north, it would end in the internal corner between the office wing and main block.

- 6.2.12 The design officer further notes that the remainder of the facades of the main block are to be externally finished in profiled metal cladding in a silver-grey finish. This is typical of contemporary industrial architecture and is compatible with integrated loading bay doors. The design approach to increase the brickwork on the elevation facing West Road is welcomed and supported by QRP and the design officer. This would result in a connection to the local character, taking design cues from the surrounding area in terms of materiality and proportions, while maintaining a modern aesthetic look. A condition will be attached for the developer to provide details of all external materials.

Landscaping

- 6.2.13 In terms of landscaping, the site has a very low landscaping value, most of the site is covered in tarmac or built form. As per QRP comments and pre application advice, the applicant is proposing to improve situation, incorporating high quality landscaping and amenity seating area to the eastern boundary, fronting West Road. The landscaping treatment would comprise of the planting of ornamental shrubs and grasses to soften the street view, increase visual interest, and provide valuable habitat for wildlife. To the rear of the building, the landscape treatment will also incorporate ornamental shrubs and trees to visually break up the extensive hard surfaces. As a result, this would improve the development's relationship with the public realm resulting in a significant enhancement to the green infrastructure. The planting would improve site accessibility for both vehicles and pedestrians by introducing varied greenery. Additionally, the Carpinus hedge along the fence, underplanted with low-growing shrubs, will provide effective screening around the site. The width of the footpath fronting West Road would be increased to allow for future tree planting by the Local Planning Authority (LPA) and to complement the existing tree, which is being retained. The applicant has agreed to make a financial contribution towards the planting of additional street trees via s106 and the details of the landscaping would be secured by a condition.
- 6.2.14 The design officer notes that one of the most notable benefits of the proposed scheme compared to other typical industrial, logistics and warehousing developments is that the street frontage will not be fenced off. However, to the north and west boundaries, a new 2.4m weld mesh fence would be installed, and the details would be secured via a condition.
- 6.2.15 Overall, it is considered that the proposed development would be acceptable in design terms, as the proposal would be simple, clean and elegant, with high quality landscaping design. The new buildings would be of high quality and would relate well to the industrial nature of the area. The height, bulk, scale, massing and layout of the redevelopment

would respect the character of the surrounding area, whilst also intensifying the existing employment floor space. The proposed development would make a positive contribution to the area and would improve the character and appearance of the site, the street scene and the wider locality. The proposal is considered acceptable in terms of design and complies with the relevant policies.



Image 6: Appearance of building fronting West Road

Quality Review Panel (QRP) Comments:

6.2.16 The Quality Review Panel (QRP) report of the review on 22nd January 2025 is attached as Appendix 4. A summary of the Quality Review Panel's comments is provided below:

The QRP commented positively on the principle of the development and stated that the proposal has the potential to create a building of an appropriate quality, but makes recommendations including on massing, architecture, materials, landscape and access. The QRP panel suggested that a clearer distinction between the warehouse and the offices is needed to simplify the overly complex West Road façade, including moving the warehouse element back from the offices, and expressing the different functions more clearly in the façade. The panel further emphasized that more work was needed to develop important corner elevations. A more varied roof profile could be considered. Furthermore, the panel also encouraged how the buildings should relate and respond to surrounding and

forthcoming development. The panel recommended that the window above the main entrance should be reduced in size, and the position of the entrance reassessed. More design work was needed to ensure the ground floor experience showcases public functions, with larger windows and more design detail. Signage should be designed into the façade. Materials should be simplified, with brick potentially framing entrances and larger areas of timber. The panel also stated that cladding appears too dark, and a lighter shade was recommended, and the appearance of weathered timber should be tested. Additionally, the panel advised that adjustments to the building line should be considered to create a more generous pavement space. All opportunities should be taken to green the site, with climate resilient planting. The panel further advised that discussions should be held with officers on how extra street trees could be planted as part of the scheme. Also, the panel stated that the area around the rear entrance should be more pedestrian and cyclist friendly, with planting, and trees in the yard area. The steps should be removed from the front entrance to provide equitable access, and tests were considered to be needed to ensure the vehicle entrance would be safe for pedestrians.

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

TABLE 1

Panel Comment	Officer Responses
The panel stated that the proposals include a number of positive strategic decisions. These include using a high proportion of the site; designing the building with an office fronting onto the street; avoiding palisade fencing; and the design of vehicle access route to the yard at the rear. However, it thinks aspects of the proposals should be improved to ensure the building achieves the high level of design quality required.	QRP comments noted. In response the office building was amended and would now front West Road. The Southern boundary remains as concrete panelled fence. To the north and west boundaries a new 2.4m weld mesh fence would be installed. No fencing to West Road apart from the new gates.
The panel considered that the junction between the warehouse and offices was uncomfortable, and that the two should parts of the building should be distinguished more clearly from one another. The warehouse could be moved back a couple of metres from	QRP comments noted. The elevation to West Road has been revised following the comments received. Timber cladding has been continued across the whole of the elevation to provide a consistent street scene. Vertical windows to the main entrance area would break up the massing

West Road, so its massing appears subservient to that of the office building.	vertically, along with increased window lengths to the warehouse windows.
The panel also stated that the design of the main façade fronting onto West Road was overly complicated and should be simplified. It asked the design team to consider how architecture could achieve this by expressing the building's two different functions more clearly. Architectural treatment could follow the building form more closely, fully representing the warehouse space in the West Road frontage, potentially using the entrance as a vertical strip to separate it visually from the offices.	QRP comments noted. The West Road elevation has been revised to simplify the material palette as requested. The timber cladding has been spread across the whole elevation, enhancing the street scene with vertical windows to the warehouse and horizontal windows to the offices, differentiating the separate parts of the building.
The building would also benefit from more thinking on how to express the corner elevations. Corners are important in views along West Road, and more design development is needed to consider how they will appear, and ensure they make a positive contribution to the street.	QRP comments noted. The northern and southern elevations to the corners of West Road have been enhanced following comments received. Corner windows have been added to the office areas and a vertical window to warehouse elevation has been incorporated, along with timber cladding wrapping the corner.
The panel also noted that the character study of surrounding buildings reveals a range of different roof profiles. The design team has chosen a continuous flat roof. This decision could be revisited to add extra character and interest to the building with a more distinctive design.	QRP comments noted. The proposed building has a hipped roof to the warehouse area with parapet, green roof to the office area again with parapet giving a consistent level across the whole façade.
The panel asks for thinking on how the new building will appear as part of the streetscape. Designs should be developed in the context of the surrounding buildings and should respond to the new buildings under construction opposite, so they read well together.	QRP comments noted. The elevations have been revised to simplify the material palette, to ensure a high-quality elevation is achieved. The elevational treatment of previous Goya schemes was well received in the Design Review meeting (as noted within the response received), office ribbon windows have been incorporated into the design as well as the Goya trademark timber cladding. Brickwork to the lower half of the

	frontage will reflect the materials used on the recently completed buildings on the corner of Dysons Road as well as within the immediate area.
The panel suggests that the large central window above the main West Road entrance seems overpowering, because it is much larger than pedestrian scale. It encouraged the design team to break down the scale of the entrance, potentially being located on the corner of the building instead.	QRP comments noted. The scale of the main entrance glazing has been reviewed and reduced accordingly, to reflect comments received. The vertical glazed panel would separate the different spaces within the building and give a clear indication of the primary access.
The panel recommends putting more investment into design detail on the main façade at ground floor level, as this will be the part of the building most people interact with. The office windows seem small and could be increased in size. More texture could be introduced through design detail at ground floor level, with a simpler above higher up the building.	QRP comments noted. The small individual windows have been amended to become ribbon windows, following the design language above to the offices.
If the ground floor could be a showroom, the façade treatment should reflect this potential use. The treatment could be closer to the entrance windows, offering more to the street than the current domestic-sized windows, which also complicates the architecture by introducing an additional style.	QRP comments noted. As above ribbon window have now been included in the ground floor office area to allow for a more active frontage.
The panel recommends designing space signage into the treatment of the main elevation, to provide more control over how it is delivered when tenants move in.	QRP comments noted. Signage zones have been shown to the West Road frontage as well and the northern elevation, to ensure clear wayfinding to the development
The use of four different materials compares unfavorably with previous industrial buildings commissioned by Goya Developments using fewer materials, which are simpler and more successful. As part of simplifying the main façade, the panel asks for thinking on how the material approach can be simplified by reducing the number of different materials.	QRP comments noted. Material palette to the West Road elevation has been simplified in line with comments received. Timber cladding has been shown to the higher levels and brickwork below; the elevation is then broken up with horizontal and vertical window elements to reduce massing.
The use of timber in small strips is also less successful than previous buildings which have	QRP comments noted. The amount of timber being used on the main elevation has been

incorporated larger timber areas. Smaller areas appear more residential than industrial.	reviewed along with simplifying the palette, timber has now been shown across the whole frontage at the higher level to enhance the elevation.
The panel likes the use of brickwork as a London specific design reference, which also provides robust protection around the vehicle entrance. Opportunities should be examined to use brickwork more extensively to frame entrances, for example the vehicle entrance.	QRP comments noted. The amount of brickwork has been increased to include the whole of the lower level to the West Road elevation. Three landscape planters have been incorporated along the back of the pavement to enhance the street experience with seating incorporated.
The panel suggests that RAL 7016 cladding is too dark a shade of grey. Silver cladding could be considered instead, which would help the brickwork to stand out more.	QRP comments noted. Palette to the front elevation has been simplified and the anthracite cladding has now been omitted, cladding to the bulk of the warehouse to the rear would now be metallic silver.
The panel also asks for more information to be provided to officers showing how timber has weathered in previous buildings, to help them understand how its colour will sit alongside the cladding as part of a coherent palette.	QRP comments noted. Examples of timber cladding used on previous Goyal schemes have been included with the Design & Access Statement to illustrate how the material has performed over the years.
The existing building is set back from West Road, as are other buildings on the street. The proposals place the new building closer to the pavement, making it a more prominent feature in the streetscape and reducing space for pedestrians. The panel asks for thinking on how the position of the building can be adjusted to create more generous pavement space – without necessarily removing the proposed planting, which is welcome. This will be particularly important to accommodate match day foot traffic to the Tottenham Hotspur Stadium.	QRP comments noted. The proposed building has been pushed back from the pavement following comments, increasing this area along West Road. The existing building on site has loading areas and parking to the front, this gives the perception of a much wider pavement area, the proposed footpath area shown is consistent with the connecting pavements either side to the north and south. The planter to the West Road frontage has been retained, along with the incorporation of seating, plus level access to the main entrance
The panel welcomes the proposed green roof but asks for more work to develop landscape proposals. It thinks the current proposals are too limited given the size of the site, which provides extensive opportunities for greening. It encourages further thinking on what can be done to maximised greenery.	QRP comments noted. The whole of the office area flat roof area has been shown as a planted green roof. The green roof specification has been enhanced further to include biodiversity features.

Planting should be carefully selected to ensure it is climate resilient, and drought-proof.	QRP comments noted. Planting has been revised to the extensive green roof area.
Opportunities include more street greening. Planting more large trees in addition to retaining the existing street trees would be particularly beneficial. The panel encourages discussions with officers on how street trees could be delivered and coordinated with the trees planned as part of the development opposite.	QRP comments noted. Some tree planting has been incorporated along West Road and more street trees would be secured via s106 contribution.
The panel thinks the area outside the rear entrance should be designed as a more pedestrian and cycle-friendly space. A buffer of planting could be used to differentiate it from the parking area.	QRP comments noted. The parking area and rear access has been revised with the incorporation of additional tree planning between the parking and yard areas.
The panel consider that the rear entrance could be more generous, with a larger, less domestic door more in keeping with the front door.	QRP comments noted. Entrance area and fenestration to the rear have been revised, with full height glazing to reflect the front entrance.
There is also scope to plant trees in the rear yard area, helping to provide views of greenery for offices in the building to both front and back.	QRP comments noted. Additional tree planting is proposed between the parking area and yard to form a clear buffer.
The panel emphasises the importance of ensuring equitable access to the building. The steps leading to the main entrance should be removed to ensure level access to the main entrance.	QRP comments noted. The steps in the main entrance have been removed and a ramp incorporated to improve accessibility. Accessible parking is proposed to be located to the rear with level access into the building.
It is important to ensure there is enough intervisibility between pedestrians and vehicles to ensure the entrance to the service yard is safe. Designs should be tested, and adjustments made if needed, to minimise the risk where vehicles cross the pavement.	QRP comments noted. The building has been set back from the pavement to ensure visibility for pedestrians crossing the vehicle access and ensuring vehicles can safely egress.

6.3 Impact on amenity of neighboring properties

- 6.3.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.3.2 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.
- 6.3.3 There are no residential properties within nearby proximity of this application site, therefore it is considered that there is no impact on residential amenity in terms of light, privacy, aspect and overshadowing.

Other amenity considerations

- 6.3.4 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution. DPD Policy DM1 requires proposals to address issues of vibration, noise, fumes and odour.
- 6.3.5 The submitted Air Assessment (AQA), demonstrates that mitigation measures would be put in place to ensure the development is air quality neutral.
- 6.3.6 A Noise Impact Assessment has been provided in support of this application. The report identified that the nearest residential noise sensitive receptors (NSRs) to the site are dwellings located on Thornley Close and Perryman House, approximately 67 metres away. To the south of the site, are dwellings located on Burns Court/West Road which are approximately 80 metres away and dwellings located on Willoughby Lane, are approximately 145 metres. Given the separation distances from these properties, it is considered that the proposed development would not have significant impact on the amenities of occupants of these residential properties.
- 6.3.7 The proposed development will operate on a 24-hour basis and would generate Large Goods Vehicle (LGV) and Heavy Good Vehicle (HGV) movements in the yard space. As the yard space will be located away from the main road, the building will assist in screening noise emitted by the vehicle movements. The submitted Noise Impact Assessment (NIA) concludes that there is no increase in road traffic noise as a result of the proposed development and that the combined noise rating level of plant noise, break-out noise and delivery noise does not exceed the background noise levels during the daytime and night time periods. The Noise Impact Assessment has determined that the noise generated by the proposed development would have a 'low impact' (as set out in BS4142 Technical Note) on the closest Noise Sensitive receptor (NSR). The noise officer has advised that this is acceptable subject to a Noise Management Plan condition being attached to manage the noise on site.

- 6.3.8 Any dust and noise relating to demolition and construction works would be a temporary impact, which would typically primarily be controlled by non-planning legislation. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for development would be controlled by condition.
- 6.3.9 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding commercial/residential properties.

6.4 Parking and highway safety

- 6.4.1 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 parking. The car parking standards that should apply to this proposal are outlined in Table T6.2 of the London Plan (maximum standards). The standards for non-residential accessible parking are identified in Table 10.6 of the London Plan.
- 6.4.2 Local Plan (2017) Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.
- 6.4.3 The site has a PTAL rating of 2, considered 'poor' access to public transport services. The site is also located within the Tottenham Event Day CPZ, which operates on match and event days and evenings at the Tottenham Hotspur Stadium. Therefore, most of the time, there are no active CPZ restrictions/measures in place.

Access

- 6.4.4 The Transportation Assessment (TA) states that access to the site will be retained from a single (and widened) point of access from West Road at the northeast corner of the site. The other existing crossovers along West Road would be closed and returned to footway.

Trip Generation

- 6.4.5 A Transport Assessment (TA) has been submitted in support of the application and has been reviewed by the Council's Transportation Officers. The submitted TA states that in order to undertake an assessment of the trips associated with the proposal, the TRICs database has been used. Two sites were used to determine possible generated trips

rates and the data was further broken down into use classes to assess the daily two-way vehicle trips. The report states that the proposed site would generate in the order of 10 - 25 two-way vehicle movements during the AM peak hour of 0800-1900. A further 8 - 28 two-way vehicle movements would be generated during the PM peak hour of 1700-1800. Over the day the site is likely to generate 85 – 121 inbound and 91 - 104 outbound vehicle movements. The report further states that the redevelopment proposals will result in changes of between -19 to +1 additional vehicle movements during the peak hours. Over the day the proposals could result in a reduction of 38 two-way movements or a negligible increase of 8 two-way movements. Overall, the data indicates that whatever use class is implemented it has the potential to create a higher number of vehicle trips than public transport as seen from the modal split data. This uplift in trips is acknowledged. The 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.

Travel Plan

- 6.4.6 A draft Travel Plan has been submitted with the application, which details the modes of travel by employees from the development and how it would be managed. To ensure sustainable travel to the site is confirmed, a Travel Plan would be secured via a s106 Legal Agreement and including a Travel Plan Monitoring Fee. Subject to this, it is considered that the development would suitably support sustainable transport.

Car Parking

- 6.4.7 The Transport Assessment (TA) states that there is no designated formal car parking provision associated with the existing use. The TA also states that 18 car parking spaces would be provided including 2 accessible parking spaces and 2 shared bays, a total of 22 spaces. The proposal would also include 4 electrical charging bays. London Plan Policy T6.2 states that industrial sites such as this should be assessed on a case-by-case basis. The policy further states that the starting point for commuter parking be determined with number standards laid out in Table 10.4 of Policy T6.2 and based on this table, the development's parking requirement would be 60 spaces. The proposed development would provide a total of 18 bays which would be significantly below 60 and considered to be a shortfall given the employment density is based upon uses could be between 115-211 employees for classes Eg (iii)/B1c, B2 and B8.
- 6.4.8 However, the applicant has stated in their submitted Transportation Technical Note that the provision aligns with the neighbouring site, 18 West Road, which at the time of determination was raised as a possible overprovision of spaces. The possibility of the site close by having a slight overprovision was mitigated by a contribution towards CPZ and associated enforcement support. This provision, and the subsequent transportation officer's assessment of the approved scheme at no. 18 West Road, has influenced what is considered to be an acceptable arrangement for this proposal. The applicant has further pointed out that the parking survey recently conducted for the scheme approved at 18 West Road demonstrated that there is spare capacity in the area. Furthermore, a contribution towards parking management was secured via s106 on 18 West Road which would tackle the historical issues of illegal parking on Brantwood Road and West Road.

Therefore, it is considered that parking restrictions will be put in place and as such, any future site workers will not be able to park on the street regardless of whether there is current spare capacity.

- 6.4.9 The Council's Transportation Officers have highlighted that to address concerns raised a parking management plan condition would be attached for the site's wider car parking provision including the 2 disabled bays and 2 shared spaces to understand how parking will be allocated and reviewed in line with a Travel Plan. Furthermore, for the site to be fully compliant with policy the applicant/developer will be required to enter into a s106 agreement for a contribution towards additional parking restrictions in the form of changes to the existing CPZ proposal from an event day only CPZ to an all week CPZ within the surrounding streets. The Council's Transportation Officer considers that subject to conditions/financial contribution via s106, the parking provision is considered acceptable and in accordance with London Plan Policy T6.

Electric Vehicle charging points

- 6.4.10 The applicant's Transport Statement states that the proposed development would be to provide 2 dual charging points to support 4 spaces within the car parking area. These would be located conveniently close to the building entrances. The Council Transportation Officers note that to ensure that the site is supporting future zero emission travel to the site by employees, the Council will require that the remaining spaces to have capacity built in from the offset for passive electric charging points. Although, it is not known whether the remaining spaces would be installed for passive provision for future charging capabilities. The Council's Transportation Officers consider that a pre-commencement condition should be attached, requiring a detailed plan, provision of 4 car parking spaces and 18 passive vehicle charging points.

Cycle Parking

- 6.4.11 The London Plan 2021 Policy T5 requires that developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards. The proposed development would see the provision of 12 long-stay and 6 short-stay cycle spaces. With regards to policy requirements the developer has utilised B2-B8 cycle parking standards which requires the following numbers: 1 space per 500 sqm (GEA) for long-stay and 1 space per 1000 sqm (GEA) for short-stay. This means the developer would need to provide 12 long-stay and 6 short-stay. The Council's Transportation Officer advises that the proposed provision is in accordance with this policy which is supported by officers. Details relating to the cycle parking will be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.

Service and delivery

- 6.4.12 The TA states that the existing site has five separate points of access onto West Road. Vehicle access is currently provided from West Road with an existing bellmouth access

at the northern boundary of the site. This access provides a route towards the rear of the building providing access to a servicing area along with some informal car parking. A loading bay is located at the southeast corner which provides direct servicing from West Road. This access requires vehicles to either wait on West Road or reverse from West Road into the loading area.

6.4.13 A draft Service and Delivery Plan has been submitted with the application. The report states 6 loading docks would be provided to serve 16.5m Heavy Good Vehicle (HGVs), All delivery and servicing are proposed to take place within the yard area and The Council Transportation Officer notes that this is a significant improvement compared to the existing. The Council Transportation Officer notes that no exact routing has been provided or proposed as part of the application for HGVs. However, the site is within proximity to the strategic road network, which gives the site the unique opportunity for deliveries not to take place via residential streets and in addition, this detail would be secured, by condition, as part of a final Service and Delivery Plan.

6.4.14 The plans submitted indicate that space has been created for cargo bikes, however, the transportation officers have highlighted that it's unclear how this will be implemented based on the design. Any future Servicing and Delivery plan will need to set out how deliveries via cargo bikes can be integrated successfully to reduce the use of larger vehicle types and push sites use of sustainable forms of travel. Details would be secured via condition.

6.4.15 A Swept Path Analysis (SPA) of the proposed site access and internal site layout has been undertaken which confirms that articulated vehicles measuring up to 16.5m have been tracked both internally and from the site access onto the external road network. The detailed swept paths have been included in the Service & Delivery Plan which demonstrates how 16.5m HGVs would be able to reverse into a loading bay and leave in a forward gear. Such movements are considered appropriate and would allow the free flow of delivery and service vehicles into, through and out of, the site. The swept path analysis provided by the applicant is acceptable.

Highways Works

6.4.16 The site currently has many vehicle crossovers, drop kerbs and off-street loadings bays that have historically been there for some time. The Council's Transportation Officer notes that the following highway works would be required:

- Removal of many vehicle crossovers
- Drop kerbs
- Off-street loading bays
- New gated vehicle access
- Reinstatement of the footway
- Extension of existing on-street parking bays
- Establishment of Road markings for parking restrictions
- Stage 1 & 2 safety audit

6.4.17 Given the proposal includes the construction of a new vehicle access, a Road Safety Audit Stage 1 should have been conducted and submitted with the application. The Council's Transportation Officer advises that any modification to the public highways will require the applicant to engage in discussion with the Highways department, including over the location of the planters and benches. The landscaping plans submitted indicate several trees being planted onto the footway along West Road and the placement of new trees on the adopted highway will require consultation with Highways Department and surveys of the footways would be required. As such, The Council Transportation Officer have advised that a stage 1 and 2 Road Safety Audit should be completed during the design stage of any s.278 works. These works would be subject to further detailed design/approval and will be secured as part of a s.278 agreement.

Construction and logistics

6.4.18 The applicant has submitted a draft Construction Logistic Plan (CLP) which has been reviewed by Transportation Officers who have advised that a detailed CLP will be required for review and approval prior to commencement of any site works. The draft CLP is acceptable subject to a detailed CLP being submitted by the developer/applicant and this would be secured via a s106 obligation, and the applicant will be required to pay a construction travel plan contribution to be secured via s106.

6.4.19 Subject to the conditions and obligations as indicated, officers consider that the proposed scheme would not have any undue impact on the road network, and through the inclusion of cycle parking, would encourage the uptake of sustainable modes of transport.



Image 7: Rear of building showing service yard

6.5 Energy and Climate Change

- 6.5.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption. London Plan Policy SI2 states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to be zero carbon and to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all developments to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

Carbon Reduction

- 6.5.2 The applicant has submitted an Energy & Sustainability Statement, which was reviewed by the Climate Change Officer. The development achieves a reduction of 111% carbon dioxide emissions on site, which is supported in principle. The reports states that the applicant has reviewed the installation of various renewable technologies and 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 19.2 tCO₂ (96%) reduction of emissions are proposed under Be Green measures. The development is also proposing a living roofs and these are supported in principles subject to detailed design and a condition would be attached for details for living roofs to be submitted. Overall, the Climate Change Officer raises no objections to the proposal subject to some clarifications with regard to the energy and overheating strategies which can be dealt with via condition.

BREEAM

- 6.5.3 The applicant has prepared a BREEAM Pre-Assessment Report for the development. Based on this report, a score of 79.64 % is expected to be achieved, equivalent to 'Excellent' rating. If all potential credits were achieved, a further score of 7.57% can be added and a total of 87.21% can be achieved potentially, equivalent to 'Outstanding' rating. This is supported by the Climate Change Officer subject to a condition.

Overheating

- 6.5.4 In terms of overheating, the applicant has submitted a revised report, which has been reviewed by the Climate Change Officer. Officers note that the revised report indicates that the revised overheating modelling has included circulation/entrance spaces and shows that proposed development has passed all the criteria. A condition would be attached to secure overheating mitigation measures.

Decentralised Energy Network (DEN)

- 6.5.5 The development is within approximately 554m of a planned future "Energetik Extension" network. The Applicant has submitted evidence of discussions with Energetik, confirming that the predicted demands are too low to economically warrant a future DEN connection.
- 6.5.6 However, the applicant has confirmed the site will be future proofed to facilitate a connection if an incoming future tenant has a suitable heating energy demand. A site plan

has been submitted showing an indicative future connection point, location of pipe between the connection point and plant room. The details would be secured via a condition.

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

6.6 Urban Greening, Trees and Ecology /Biodiversity

- 6.6.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that non-residential development should meet an urban greening factor target of 0.3 but states that whilst B2 and B8 uses are excluded from the 0.3 target, such development is still expected to set out what measures they have taken to achieve urban greening on-site.
- 6.6.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises that 'trees' play a significant role in improving environmental conditions and people's quality of life, where the policy in general seeks the protection, management and maintenance of existing trees.
- 6.6.5 In terms of Urban Greening Factor, the site currently consists of a large section of tarmac and concrete that serves as a car park, access road, and container storage, but it lacks any landscape features. There is a beech tree offsite, located along the eastern border of the property. The proposed development would provide improvements to the soft landscaping compared to the existing arrangement, which provides virtually no greening. The proposal incorporates urban green measures throughout the design, including green sedum roof to boost biodiversity. The landscaping treatment would include the planting of ornamental shrubs, planters and grass to the building frontage. Furthermore, at the rear of the building, the landscape treatment will incorporate ornamental shrubs and trees. In addition, the applicant has agreed to make a financial contribution towards the planting of additional street trees which would be secured via s106 obligation. The applicant's Landscaping and UGF report calculate an Urban Greening Factor for 0.034 which will increase to 0.041, given the additional trees secured via s106. It is considered that UGF would be satisfactory for the proposed B2/B8 use.

- 6.6.6 The landscaped areas would provide a softer boundary to the development and provide greater opportunities for biodiversity compared to the existing site. Officers consider that the proposal includes good urban greening improvements, which provides an acceptable balance between greening and intensification of B2 and B8 uses, as such, this is considered acceptable in urban greening terms.

Trees

- 6.6.7 The applicant has submitted an Arboricultural Impact Assessment (AIA) and Tree Survey for the site. The report indicates that no tree work is proposed, however, there is a Hornbeam, (T1), growing on the pavement immediately in front of the site and an Ash, (T2), growing just outside the southern boundary. The report states that both trees would be retained, and a condition will be attached for the trees to be protected. In addition to the existing trees, as stated previously, the applicant has agreed to contribute towards street tree planting, to be secured via s106.
- 6.6.8 The Council's Tree Officer has been consulted and advises that there is no objection providing a tree protection condition is attached.

Ecology/Biodiversity

- 6.6.9 Policy G6 of the London Plan requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain.
- 6.6.10 Strategic Policies DPD Policy SP13 requires development to protect and improve biodiversity, including contributing to wildlife and ecological habitats and, where possible, including tree planting, green and brown roofs, rainwater harvesting, green walls, bird and bat boxes.
- 6.6.11 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 tarmac/concrete hard standing. 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. Therefore, the proposed development complies with the net gain requirement of policy G6 of the London Plan. Officers consider that although the proposed development is exempted from requiring BNG, the planting of trees, planters, ornamental shrubs and sedum green roof is a significant improvement that would encourage BNG on site which is acceptable.

6.7 Flood Risk and drainage

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

- 6.7.2 The site is located with Flood Risk Zone 2 (low) as defined by the Environment Agency. As the proposal is for commercial / industrial use, the development is classified as a 'less vulnerable' development by the Flood Risk Vulnerability Classification (Table 2) in the National Planning Policy Framework (NPPF). The applicant has submitted a Flood Risk Assessment and drainage strategy.
- 6.7.3 The DPD Policy DM24 seeks that All proposals for new development within Flood Zones 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied.'
- 6.7.4 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are generally content with the overall methodology as used and mentioned within in the Flood Risk Assessment and Drainage Strategy Report. Subject to a planning condition being attached to planning permission, officers do not have any objection.
- 6.7.5 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure.
- 6.7.6 Accordingly, the proposed development is considered to comply with local drainage policies.

6.8 Air Quality and Contamination

- 6.8.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.2 The applicant has submitted an Air Quality Assessment. The report sets out that the air pollutant concentration modelling has identified that there will be negligible decrease in nitrogen dioxide and no increase in particulate matter concentrations at existing sensitive receptors as a result of the development scheme. There are no existing sensitive locations which will exceed the Air Quality Objectives (AQO), as a result of the proposed development. Therefore, the air quality impacts of the proposed development scheme is in accordance with the NPPF and are considered to be acceptable, therefore mitigation is not required. The applicant has also submitted an Air Quality Neutral Assessment' which states that the traffic consultant has identified that the proposed development will result in there being a decrease of 50 vehicle movements per day onto the local road network when compared to the site's current use. Accordingly, there is no requirement to undertake a transport emissions assessment. The report further goes on to state that there will be no increase in transport or building emissions associated with the proposed development and therefore no mitigation is required, and the development can be considered 'Air Quality Neutral'. The Carbon Management/Pollution Team has been consulted and raise no objection, subject to conditions.

Land Contamination

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

6.9 Waste and Recycling

- 6.9.1 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 require development proposals to make adequate provision for waste and recycling storage and collection.
- 6.9.2 As this is a commercial building refuse collection would be dealt with through a private arrangement. A condition to secure details of the location and facility for waste and recycling facilities on site is recommended.

6.10 Employment and Training

- 6.10.1 Local Plan Policies SP8 and SP9 aim to support local employment and facilitate training opportunities. The Planning Obligations SPD also requires the developer (and its contractors and sub-contractors) to notify the Council of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). Furthermore, the developer would be required to provide support towards recruitment costs for apprenticeships and one full-time apprenticeship per development. All these requirements would be secured by a S106 legal agreement.
- 6.10.2 The applicant has indicated that the development would provide 6,044 sqm of employment floor space for flexible E, B2 and B8 use. The proposed redevelopment of the site would potentially increase the number of jobs from 15 to 211 full-time equivalent (FTE) jobs, which is a significant net gain. The Inclusive Economy Team was consulted and support the proposal as it seeks to intensify the employment space and further note that the proposal is consistent with 'Haringey's Workspace Planning Design Guidance'. However, officers wanted clarity on the intended use of the employment space and in response the applicant has stated that this is a speculative employment scheme for flexible B2, B8 and E(g)(iii) uses as such, the end users are not yet known at this stage. This is considered common with speculative developments and therefore acceptable.
- 6.10.3 An employment skills and training plan, which is recommended to be secured by a s106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that have trouble in accessing employment. As such, the development is acceptable in terms of employment provision.

6.11 Fire Safety

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

6.11.2 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 of fire safety. It is considered that the applicant has provided a Fire Statement in accordance with Policy D12.

7.0 CONCLUSION

- 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 and new jobs. These outcomes comply with the relevant planning policies and align with the Council's wider economic strategy for the Borough.
- The proposed scale and design of the development is appropriate within the context of the site would be of good quality and have a positive impact on the visual appearance of the 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 development would provide a sufficient number of appropriately located car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- Officers are also satisfied that the proposal represents sustainable development and complies with policy objectives regarding employment, impact upon amenity, transport and travel, energy and sustainability, landscaping, biodiversity flood risk and air quality. Officers have recommended conditions, and s106 heads of terms, where necessary to make the scheme acceptable in planning terms.

8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £16,336.48 (229.8 sqm x £71.09) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. The Mayoral CIL will be collected by Haringey

after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

9.0 RECOMMENDATION

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

APPENDIX 1 - CONDITIONS

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 Section 91 of the Town and Country Planning Act 1990 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:

11669_PL211 Existing Elevations

11669_PL201 Location Plan

11669_PL209A Proposed Roof Plan

11669_PL208A Proposed Elevations 1 of 2

11669_PL207A Proposed Elevations 2 of 2

11669_PL203 Block Site Plan

11669_PL206 Proposed Second Floor Plan

11669_PL205 Proposed First Floor Plan

11669_PL210A Proposed Landscape GA

Documents and Reports:

2025.03.12 Cert B Highways letter

Whole life Carbon Assessment

Circular Economy

Geo-Environmental Phase 1_Part1 – Part 4

Healthy Streets Transport Assessment

Fire Statement

11669_Design and Access Statement Rev 0

Planning Statement

Arboricultural Impact Assessment

BREEAM Pre-Assessment

Urban Greening Factor Plan

Noise Impact Assessment

Drawing schedule: 37 – 39 West Road, Tottenham 03.07.2025

External Lighting Assessment

Energy Statement

Travel Plan

Delivery and Servicing Plan

Construction Logistics Plan

11669 Operational Waste Management Plan

11669 Site Waste Management Strategy

Air Quality Assessment

Air Quality Neutral Assessment

Construction Dust Assessment

Flood Risk Assessment

Geo-Environmental Phase 1 Covering Note
Security Needs Assessment
Ecological Impact Assessment
17142 R02 Bat Survey Report AJ 28052
17142 R03 CEMP MJ 28052

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

Materials

3. Samples of materials to be used for the external surfaces, rainwater good 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 or brick types, cladding, window frames, boundary fence and a roofing material sample combined with a schedule of the exact product references. The development shall be provided as approved and retained as such thereafter.

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

Land Contamination

4. Before development commences other than for investigative work and where remediation of contamination on the site is required, completion of the remediation detailed in the approved method statement shall be carried out and a report that provides verification that the required works have been carried out shall be submitted to and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure 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.

Unexpected Contamination

5. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing, 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.

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

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

- a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority
- 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 demolition and construction method statement which identifies the stages and details how works will be undertaken;
 - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
 - iii. Details of plant and machinery to be used during demolition/construction works;
 - iv. Details of an Unexploded Ordnance Survey;
 - v. Details of the waste management strategy;
 - vi. Details of community engagement arrangements;
 - vii. Details of any acoustic hoarding;
 - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
 - ix. Details of external lighting; and,
 - x. Details of any other standard environmental management and control measures to be implemented.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);

- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration shall be submitted to the Local Planning Authority, for its written approval, prior to any demolition/construction 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

Demolition and Construction Management Plan (including demolition and construction logistics plan)

7. Prior to the commencement of development, a Demolition and Construction Management Plan (including a Demolition and 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 demolition 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 demolition and 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.

Restrictive uses classes

8. 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))iii; 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 DM1 and DM37 of the Development Management DPD.

Cycle Parking

9. No development shall take place until plans showing accessible, sheltered, and secure cycle parking for 12 long-stay, 6 short-stay, and 1 cargo cycle stand parking space 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 take place in accordance with the approved details, and shall be retained as such for the lifetime of the development,

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).

Drainage

10. 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) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
 - b) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.
 - c) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.

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.

Secure by design accreditation

11. (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.

Energy Strategy

12. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Shepherd Brombley Partnership – Issue 2 (dated 25/6/2025) delivering a minimum 111% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 158 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 15% reduction;
- 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 strictly in accordance with the details so approved prior to first 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 of the development. Six months following the first occupation of the development, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

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

Overheating

13. Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved in writing by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Thermal Comfort which was included in Energy Statement prepared by Shepherd Brombley Partnership – Issue 2 (dated 25/06/2025) as a starting point, the revised Overheating Report should demonstrate a reduction in cooling demand.

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, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; mitigation measures should clearly outline the proposed ventilation strategy including the amount of openable windows and the mechanical ventilation rate;
- 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 prioritising passive measures;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Natural ventilation provided by openable windows;
- Glazing g-value of 0.36 or better;
- Mechanical ventilation using MVHR with summer bypass;
- Active cooling using ASHP VRF;
- 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.

Urban Greening Factor

14. Prior to completion of the construction work, an Urban Greening Factor calculation shall be submitted to and approved in writing by the Local Planning Authority demonstrating a target factor which shows an improvement from factor 0.034 as shown on the Urban Greening Factor Plan prepared by Tyler Grange (dated 27/02/2025) through greening measures.

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

BREEAM

15. a) Prior to commencement of development on site, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate shall be submitted to, and approved in writing by, the Local Planning Authority confirming that the development will achieve a BREEAM 'Excellent' outcome (or equivalent), aiming for 'Outstanding'.

This shall be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

c) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to the BRE shall be submitted to, and approved in writing, by the Local Planning Authority, confirming that the development has achieved a BREEAM 'Excellent' outcome (or equivalent), aiming for 'Outstanding', subject to certification by BRE.

d) Within 6 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local planning authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for the written approval of the local planning authority 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 Planning Authority's approval of the schedule, or the full costs and management fees given to the Local Planning Authority for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

External Lighting

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

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

Boundary Treatment

17. Above ground works must not commence until details of the proposed boundary treatment, including the proposed 2.4m high weld mesh fence, 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 in accordance with the approved details prior to use of the development 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.

Plant Noise

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

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

Delivery/Servicing Plan and Waste Management

19. The development shall not be occupied/used until a final Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by, the Local Planning Authority. 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 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 should be produced in line with TfL guidance. The development shall only be operated in accordance with the Final DSP.

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's DSP Guidance 2020.

Accessible car parking bays

20. Prior to commencement of development the applicant shall submit plans demonstrating how the two accessible car parking bays will be allocated and utilized. The development shall not be occupied until the two accessible car parking spaces have been provided; and they shall be retained as such for the lifetime of the development. The accessible car parking bays shall only be used in accordance with the approved details.

Reason: To ensure that the development is in accordance with the London Plan 2021 standard T6.5 Non-residential disabled person parking.

Car Parking Design and Management Plan

21. (a) Prior to occupation of the development a Car Parking Design and Management Plan (CPMP) relating to the proposed car parking spaces shall be submitted to and approved in writing by the Local Planning Authority.
- (b) The CPMP shall include details of the following:
- ii. Location and design of the car parking space(s).
 - iii. Provision of Electric Vehicle Charging Point(s) (direct provision for the space(s).
 - iv. Allocation, management and enforcement of the car parking space(s) (prioritising wheelchair users, then other people with disabilities, then others as part of a dynamic strategy to prioritise use and minimise redundancy of the space(s)).

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers, 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.

Electric Vehicle Charging

22. Prior to occupation of the development 2 active dual charging points to support 4 car parking spaces and 18 passive electric vehicle charging points to serve the on-site parking spaces shall be provided.

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.

Hard and soft landscape works

23. Prior to the first occupation of the development, full details of both hard and soft landscape works shall be submitted to, and approved in writing by, the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:
- a) Means of enclosure;
 - b) Hard landscaping surfacing materials;
 - c) Planting plans including an assessment of existing and proposed trees;
 - d) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
 - e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and

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

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

Tree Protection

24. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection Method Statement incorporating a solid barrier protecting the stem of the trees and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Living roofs

25. (a) Prior to the above ground commencement of development, details of the living roof shall be submitted to, and approved in writing by, the Local Planning Authority. The Living roof 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 roof will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
 - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
 - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles

in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;

v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);

vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and

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

(b) Prior to the use of the development evidence shall be submitted to, and approved in writing by, the Local Planning Authority that the living roof has 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 roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

DEN Connection

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

- 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 development. 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 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.

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.

Management and Control of dust

27. No demolition or construction works shall be carried out on the site until the specific locations of PM10 dust monitors and how these results will be made available for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.

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

Considerate Construction Scheme

28. Prior to the commencement of any demolition or construction works on site the Contractor Company shall register with the Considerate Constructors Scheme. Proof of registration shall be submitted to, and approved in writing by, the Local Planning Authority in advance of the works taking place. Registration shall be maintained throughout construction.

Reason: To Comply with Policy 7.14 of the London Planning

Fire Statement (Compliance)

29. The development shall not be occupied/used until it has been carried out in accordance with the approved Fire Statement (Version 001 dated 28.02.2025 by CLARKE BANKS) submitted in support of the application, unless an alternative is submitted to, approved in writing by, the Local Planning Authority under this condition.

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

INFORMATIVES

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £16,336.48 (229.8 sqm x £71.09) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

NPPF

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the

London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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 occupiers.

Thames Water

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

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.

Secure by Design

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

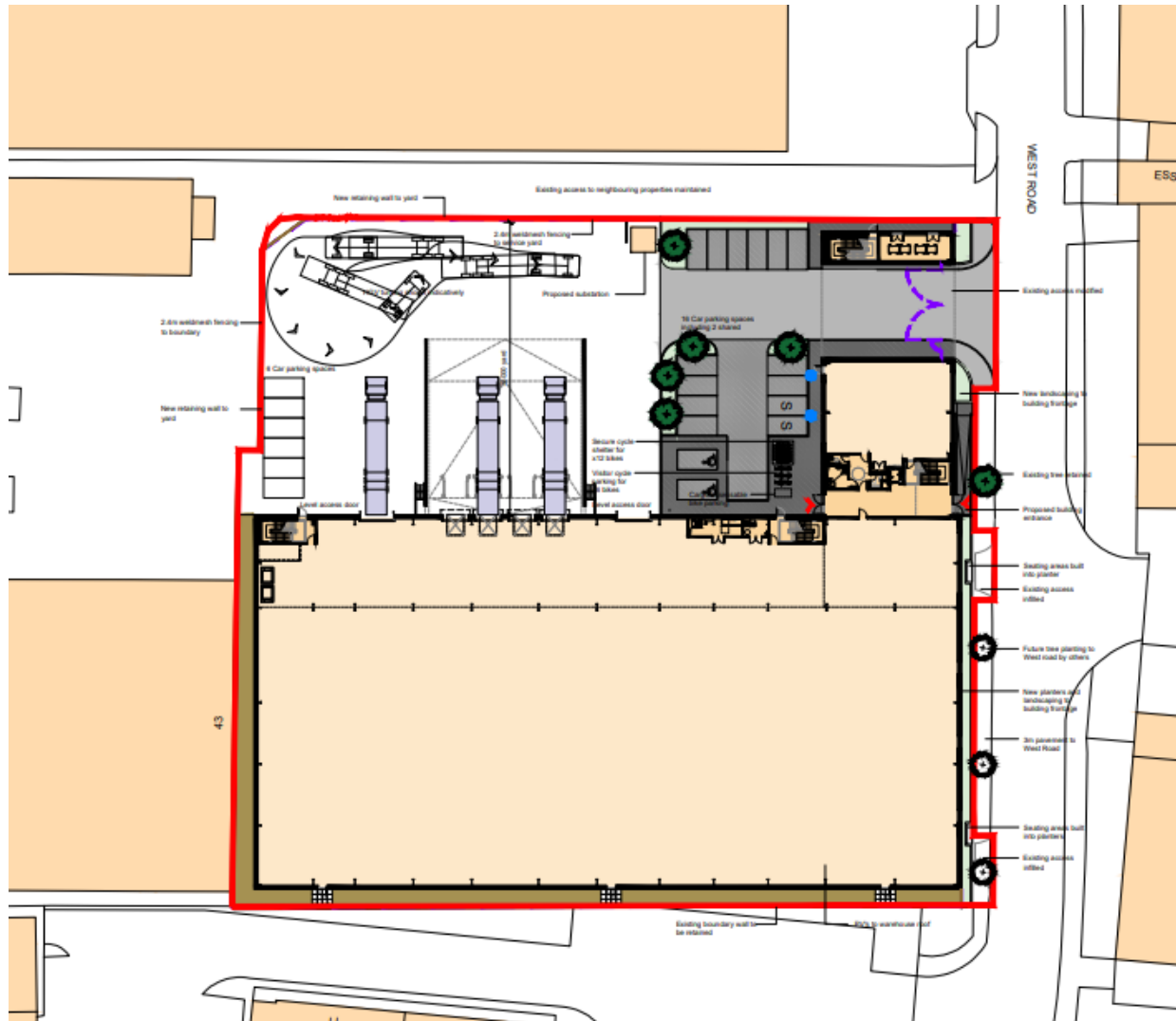
Pollution

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

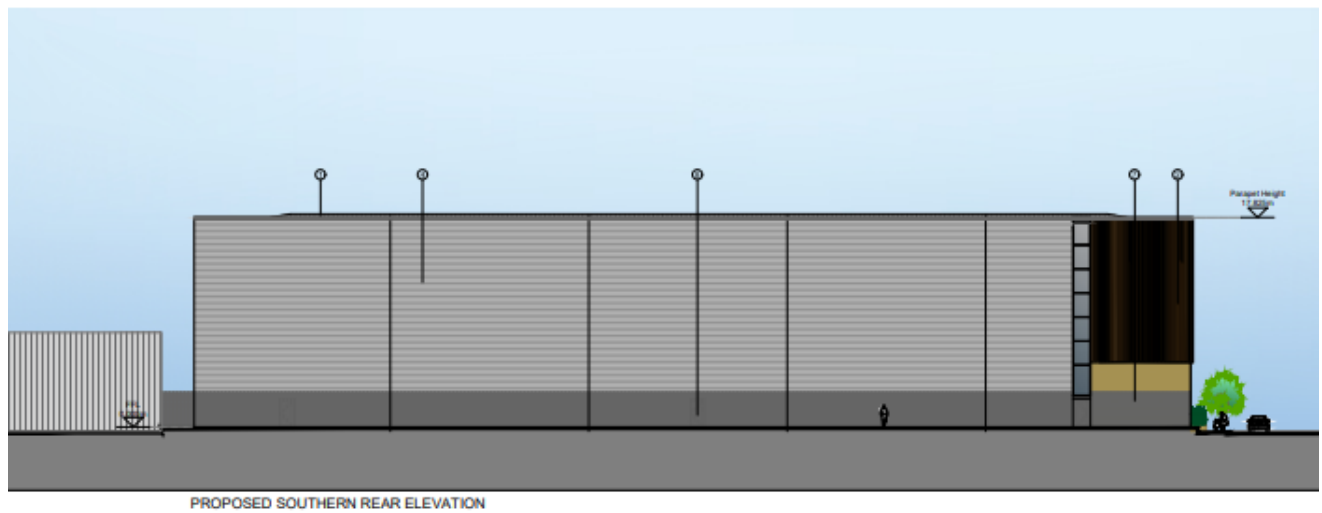
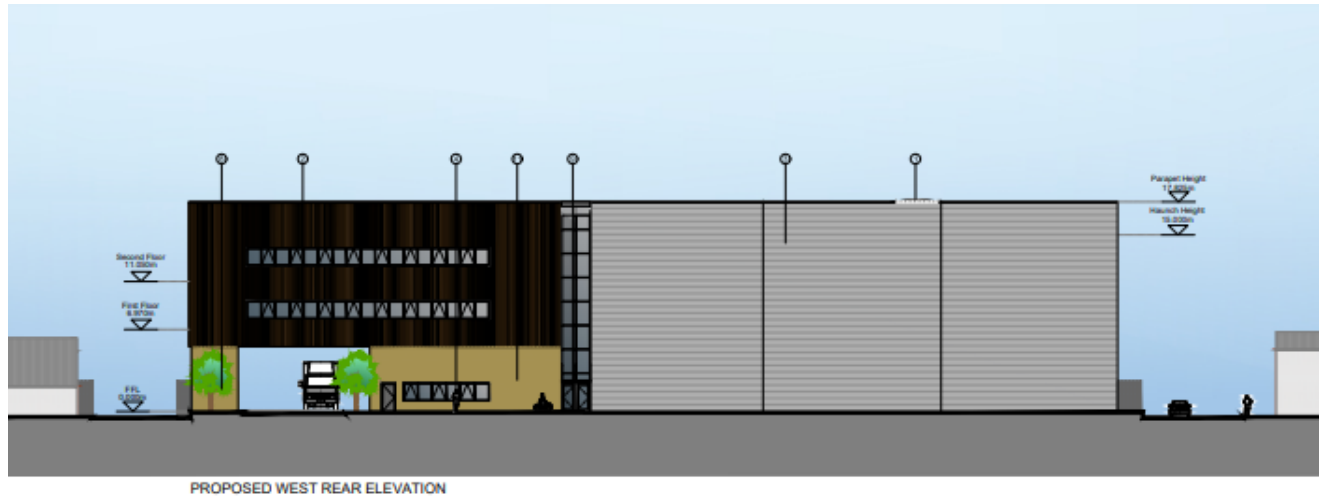
APPENDIX 2 – PLANS AND IMAGES



Site Location Plan



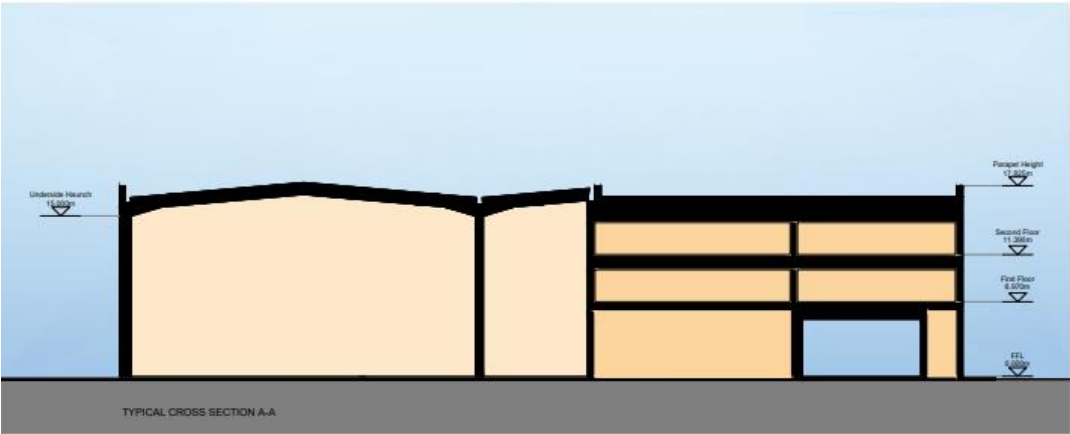
Proposed masterplan



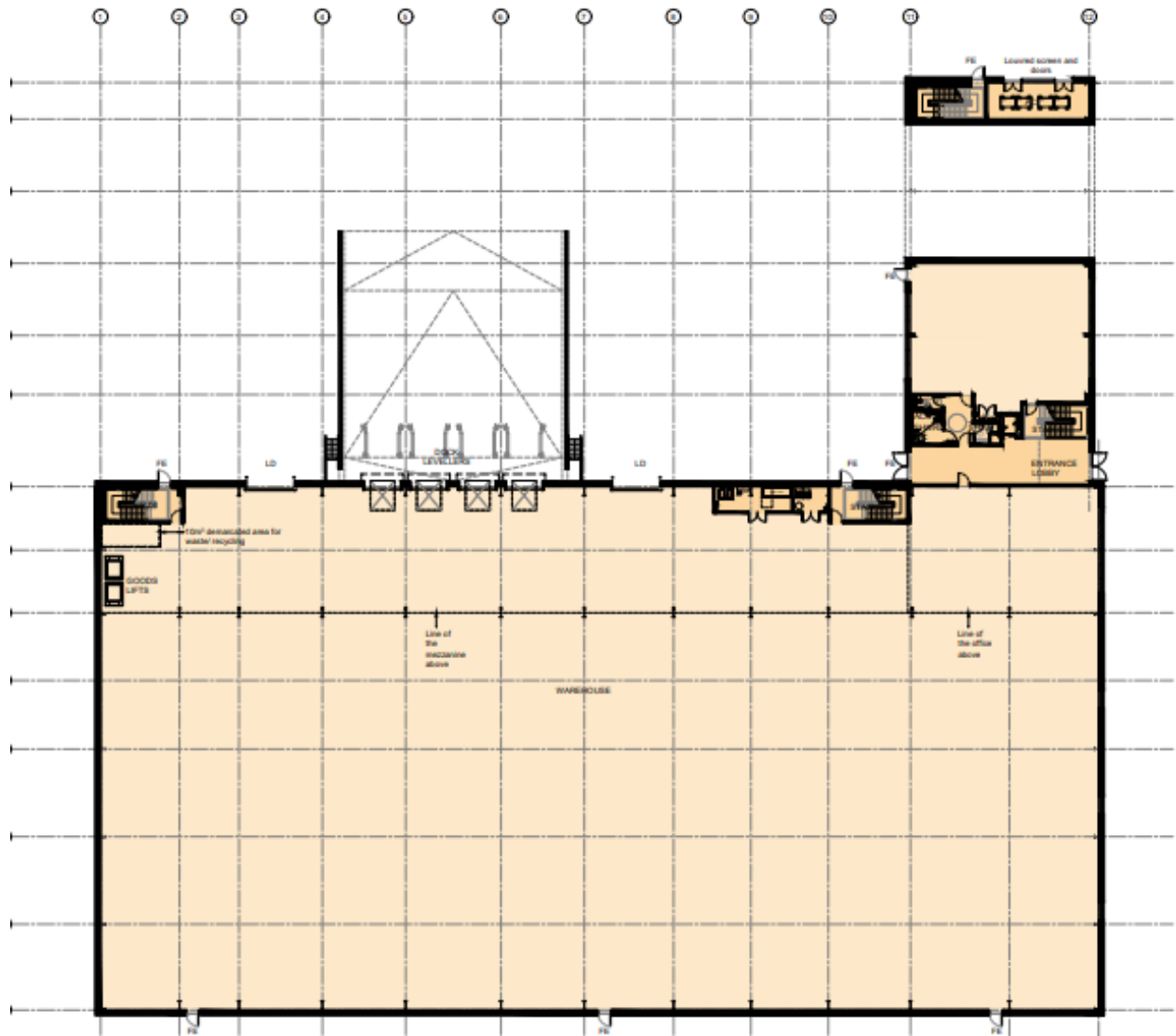
Proposed Southern Rear & Proposed Western Rear Elevations



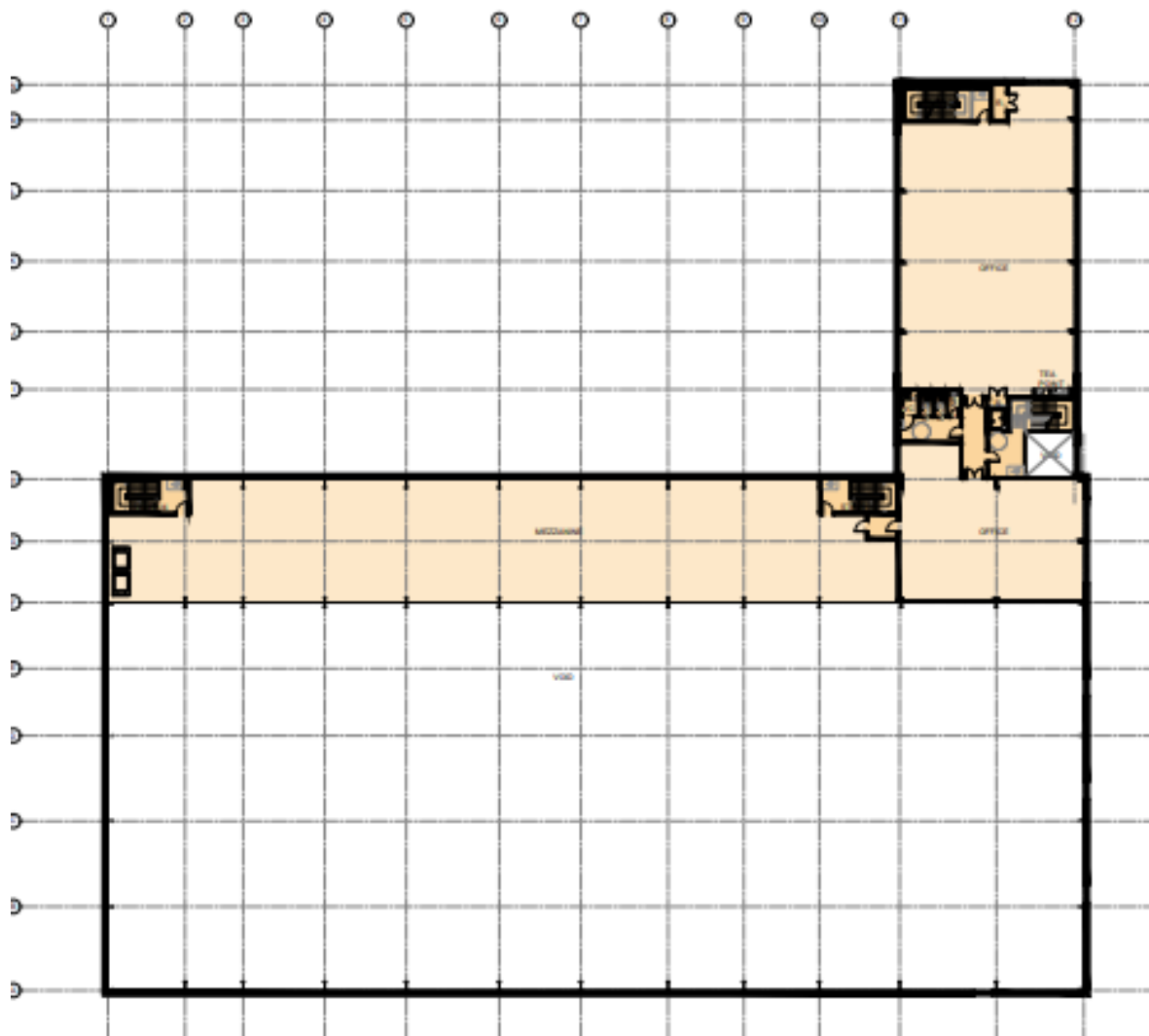
Proposed Front Elevation to West Road & Proposed Northern elevation to Yard



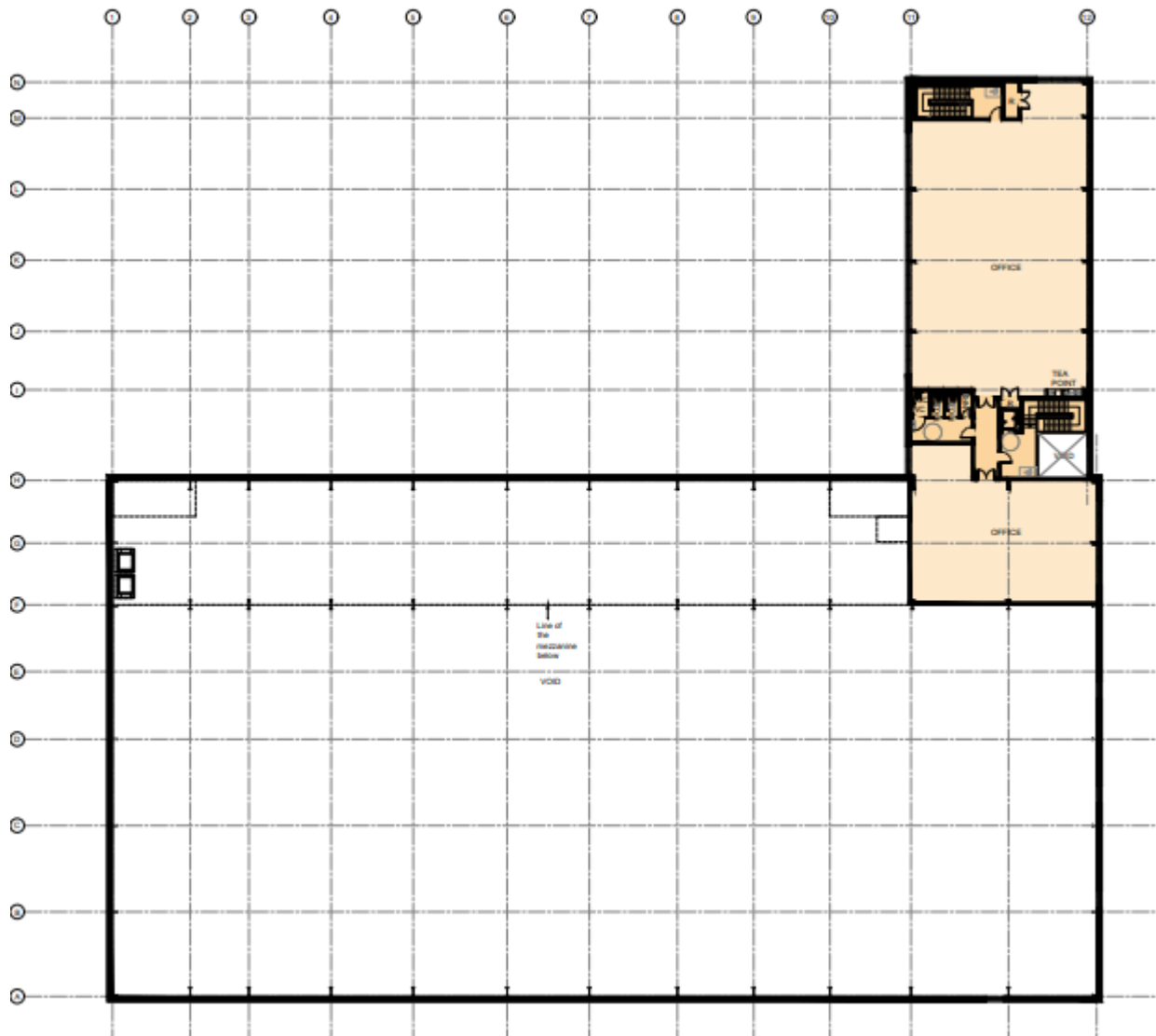
Cross Section A-A Long Section B-B



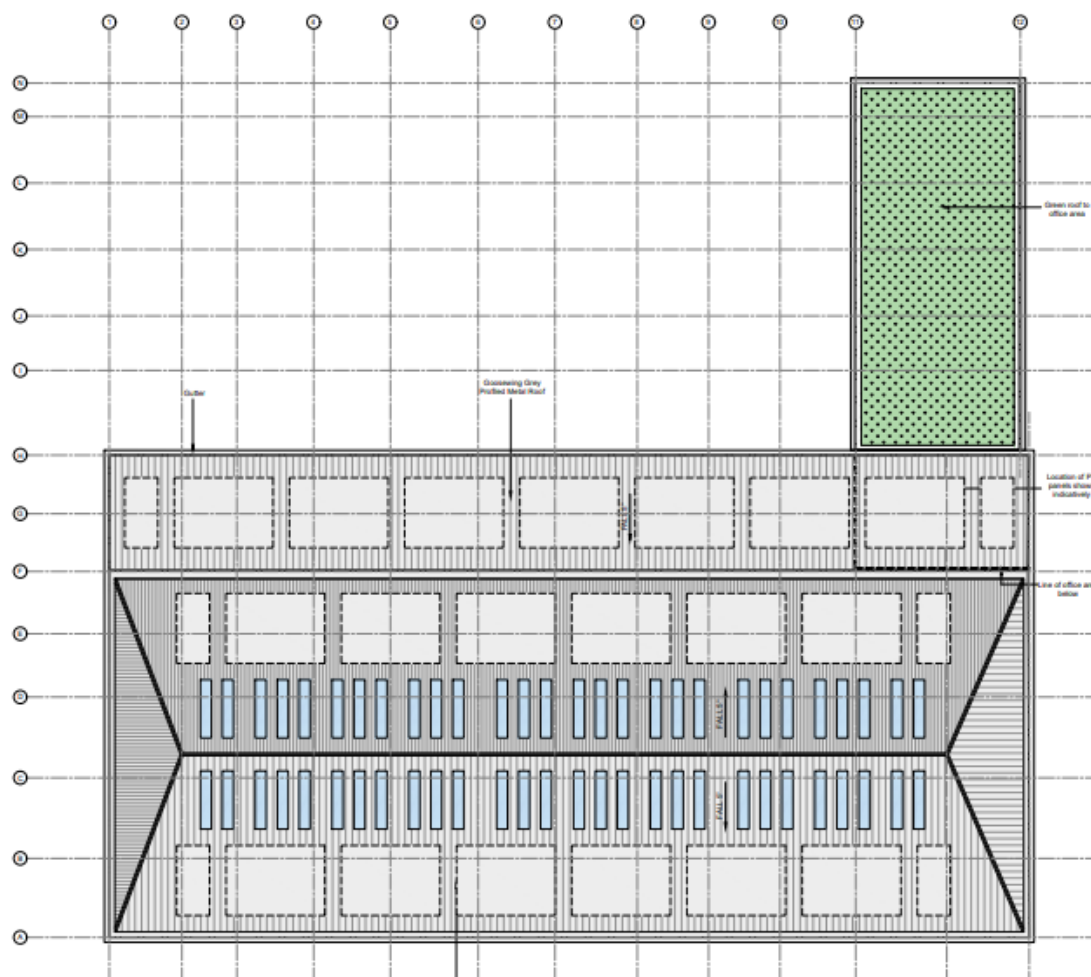
Proposed Ground Floor



Proposed First Floor Plan



Proposed Second Floor Plan



Proposed Roof Plan

Photographs of site





APPENDIX: 3 CONSULTATION RESPONSES FROM INTERNAL AND EXTERNAL AGENCIES

Stakeholder	Question/Comment	Response
INTERNAL		

Carbon Management	Carbon Management Response 15/05/2025			Support Noted. Conditions attached 12,13,14,15,25 and 26 planning obligations secured via s106.
	In preparing this consultation response, we have reviewed: • Energy Statement including TM52 Overheating Assessment prepared by Shepherd Brombley Partnership (dated 25/02/2025) • Sustainability Statement (included in DAS) prepared by PRC Group (dated Feb 2025) • Whole Life Cycle Carbon Assessment prepared by AES Sustainability (dated March 2025) • Circular Economy Statement prepared by AES Sustainability (dated March 2025) • BREEAM Pre-Assessment prepared by AES Sustainability (dated March 2025) • Urban Greening Factor Plan prepared by Tyler Grange (dated Feb 2025) • Relevant supporting documents.			
	Summary The development achieves a reduction of 111% carbon dioxide emissions on site, which is supported in principle. Further clarifications must be provided with regard to the Energy Strategy, Overheating Strategy and Urban Greening Factor calculation. Planning conditions are recommended to request further details on overheating mitigation measures, in addition to conditions to secure the benefits of the scheme.			
	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 111% 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 22.3 tonnes of CO₂ from a baseline of 20.0 tCO₂/year. London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations.			
	<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	20.0		
Be Lean	17.0	3.0	15%
Be Clean	17.0	0.0	0%
Be Green	-2.2	19.2	96%
Cumulative savings		22.3	111%
Carbon shortfall to offset (tCO₂)	0		
Carbon offset contribution	£95 x 30 years x 0 tCO ₂ /year = £0		

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

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

	Proposed Development	GLA Benchmark
Building type	Industrial	All other non-residential
EUI	76 kWh/m ² /year	Does not meet GLA benchmark of 55 kWh/m ² /year
SHD	13 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year
Methodology used	SBEM / BRUKL	

It is noted that applicants are only required to report their EUI and SHD. While it is not a policy requirement to meet the GLA benchmark for EUI and SHD, but applicants are encouraged to meet the benchmarks for the proposed development.

The predicted EUI is higher than the GLA benchmark. The applicant has explained due to the building being constructed as “shell and core”, the energy efficiency measures implemented is limited to the landlord core areas and the speculative “shell” areas is

modelled with the worst case of unregulated energy loads, it is expected future tenants will demonstrate a lower EUI on operation of the building.

Energy – Lean

The applicant has proposed a saving of 3.0 tCO₂ in carbon emissions (15 %) through improved energy efficiency standards in key elements of the build. This meets the minimum 15% reduction set in London Plan Policy SI2, so this is supported.

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

Floor u-value	0.18 W/m ² K
External wall u-value	0.26 W/m ² K
Roof u-value	0.16 W/m ² K
Door u-value	1.60 W/m ² K (Personnel doors) 1.30 W/m ² K (Loading bay doors)
Window u-value	1.60 W/m ² K (Windows / Curtain walling) 1.30 W/m ² K (Rooflight)
G-value	0.36 (General glazing) 0.43 (Rooflight)
Air permeability rate	3 m ³ /hm ² @ 50Pa
Ventilation strategy	Mechanical ventilation with heat recovery to office areas; (MVHR % efficiency TBC; 1.1 W/l/s Specific Fan Power) Natural ventilation for main warehouse space; Zonal extract fans for circulation areas and WCs;
Thermal bridging	TBC
Low energy lighting	100%
Heating system (efficiency / emitter)	System 1: AC heating / cooling VRF system through ASHP (Heating COP 4.11) System 2: ASHP with radiator (Heating COP 3.5) DHW: Heat pump (Seasonal efficiency 350%)
Thermal mass	Use of a dense concrete slab between floors.

Actions:

- The proposed wall U-value has not improved from the notional value. Applicant should improve the proposed wall U-value particularly around the heated office spaces to reduce heat loss.

- Please confirm if the “internal wall” between the heated spaces and unheated warehouse space will be insulated as an “external wall” to reduce heat loss.
- No measures are proposed to reduce heat loss from junction details. Please set out the proposed Psi (Ψ) value.
- Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. This detail can also be conditioned.
- Natural ventilation has been proposed for the main warehouse space, please confirm if there are sufficient openings to achieve the required ventilation rate and set out how natural ventilation would work across deep floor plan with no windows.

Overheating is dealt with in more detail below.

Energy – Clean

London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.

The development is within approximately 554m of a planned future “Energetik Extension” network. Due to expected low heating demands as the main warehouse areas will be left unheated, the applicant has not proposed to secure a connection.

However the applicant has confirmed the site will be future-proofed to facilitate a connection if an incoming future tenant has a suitable heating energy demand. A site plan has been submitted (appendix 2 of ES) showing an indicative future connection point, location of pipe between the connection point and plant room.

Currently, the applicant is not proposing any Be Clean measures. A Combined Heat and Power (CHP) plant would not be appropriate for this site.

Actions:

- Applicant should submit evidence of discussion with Energetik to demonstrate that the predicted heating demands are deemed to be too low to warrant a future DEN connection.

Energy – Green

As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

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 19.2 tCO₂ (96%) reduction of emissions are proposed under Be Green measures.

The solar array peak output 158 kWp, which is estimated to produce around 141,539 kWh/year of renewable electricity per year, equivalent to a reduction of 17.85 tCO₂/year. The array of 471 panels would be mounted on a roof area of 800 m², at a 5° angle, along the slopes of roofs facing North and South. Roof spaces have been allocated for future tenants to install their PV systems. No battery storage has been proposed for the PV system due to the speculative nature of the development.

ASHP (HVAC system 1)	
System type	VRF
Location	Offices
Heating COP	4.11
Cooling EER / SEER	5.0/7.35
ASHP (HVAC system 2)	
System type	Central heating using radiators
Location	Circulation areas and WCs
Heating COP	3.5
Domestic hot water system	
Generator type	ASHP
Storage size	180l

Actions:

- How will the solar energy be used on site (before surplus is exported onto the grid)?
- Applicant should develop a green lease agreement that tenants will be required to confirm to, and which will secure the building services performance assumed. For example, the agreement can include the requirements for future tenants to offset their

	unregulated energy emissions by installing additional PV panels in the proposed allocated roof spaces. Energy – Be Seen 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. The development is being constructed as a speculative “shell and core” development with potential for various different occupier requirements. All energy metering devices will have the capability to report usage to future occupiers. <u>Actions:</u> - Please confirm that sub-metering will be implemented for commercial units. - A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of businesses. - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters? - 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 0 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years. 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 17 office spaces under the London Weather Centre files, but circulation space and entrance lobby have not been modelled. Only the results of two scenarios – baseline and passive stage 4 under 2020s DSY 1 files have been tabled in the report.

Applicant has applied the following measures according to the cooling hierarchy:

Passive stage 1	Office areas have been positioned on the north facing facades to reduce solar gain.
Passive stage 2	DHW runs are limited in occupied spaces and insulated to minimise internal heat generation.
Passive stage 3	Exposed internal thermal mass through the proposed use of dense concrete slabs between floors.
Passive stage 4	Openable windows with trickle ventilators shall be provided to office areas.

Results are listed in the table below.

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	
Baseline	Pass 0/17
Passive Stage 4	Pass 2/17
Passive Stage 4 with active cooling	Pass 17/17

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

- Natural ventilation
- Glazing g-value of 0.36
- No external shading (the development has very limited south facing windows)
- MVHR with summer bypass
- Active cooling

Predicted energy consumption for cooling is 24,359 MJ annually. By applying the passive measures through stages, the predicted active cooling demand has been reduced as follows:

	Non-residential cooling demand (MWh)
Baseline	26.1
Passive stage 1	21.3
Passive stage 2	19.5
Passive stage 3	19.1
Passive stage 4	14.2

Despite the actual building cooling demand is less than the notional value, the cooling demand can be further reduced as there are further opportunities which have not been explored.

A revised overheating strategy is required to address the following actions and to demonstrate the cooling demand has been further reduced.

Actions:

- OH modelling should include circulation and entrance spaces.
- The applicant must demonstrate that the risk of overheating has been reduced as far as practical and that all passive measures have been explored, including improving the thermal efficiencies of the building fabric and increasing ventilation through openable windows.
- The proposed wall U-value has not improved from the notional value, the proposed wall U-value should be improved in the office areas to reduce unwanted heat gain and therefore reduce cooling demand.
- Applicant to clarify if all of the proposed windows in the offices and circulation areas are fully openable to allow ventilation.
- For the entrance atrium, the windows at top level should be openable or openable rooflight can be incorporated to encourage stack ventilation.
- Applicant to confirm if openable windows have been proposed to the west elevation of the office spaces to allow cross ventilation. No windows have been shown on the proposed west elevation in the office areas, but they are shown on plans.
- Applicant should also explore to increase the mechanical ventilation rate following the cooling hierarchy to reduce the active cooling demand.

- Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk.
- Demonstrate how the future mitigation measures will improve the overheating results.
- Confirm who will own the overheating risk when the building is occupied.
- This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants.

Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the DAS sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, flood risk and drainage, biodiversity, energy and CO2 emissions and landscape design.

Non-Domestic BREEAM Requirement

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

The applicant has prepared a BREEAM Pre-Assessment Report for the development. Based on this report, a score of 79.64 % is expected to be achieved, equivalent to 'Excellent' rating. If all potential credits were achieved, a further score of 7.57% can be added and a total of 87.21% can be achieved potentially, equivalent to 'Outstanding' rating. This is supported.

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.

The application site is exempted from the Biodiversity Net Gain requirements as it fits under the "de minimis" criteria. The applicant has also stated the development will not result in any loss of habitats of ecological importance on-site.

The proposed Urban Greening Factor (UGF) is 0.034. This value seems to be incorrectly calculated, as it is too far off from the London Plan minimum UGF 0.3 requirement for commercial developments.

Actions:

- Applicant to revise their UGF calculation and to confirm their achieved UGF is beyond the minimum required value of 0.3.
- The proposed landscape plan has shown limited new green spaces, applicant should explore opportunity to incorporate further greening where possible, this can further improve the biodiversity value and the well-being of the future tenants.
- Applicant to note the minimum substrate depth for the extensive green roof should be 120mm (see details in the section below), not 60mm thick as stated in the UGF calculation.

Living roofs

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.

The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought.

Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.

Whole Life-Cycle Carbon Assessments

Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.

The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:

		Estimated carbon emissions	GLA benchmark OFFICES	Embodied carbon rating (Industry-wide)
	Product & Construction Stages Modules A1-A5 (excl. sequestration)	492 kgCO ₂ e/m ²	Meets GLA benchmark (<950 kgCO ₂ e/m ²) but misses the aspirational target (<600 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of 'C', meeting the LETI 2020 Design Target.
	Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	Not provided.	Cannot assess if it meets GLA target (<450 kgCO ₂ e/m ²) and aspirational benchmark (<370 kgCO ₂ e/m ²).	
	Modules A-C (excl B6, B7 and incl. sequestration)	1162 kgCO ₂ e/m ²	Meets GLA target (<1400 kgCO ₂ e/m ²) and the aspirational benchmark (<970 kgCO ₂ e/m ²).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'D', not meeting the RIBA 2030 Built Target.
	Use and End-Of-Life Stages Modules B6 and B7	Not provided.	N/A	
	Reuse, Recovery, Recycling Stages Module D	Not provided.	N/A	
	It is noted that only referrable projects are required to submit WLCA. This is a major application, and the applicant have taken the initiative to submit a WLCA which is supported. While it is not a policy requirement to meet the GLA and LETI benchmarks for WLC, but applicants are encouraged to meet the benchmarks. The proposed development is mixed used and primarily an industrial building type. The GLA benchmark for 'offices' is considered the closest for comparison. Since the proposed development is not a typical office which contain more materials due to internal layouts and structure, therefore the WLCA of the proposal is expected to outperform the GLA benchmarks.			

	<u>Actions (for later design stage):</u> - The report has identified a list of opportunities (point 7.18 of the report) to further reduce WLCA emissions. Applicant to set out their plan to implement these suggestions at later design stage. Circular Economy 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. The principles used for this development are: - Designing for longevity, circa 50 years of building life, and disassembly at end of life - Designing for flexibility and adaptability of open spaces and commercial spaces The report sets out the Key Commitments, Bill of materials and Recycling and waste strategy. This is a fairly high level of information, and the applicant expects this to become more detailed as the detailed design progresses following permission. <u>Actions (for later design stage):</u> - The development proposes to demolish a large existing building resulting in a large quantity of waste. While the applicant has proposed a target of minimum 95% of demolition waste being diverted from landfills, priority should be given to reuse materials on site (not off-site). Apart from existing floor slab to be crushed for reuse as piling mat for new construction, applicant should consider other possibility of re-use materials from demolition at later design stage. - The proposed main warehouse space is unheated currently. As part of the strategy for “designing for adaptability”, the applicant should consider how the main warehouse space can be future-proofed to be potentially used as a heated space in the future. Planning Obligations Heads of Terms - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review	

- Estimated carbon offset contribution (and associated obligations) of £0 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.
- Future DEN connection (and associated obligations)

Planning Conditions

To be secured with amendments expected to the wording below once the revised information has been submitted.

Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Shepherd Brombley Partnership (dated 25/02/2025) delivering a minimum 111% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 158 kWp solar photovoltaic (PV) array.

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

- *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
- *Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;*
- *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. <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> <i>(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the development. Six months following the first occupation of the development, 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> <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> <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> <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> <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>	

	• 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. <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 on the Thermal Comfort which was included in Energy Statement prepared by Shepherd Brombley Partnership (dated 25/02/2025) as a starting point, the revised Overheating Report should demonstrate a reduction in cooling demand. 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, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures; - Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; mitigation measures should clearly outline the proposed ventilation strategy including the amount of openable windows and the mechanical ventilation rate; - 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.	

	<i>(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:</i> - Natural ventilation; - Glazing g-value of 0.36 or better; - Mechanical ventilation using MVHR with summer bypass; - Active cooling using ASHP VRF; - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i> <u><i>Living roof</i></u> <i>(a) Prior to the above ground commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roof 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> <i>i) A roof plan identifying where the living roof 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);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i> <i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i> <i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i>	

	<i>vii) Management and maintenance plan, including frequency of watering arrangements.</i> <i>(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has 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 roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i> <i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i> <u><i>Urban Greening Factor</i></u> <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> <i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i> <u><i>BREEAM</i></u> <i>a) Prior to commencement on site, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Excellent” outcome (or equivalent), aiming for “Outstanding”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i> <i>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</i>	

the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

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

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

Carbon Management Response 26/06/2025

In preparing this consultation response, we have reviewed:

- HGY-2025-0617 37-39 West Road - May 2024 - SBP Responses 27-05-2025
- 25-05-27 SD - PS - Planning Application Ref HGY20250617
- 11669_PL210 A Proposed Landscape GA
- 11669_PL208A Proposed Elevations 1 of 2
- 11669_PL207A Proposed Elevations 2 of 2
- 25-05-27 SD - PS - Planning Application Ref HGY20250617 (Correspondence with Energetik)
- Energy Statement including TM52 Overheating Assessment prepared by Shepherd Brombley Partnership (Issue 2 dated 25/06/2025)

nary

There is no proposed change to the overall carbon reduction on site. Applicant has submitted information only to provide clarifications on Energy Strategy, Overheating Strategy and Urban Greening Factor Calculation.

Energy Strategy***Energy – Lean***

The following new fabric specifications of the proposal has been provided:

Internal wall between heated spaces and unheated warehouse space	Internal walls at 1 st floor will be insulated to 0.46 W/m ² K.
1 st floor slab exposed in the warehouse	0.20 W/m ² K.
Thermal bridging	Robust junction details

Applicant has provided the following clarifications:

- **MVHR:** Detailed drawings are not yet available but the MVHR will be located within the office ceiling voids, no further than 2m from external wall.
- **Natural ventilation in deep floor plan:** The proposed use of the warehouse space is unknown at this stage. Where natural ventilation via infiltration and openable loading/personnel doors is not appropriate for a particular use it is expected that the building occupier will install their own ventilation solution to meet their specific needs.

Energy – Clean

Applicant has submitted evidence of discussion with Energetik confirming that the predicted demands are too low to economically warrant a future DEN connection.

Energy – Green

Applicant has confirmed the energy generated by the PV system will feed directly into the building's main electricity supply for both regulated and unregulated energy uses.

Applicant has clarified that as the proposed development is a speculative development, they are unable to develop a green lease agreement.

Energy – Be Seen

Applicant has confirmed the following:

- Energy sub-metering and monitoring / reporting will be installed.

- A public display of energy usage and generation can be implemented if required.
- Due to the speculative nature of the development, the nature of unregulated emissions are unknown and therefore no demand-side response strategy has been proposed.

Overheating

Applicant has provided the following clarifications:

- Revised OH modelling has included circulation and entrance spaces, they have all passed the assessment criteria.
- The proposed elevations have now indicated the openable panes of the windows. And the West Elevation has been corrected to show openable windows.
- Applicant has clarified they cannot incorporate openings to atrium at ground level due to security concerns, and therefore cannot introduce stack ventilation. Solar control glazing will be provided to the atrium instead.
- Mechanical ventilation to the office areas will be provided at a rate at 1.25 l/s/m2 in accordance with BCO guidance, exceeding min. Building Regulation requirements.
- When the building is occupied, the owner of the overheating risk is the building occupier.

The proposed strategy of the retrofit plan for future weather has relied on the use of additional cooling; and also installation of internal blinds by the building occupiers. This has not followed the Cooling Hierarchy. It should prioritize passive measures such as increasing the openable areas of windows for ventilation and increase the thermal performance of the building envelope, before introducing additional cooling. This will be conditioned.

It is important to note improving the U-value will indeed retain internal heat gains if natural ventilation is restricted, however this helps to limit solar gain from the outset. Unless the uses of the future building occupiers generate a lot of internal heat, otherwise improving the U-values of the building envelope in combination with good ventilation should be part of the mitigation strategy for the retrofit plan.

Sustainability

Urban Greening / Biodiversity

The minimum substrate depth of the proposed green roof has been revised to 120mm including mounds with varying depths of 120-500mm. Bauder Flora 5 seed mix wildflower blanket has been proposed.

The applicant has clarified the calculation of the proposed Urban Greening Factor (UGF) 0.034 is correct. It falls below the London Plan minimum UGF 0.3 requirement for commercial developments. However the applicant has explained the proposed B2 and B8 uses are typically exempted from the UGF requirements, and they have expected the lower figure would result in a UGF contribution agreed through the S106 process.

Planning Conditions

The proposed conditions from our previous comments have been amended and highlighted in **red**. For ease of reference, we have copied ALL conditions here below including those without amendments.

Energy Strategy

*The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Shepherd Brombley Partnership – **Issue 2 (dated 25/6/2025)** delivering a minimum 111% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 158 kWp solar photovoltaic (PV) array.*

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
- Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;*
- 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 strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

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

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

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 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 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.

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.

Overheating

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 which was included in Energy Statement prepared by Shepherd Brombley Partnership – Issue 2 (dated 25/06/2025) as a starting point, the revised Overheating Report should demonstrate a reduction in cooling demand.

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, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;*
- *Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; mitigation measures should clearly outline the proposed ventilation strategy including the amount of openable windows and the mechanical ventilation rate;*
- *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 prioritising passive measures;*

- Confirmation 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:

- Natural ventilation provided by openable windows;
- Glazing g-value of 0.36 or better;
- Mechanical ventilation using MVHR with summer bypass;
- Active cooling using ASHP VRF;
- 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.

Living roof

(a) Prior to the above ground commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roof 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:

- A roof plan identifying where the living roof will be located;*
- A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);*
- Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate*
- 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;*
- 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 roof will not rely on one species of plant life such as Sedum (which are not native);*

	vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and vii) Management and maintenance plan, including frequency of watering arrangements. (b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (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 roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements. Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13. <u>Urban Greening Factor</u> 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 has shown an improvement from factor 0.034 as shown on the Urban Greening Factor Plan prepared by Tyler Grange (dated 27/02/2025) through greening measures. Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13. <u>BREEAM</u> e) Prior to commencement on site, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Excellent” outcome (or equivalent), aiming for “Outstanding”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.	

	f) <i>Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i> g) <i>Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Excellent” outcome (or equivalent), aiming for “Outstanding”, subject to certification by BRE.</i> h) <i>Within 6 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i> <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> <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>	

Stakeholder	Question/Comment	Response
Waste Management	The waste and recycling strategy for the new industrial site is in line with the council's guidance, demonstrating correct materials used for bin store construction, a capacity able to house 16no. 1100L bins. Collection vehicle able to access the collection point from the rear yard and has <10m stopping point to the bin store. The plans show the turnaround the RCV must use when exiting the site with sufficient spacing. Segregation of all waste streams have been considered, including Residual, Recycling and Food Waste, depending on the type of operation that will be taking place at this development, the occupier can also sign up for a Commercial Glass service, should it be required. Simpler Recycling Legislation stipulates the necessity of separating all waste streams and the occupier must be fully aware of this and should sign up for a commercial collection service prior to commencement of operations. Veolia Haringey offer these commercial waste services and they can be reached at 020 8885 7700 or commercialwaste.haringey.vesuk@veolia.com	Supported Noted, condition 21 attached accordingly.

Stakeholder	Question/Comment	Response
Pollution	Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting at 37-39, West Road, Tottenham, London, N17 and I would like to comment as it relates to this service as follows. Having considered the relevant applicant submitted information include: Planning Statement; Geoenvironmental and Geotechnical Site Assessment prepared by TRC Companies Limited, dated December 2023, taking note of Section 2 (Site Locations and Description), 3 (Review of Site Data), 4 (Preliminary Environmental Risk Assessment), 5 (Preliminary Geotechnical Hazards Assessment). 6 (Summary and Conclusions), 7 (Recommendations for Future Work); Construction Dust Assessment with reference A5401/CDA/02 prepared by ACCON UK Limited 19 February 2025, taking note of Section 2 (Dust & Particulate Matter from Construction sites), 3 (Site Description and Baseline Conditions), 4 (Risk Assessment – Methodology), 5 (Risk Assessment – Results); 6 (Best Practice Mitigation); Air Quality Assessment with A5401/AQ/02 prepared by ACCON UK Limited, dated 19 February 2025, taking note of Section 3 (Site Description and Baseline Conditions), 4 (Methodology and Assessment Criteria), 5 (Impacts and Constraints of Air Quality), 6 (Mitigation), 7 (Conclusions); Air Quality Neutral Assessment with reference A5401/AQN/02, prepared by ACCON UK Limited, dated 19 February 2025, taking note of Section 2 (Methodology) and 3 (Conclusions); Energy Statement prepared by Shepherd Brombley Partnership, dated 25 February 2025 and taken note of the proposal to install PV panels and air source heat pumps, 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. 1. Land Contamination Before development commences other than for investigative work: a) Using information obtained from Geoenvironmental and Geotechnical Site Assessment prepared by TRC Companies Limited, dated December 2023, a site	Support noted & conditions 4,5,6, 26 and 27 attached.

	investigation shall be designed for the site. 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 and approved in writing by the Local Planning Authority. b) 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. c) 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. 2. Unexpected Contamination If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. 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. 3. NRMM	

	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. b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IV of EU Directive 97/68/EC for both NOx and PM emissions shall be submitted to 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 comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ 4. Management and Control of Dust While we take note of the Construction Dust Assessment with reference A5401/CDA/02 prepared by ACCON UK Limited, dated 19 February 2025, no works shall be carried out on the site until the specific locations of PM10 dust monitors and how these results will be made available to the Pollution for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter. Reasons: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014). 5. Considerate Constructors Scheme 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.	

	Reason: To Comply with Policy 7.14 of the London Plan. Informative: 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. While the above relates to matters of this service, comments from our colleagues in Transport Planning where this hasn't been done already.	

Stakeholder	Question/Comment	Response
Flood and Water Management	Having reviewed the applicant's submitted Flood Risk Assessment + Drainage Strategy report reference number 24-027_W Revision Final dated 31st January 2025 as prepared by I & L Consulting limited, we are generally content with the overall methodology as used and mentioned within the above report, subject to following planning condition to be implemented regarding the Surface water Drainage Strategy. 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) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method. b) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development. c) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge. Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.	Support Noted and Condition 10 attached

Stakeholder	Question/Comment	Response
Arboriculturist	<u>Final Comments</u> Thank you for forwarding the confirmation regarding T2. Providing the tree report is conditioned, I hold no objections. <u>Original Comment</u> From an arboricultural point of view, I hold no initial concerns. An arboricultural report by SJ Stephen Associates dated 3/02/2025 has been submitted. The survey has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations. The document includes a tree protection plan, generic arboricultural method statements, and arboricultural impact assessment. I concur with much of the findings including the tree category quality classification, and the whole document can be included in the conditions. A Landscape plan has been included. This includes the planting of five new suitable trees and soft landscaping. An Urban Green Factor has been carried out and meets the requirements for an industrial estate. My only query is that some of the plans (Arboricultural Report) include T2 Ash for retention and the other documents do not. There appears no need to remove T2. We will require clarification of the future of T2 Ash tree.	Supported Noted condition 24 attached.

Stakeholder	Question/Comment	Response
Inclusive Economy	<u>Final Comments</u>	
	I think that is fine. I've had a look at them and they have developed similar spaces before. I don't think we need them to work that out at this stage. I think we would just want to point them to the workspace design guidance in the fit out of the respective occupier. <u>Initial Comments</u> Looking at it I think it seems very positive that the application is not seeking to reduce employment space but intensifying the amount of space in line with the industrial area. It is also consistent with our workspace design guidance which has high demand for conventional commercial space in North Tottenham and seeks to encourage workspace with frontage that enhances the public realm, and as noted in the planning notes the office front supports this. The only outstanding thing from my perspective is their intended use of the employment space. It seems positive it has a good amount of SQM but without understanding exactly what sort of tenants they'll seek to attract it's hard to know how this relates to jobs, as it displaced 15 existing jobs it would be good to know their intention with the space and feel confident it supports an uplift in jobs (which I imagine it would). The workspace design guidance suggests 'engagement with potential users, and professional technical advice should be sought, at an early stage in the design to ensure the workspace will meet the needs of potential tenants' it would be good to understand if anything has been done as part of their planning to establish the needs of tenants. Beyond that however I think it seems positive, accounting for some of the areas in your planning notes to be considered.	

Stakeholder	Question/Comment	Response
Noise Team	<u>Officer Final Comments</u> Following the applicant's responses I do not have any objection <u>Applicant response</u> <i>Its imperative that we avoid any kind of restriction on nighttime deliveries. For our site it seems wholly unreasonable as well, our site is within a designated SIL (Brantwood Road Industrial Estate) and surrounded by industrial units on all sides. It would also be against London Plan Policy E5 that states that industrial type developments should be able to operate on a 24 hour basis. The submitted Noise Impact Assessment also concludes that there is no increase in road traffic noise as a result of the proposed development and that the combined rating noise level of plant noise, break-out noise and delivery noise does not exceed the background noise levels during the daytime and nighttime periods and as such demonstrates that there will be no adverse impact on health of quality of life for anyone at the local noise sensitive receptors.</i> <i>As the application description states, the proposal is for a speculative employment development for flexible B2, B8, Egiij uses. What further information would the noise officer like to see?</i> <u>Initial Comments</u> I have read the Noise Impact assessment, and I agree with most points. The only issue I can see and comment on is the HGV deliveries, especially at night time and I think a condition on the number of nighttime deliveries if any are allowed. If when operational they are running throughout the night that will have an impact on residents if HGV lorries are reversing and unloading and loading at noise sensitive hours. Can we find out more information on this point?	Support Noted. Condition 18 attached.

Stakeholder	Question/Comment	Response
Transportation	Proposal: Demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting. Description An application has been received seeking planning permission to demolish the existing building and structures in order to construct flexible B2 general, B8 storage and distribution and E(g)(iii) light industrial uses with ancillary office space, service yard, new vehicle access, and car parking. The existing was previously used as a food wholesaler, and is currently vacant. Car parking would be located within a service yard. 22 spaces would be provided with some these being allocated towards the following: 2 car sharing spaces and 2 disabled bays. 2 dual electric charging points would support up to 4 spaces. Cycle parking will be provided via 12 long-stay and 6 short-stay spaces. 6 loading docks would be located within the service yard; it is envisaged that this would be used by 16.5m HGVs. There are currently a number of both different accesses and crossovers along West Road from the development that would be amalgamated into a new single access. Based upon employment density data within the site could employ between 115-211 staff on-site. The proposal site has a PTAL rating of 2 indicating that its access to public transport is reasonably good when compared to London as a whole suggesting that there will be a strong reliance on the private car for trip making. The site is located within the Tottenham Event Day CPZ, which restricts parking to permits holder only Monday to Friday 17:00 to 20:30 when events are on at the Stadium. Further restrictions are in place the weekends and on public holidays. This means that when events are not on vehicles are able to park on local streets. The proposal site fronts onto West Road which is an adopted highway with a speed limited of 20mph and has a width of approximately 8.3m, although at points is decreased to c.5.3m due to on-street resident parking bays. It should be noted that the site is well connected to the A406 North Circular Road that is apart of the London's Strategic Road Network. The proposal site has convenient access to shops,	Support Noted. Condition 7,9,19,20,21 and 22 attached. Financial Obligations to be secured via s106,

	services, and transport links. The nearest station to the site is Northumberland Park Rail Station which is around a 9 min walk and 2 min bike away, Meridian Water Station is nearby but though is not served by as many direct train services. White Hart Lane Overground station is nearest is nearby but walking distances are greater than 15 min. Commercial floorspace Existing: 5,814 sqm Proposed: 5,989 sqm Trip generation Information has been provided with regards to trip generation that will be created by vehicles traveling to/from the site. Data has been collected from the TRICS database to ascertain the sites possible generated trip rates. Here two sites were selected with these being in Hayes (8,673 sqm) and Crayford (20,400 sqm). The data has further been broken down into the use classes of the what the application the is seeking planning permission for. Daily two-way vehicle trips during can be seen below: • Food distribution: 254 • Commercial Warehouse: 176 • Industrial unit: 209 Initially the 2011 census data was submitted to show the modal split of the site through method of travel to work. However, though further conversation between LBH Transport Planning and the applicants transport consultant's further data was submitted captured from the 2021 census data for the same output area. This is as follows: • Public transport: 37% • Car: 47% • Bicycle: 4% • Foot: 8% • Taxi: 1% • Motorcycle: 1% Overall, the above data shows whatever use class is implemented has the potential to create a higher number of vehicle trips than public transport as seen from the modal split data. However, it should be highlighted that when examining the existing use	

	compared to the proposed use the site would have a worst-case scenario of an increase of 8 two-way trips. Future parking demand No parking stress has been submitted as apart of the planning application. The developer/applicant has laid out that the reasoning behind the lack of a parking assessment was due to an obligation of HGY/2024/1370 which set that it would provide a contribution towards parking management. However, this amount was secured to tackle the historical issue of illegal parking on Brantwood Road and West Road. Therefore, given that the local CPZ only operates when events are on at the stadium employees from the future site would be able to park on-street. It was demonstrated through HGY/2024/1370 parking stress survey, that was conducted from 07:00-15:00 and covered an area of 500m. It found the highest parking levels to be at 07:00 with on-street parking levels to be at 78%. Although, West Road had a higher parking stress over the same period. Car parking Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. For industrial sites such as this the London Plan 2021 states that they should be assessed on a case-by-case basis, though it further elaborates that the starting point for commuter parking be determined with number standards laid out in table 10.4 of Policy T6.2 Office Parking. Determining the development sole parking provision on these standards would mean that they would be allowed to have upwards of 60 spaces. The total general parking of 18 bays is significantly below this number and could be determined to be a shortfall given the employment density based upon uses could be between 115-211 for classes Egiii/B1c, B2, and B3. Additionally, not much has been supplied on how the 2 shared bays will be utilised as part of the travel plan or how they will be operating day to day. Their use will need to be restricted as they are not considered as part of the sites overall general parking provision. Their usage will need to be determined as part of car parking management plan. When looking overall at the travel to work data from the 2021 census SOA area for E02000398: Haringey 002 Northumberland Park which the site sits within is at 44% car driver mode share with another 3% for car passengers of residents travel to work by car from their homes in the area. Subsequently, there is opportunities for the on-	

	site car parking provision to fall short of the required numbers given the number of possible employees and bays available, leading to possible overspill on to the local road network. The London Plan 2021 T6.5 non-residential disabled persons parking states that disabled person parking should be provided in accordance with the levels set out within the policy. With at least access being provided to 1 on or off-street disabled persons parking bay. As a minimum 5% of the on-site car parking spaces must be designated disabled persons parking bay from the outset and 5% of bays should be enlarged. Thus, the proposal would need to provide at least 1 space and the 2 being provided is above this and is 9% of the sites total parking allocation. Finally, all designated disabled bays and enlarged will need to be designed in accordance with the design guidance provided in BS8300: Vol 1. LBH Transport Planning will require a planning condition for a car parking management plan for the site's wider car parking provision including the 2 disabled bays and 2 shared spaces to understand how parking will be allocated and reviewed in line with a Travel Plan. For the site to fully comply with policy the applicant/developer will be required to enter into a S.106 agreement for a contribution towards additional parking restrictions in the form of changes to the existing CPZ proposal from an event day only CPZ to an all week CPZ within the surrounding streets. Cycle parking The sites proposed on-site cycle parking has been assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards. The proposed development would see the provision of 12 long-stay and 6 short-stay cycle spaces. With regards to policy requirements the developer has utilised B2-B8 cycle parking standards which requires the following numbers: 1 space per 500 sqm (GEA) for long-stay and 1 space per 1000 sqm (GEA) for short-stay. This means the developer would need to provide 12 long-stay and 6	

	short-stay. Consequently, the development is in accordance with this policy which is welcomed by LBH Transport Planning. The location and design of the cycle parking has been provided through designs. The long-stay parking looks to be provided via a bike box near to the vehicle undercroft access and to the building main entrance. It is explained in the plans that this will also include a cargo bike, though it is unsure how this will be implemented based upon design. It is recommended the requirement to meet the 5% enlarged cycle spaces within the LCDS should be provided via a standalone enlarged Sheffield stand given they would be required to provide at least one space. It is still unclear if the bike box will be two-tier, though given its size this is highly likely it will utilise two-tier stackers. Adjacent to this will be 6 spaces for the short-stay space that will be arranged side by side through 3 Sheffield stands. Overall, the designs are lacking in detail and how they will be operated though this must be conditions as part of the planning application. Details relating to the cycle parking will be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site. Electric vehicle charging The published London Plan 2021 does not have specific requirements for electric vehicle charging points for car parking for Use Classes such as this. However, as the site has used office car parking standards to determine the required amount of on-site car parking LBH Transport Planning will determine electric vehicle provision against the London Plan 2021 Policy T6.2 Office Parking which that 'Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles, including active charging points for all taxi spaces'. As stated above the development would be providing 2 dual charging points to support 4 spaces with the car parking area. Although, initial information within the within the Transport Statement suggested that this number would be higher at 4 dual charging points to support 8 spaces. In order to ensure that the site is supporting future zero emission travel to the site by employees the council will require that remaining spaces have capacity built in from the offset for passive electric charging points.	

	LBH Transport Planning will require a pre-commencement condition stipulating that a more detailed plan be submitted for approval showing 4 car parking spaces being supported with active, and 18 passive vehicle charging points. Access An Active Travel Zone (ATZ) has been produced and submitted as part of the Transport Statement. 5 walking routes to key destinations were analysed and assessed against the Healthy Streets indicators. These routes were: • Route 1: site to/from Bus stops on Willoughby Lane adjacent to Frederick Knight Sportsground • Route 2: site to/from Bus stops on Northumberland via Blaydon Walk • Route 3: site to/from Meridian Water Rail Station • Route 4: Site to/from White Hart Lane Overground Station LBH Transport Planning would highlight that the inclusion of Northumberland Park Rail Station over Meridian Water Railway station would have been more prudent given that Meridian Water is a further walking distance and has less stopping services. Some of the recommendations for improvements to these routes include promotion of electric vehicle usage which the borough is doing through the implementation of more EV charging points, promotion of measure to reduce car use, improvements to the footway along west side of West Road, improvements to footway along Brantwood Road HGY/2024/1370 application site, tree planting once Meridian One is complete and upgrade of pedestrian crossing where needed. The Transport Statement collision data has been used to understand the road environment near to the site for all modes, the period covers a total of 5 years though the dates have not been shared. There are a number of different areas with a high number in collisions that can be seen on Brantwood/Willoughby Lane and Brantwood/Tariff Road. This is involving both a large number of slight and some serious collisions. Again, due to the nature how the data has been presented LBH Transport Planning are unable to determine what modes of transport were involved in these collisions. When examining data from the TfL Road Reduction Dashboard between 31/12/20219 – 31/12/2024, only one serious collision was recorder on the roundabout on Willoughby Lane which involved a pedestrian and a good vehicle. No recommendations have been given on addressing any collisions. A new pedestrian gated access would be created adjacent to the vehicle gate located in the under-croft area. From the gate there is a footway that leads onto the entrance	

	to the building. to the wets of the site there is a group of 6 spaces are not which do not have any pathways for employees to safely to get the mina entrance meaning they will need to navigate across the yard, but there is an entrance to the south of them proceeding into the building. Highways works The development has proposed and will require several changes to the adopted highway for the site to fully operate and for occupation to take place. The proposal looks to remove the many vehicle crossovers, drop kerbs, and off-street loading bays that have historically been there for some time. Some of the works will entail, a new gated vehicle access, removal of existing redundant vehicles crossover and reinstatement of the footway, extension of existing on-street parking bays, and establishment of road markings for parking restrictions. Given that they are constructing new vehicles access a Road Safety Audit Stage 1 should have been conducted and submitted with the application, which has not happened. There are concerns with how the gate will function, it is envisaged that the gates will be manually operated, though this will prolong the length of time that a 16.5m HGV will be blocking the highway. The new vehicles gates will be receded 6.4m into the site, this is enough for most small cars but not for anything for the size of a box van and up. Furthermore, visibility splays have been produced showing a 25m distance north/south on West Road for vehicles leaving which is optimum on a 20mph road. given the site will be used for deliveries by 16.5m their elevated driving position grants drivers better sight lines then lower vehicles. The red line boundary shows much of the adopted highway being within the red line boundary, which includes the provision of benches and planters. No commentary is provided on how this will be secured or maintained going forward if planning permission is granted. Any modification to the public highways will require discussions with the relevant individuals within the council's highways department. With regards to landscaping plans submitted appears to show several trees being planted onto footway along West Road. Although their placement may result in issues with hits on the trees or being destroyed as it is an industrial area with heavy large vehicle usage. Therefore, the placement near to the kerb puts them at risk of being damaged from passing vehicles overhanging onto the footway. Any proposal for the	

	placement of new trees on the adopted highway will require consultation with the appropriate officer, and surveys of the footways. LBH Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the council and applicant. Service and delivery A draft Service and Delivery plan was submitted in support of the planning application. The site looks to have 6 loading docks that will be serviced by 16.5m HGVs, the floorspace will see an increase of 179 sqm from its existing size. No exact routing has been provided or proposed as part of the application for HGVs. However, as suggested below its close proximity to strategic roads gives this site the unique opportunity for deliveries not to be via residential streets. Additionally, this detail can be secured as part of a Service and Delivery plan. 4 TRICS surveys sites were used to determine the trips generated by the site for deliveries. these site are located in Bedford, Holmewood, Hampshire, and Sussex. Their floorspace ranges from 3500 sqm – 7000 sqm. there will be major differences with these sites in terms of two-way trips have been broken as demonstrated below: • Food distribution: 53 • Commercial warehouse: 40 • Industrial: 16 Space is to be created for cargo bikes, thought these could not be seen on plans. Any future Servicing and Delivery plan will need to set out how deliveries via cargo bikes can be integrated successfully to reduce the use of larger vehicle types and push sites use of sustainable forms of travel. Swept path drawings have been submitted showing how 16.5 HGVs can enter and leave the site in a forward gear including the loading docks effectively. Vehicles will drive into the site in a forward gear and then reverse into the spaces. Swept paths for vehicle entering/leaving from West Road demonstrate there is not issue with entering vehicles, although 16.5 HGVs make a wide turn getting lose to the parked vehicles across from the proposed entrance, though this will need to be addressed through the S.278 process.	

	LBH Transport Planning will require a revised Service and Delivery Plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network, in accordance with the published London Plan 2021 Policy T7 Deliveries, Servicing, and Construction. Travel plan A draft Travel Plan has been received for the site. Through initial conversation with LBH Transport Planning and the applicant's consultants a subsequent travel plan draft has been received. As part of the ongoing process to improve sustainability through travel a travel plan is required to have targets to help the aims of the document be met. These are then measured out through years 1, 3, and 5 to see where growth and reduction can happen where needed. For this site they have utilised the 2021 modal split for travel to work to reflect on where improvements can be made. For car use year 1 it sits at 44% with an aspiration to have this reduced to 20% by year 5. There is a desire to grow the use of public transport from 37% to 55% over a five-year period. One method in which the new site would seek to reduce over car use would be through the use of car sharing. Staff would be guaranteed spaces for their vehicles along with shared costs with other staff. Given that 2 shared spaces would be provided from the off set for this usage it is still not understood how their allocation will help to create an overall reduction in car usage to the site, and not just used as part of the general parking. Subsequently, in order to have these changes enabled it will require measurable hard actions to enact change especially the provision of car usage. Overall, LBH Transport Planning find the current submitted Travel Plan draft to be sufficient for a site of this size and this stage of the process. Therefore, there will be a Travel Plan Monitoring Fee to be paid per year for the first 5 years for the separate submission of the commercial travel plans that will be secured by way of a S.106 obligation. Construction and logistics A draft Construction Logistics Plan (CLP) has been developed and submitted as part of the application. It sets out some of the basic principles of how the development will be built including: programme of works, vehicle routing/access, trip generation, monitoring, and existing site conditions, and demolition works phasing. Vehicle types are currently unknown, though CLP documents at this stage can be speculative given	

	most developers do not have a construction contractor until planning permission has been given typically. It should be noted though that current submitted routing to/from the site for vehicles will be to proceed north along West Road, then east on Brantwood Road to Leaside Road to then eventually onto the A406. Therefore, this keeps vehicles away from residential and high streets and only uses strategic roads built for heavy vehicles. It be made clear that the red route on West Road and Brantwood Road are not operated by Transport for London, but by Haringey Council therefore enforcement is on the borough to undertake. Trip generation shows that peak numbers for the entirety of the work will be around 155-465 trips per month, with daily trips being between 7-21. Detail is currently missing at this stage within several sections of the document. Though, these reasons have been stated above, for any future submission more information will be required on trip generation, swept paths, and possible forms of mitigation to offset construction. All routing will need to be agreed as part of the revised CLP which must be secured via a S.106 obligation. A staff construction travel plan will need to be created; effective monitoring is needed to ensure that no worker is travelling by car to the site and parking locally given. Before construction can begin a general highway survey will need to be carried out to ascertain the condition of the footway and highway to determine if vehicle accesses will need to be reinforced. A further survey will need to be undertaken after works have been completed to determine if the condition of the highway has deteriorated during construction. A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management and Transport Planning teams. The outcomes of these conversations will need to inform the finished CLP. A CLP should include the following: • High provision of cycle parking for workers for all phases of construction to promote uptake of cycling to/from the site. • Given the site's excellent connectivity to public transport which is demonstrated through its close proximity to public transport, and local parking restrictions no on-site car parking should be provided for workers.	

• The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times and peak road congestion. • Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the sites location. LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the site's construction activities. Recommendation There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations. Conditions 1. Delivery and Servicing Plan and Waste Management The owner shall be required to 2. Cycle Parking The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 12 long-stay, 6 short-stay, 1 cargo cycle stand parking space for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council. REASON: to be in accordance with the published London Plan 2021 Policy T5 Cycle, and London Cycle Design Standards (LCDS). 3. Electric Vehicle Charging	

	Subject to a condition requiring the provision of 2 active dual charging points to support 4 spaces and 18 passive electric vehicle charging points to serve the on-site parking spaces from the onset. Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.2 Office Parking. 4. Disabled parking bays The applicant will be required to submit and provide plans showing how the 2 disabled bays will be allocated and utilised 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. 5. Car Parking Management Plan 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. S.106 obligations 1. Construction Logistics and Management Plan The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved: 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 Transport Planning to agree on a highway condition survey. 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 in key regeneration areas which will have increased construction activities. 2. Commercial Travel Plan 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. a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures: b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team. c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development. d) The developer is required to pay a sum of £3,000 (three thousand pounds) per year per Travel Plan per unit, £15,000 (fifteen-five thousand pounds) for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner. 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. 3. Parking Management Contribution. We will require a contribution of £24,000 (twenty-four Thousand Pounds) from the applicant to undertake a review of the current parking management measures on	

	West Road and local roads within the industrial are that are contained within the Tottenham Event Day CPZ for the implementation of parking and loading measures and potential changes to the CPZ operational hours. 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. 4. Highway Improvements The applicant will be required to enter into agreement with the Highway Authority under Section: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian 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: The provision of a new vehicle access on West Road, removal of redundant dropped kerbs and vehicle crossovers, installation of new parking bays and associated road markings, and repair/reinstatement of new footway The scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority. The applicant will be required to submit detailed drawings, and a Stage 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. Reason: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway works to facilitate future access to the development site.	

Stakeholder	Question/Comment	Response
Design	Thank you for asking for my comments on the above application, with which I am very familiar, having been involved in pre-application meetings and Quality Review Panels (QRPs) on the site from the start of its journey through the planning system. Location The proposals are located in the Brantwood Road Industrial Estate, which is designated as Strategic Industrial Land in the London Plan and Haringey's Local Plan. This industrial area, alongside a neighbour to its east, occupies the extreme north-eastern corner of the borough of Haringey, in Northumberland Park ward, beside the border with the borough of Enfield. The site sits about mid-way along West Road, which runs north-south, on its west side, a couple of blocks south of its junction with Brantwood Road, which runs west to Tottenham High Road at the northern end of the North Tottenham local centre and east to Watermead Way, which provides easy access to the North Circular. To the south and west, the industrial estate borders residential areas, mainly the existing, often high-rise and high-density, estates of Northumberland Park, allocated in the Local Plan Tottenham AAP for a masterplanned comprehensive regeneration to increase housing, employment and social infrastructure, with the new Tottenham Hotspur Stadium, and its surrounding, rapidly expanding, emerging new town centre of North Tottenham just beyond. To the north, Enfield Council are developing complimentary neighbourhood residential and town centre intensification in Edmonton and a major regeneration area at Meridian Water. Use & Quantum The proposal is for a high quality, specialist, logistics warehouse and offices, for specialist logistics floorspace provider and operator Goya, who have built several other such developments elsewhere in the country. Logistics businesses process and dispatch orders for delivery to both other businesses and consumers, such as Amazon and other online retailers, including traditional retailers expanding into online. Unlike traditional warehouses, goods rapidly turn over, and significant staffing and use of technology is required. There has been a great deal of interest and research in the last couple of years, pioneered by the Greater London Authority, and enthusiastically followed by Haringey, in Industrial Intensification; seeking a move away from low density, vehicle dominated industrial and warehouse buildings employing only a few, to greater building density,	Support Noted. Condition 3,17,23 attached

	greater site coverage, greater height, even multi-storey, with smaller areas of parking and vehicle servicing, better provision of low-carbon access such as electric vehicles, cycling and walking and enhanced, more walkable public realm. The area in general and this site in particular are therefore well suited to significant industrial intensification, and the applicants propose a significant density and increased height over the prevailing one and two storey, low density, light industrial units that dominate the Brantwood Industrial Estate, with a building of 17.8m height (ground floor finished floor level to parapet) housing three high ceilinged floors. There is also a London-wide recognition of increasing need for Logistics, to meet growing demand for deliveries, and this is primarily what these applicants are proposing for this development. Logistics operations can be reminiscent of warehousing, but the applicants have explained that this will be an employment-intensive site with 24-hour operation and many more employed on site than either warehousing or even conventional, single-storey manufacturing. The mix proposed in this development will also contain a significant amount of office space, particularly in the side wing that will span the vehicular entrance, screen the service yard and loading docks from the street and providing a strong, active frontage of a tall, three storey street continuous street wall. The significant amount of office space, as well as further ancillary mezzanine storage that could easily be converted to more office accommodation, is sufficient to consider this scheme as mixed office and logistics space, and represent a more intense use of this site, in line with recommendations. Furthermore, the greater height of the logistics portion of the proposals will allow more efficient automated storage for rapid distribution, as required by the rapidly evolving logistics sector, and is another way in which this proposal represents greater intensity of use than the existing or than typical low-density manufacturing or warehousing. Also, there will also be a prominent double height glazed entrance for office staff, customers and other visitors, improving the proposal's contribution to animating the street frontage. Form, Bulk, Height, and Massing The height of the proposal is considered acceptable in design terms, as the council want to see intensification of protected industrial areas such as this, commensurate	

	with intensification and increased height in major residential and associated redevelopment areas such as the nearby Spurs Stadium and High Road West developments. The site for this development is well away from any existing residential areas and will therefore not have any detrimental impact from loss of daylight or sunlight, impact on microclimate or of views of the proposal. The proposed bulk is a full and frank expression of its size, with no attempt to disguise that. This is also acceptable from a design point of view, as an expression of the council's willingness and expectation to see further intensification of the industrial estate, especially on blocks such as this where there is no detrimental impact on residential neighbours. Furthermore, although the prevailing surrounding height and bulk of the industrial estate is currently predominantly low-rise, this is not the 1st higher and more bulky proposed development, especially for the logistics sector, with the recently completed logistics units at 175 Willoughby Lane a short distance to the north-east and recently approved, currently under construction, Valor logistics developments at two sites on West Road opposite but a short distance to the north and south of this site. Other taller, more intensive recent or current developments in industrial estates nearby include a very recently granted 4-storey workshop on Tarif Road, the next street to the west and a recently completed 7-storey, "Shurgard" self-storage development short distance further away to the east. Notwithstanding the frank expression of the bulk of the proposal, it is to be clearly split into two elements, with the main bulk of the main warehouse volume distinguished from the more slender volume of the entrance & office wing, by means of a slender, full height, glazed slot looking onto the main entrance and each floor's lift/stair lobby and a subtle off-set in the plane of the facade. This responds to two of the recommendations of the Quality Review Panel (QRP), who were overall supportive of this proposal, albeit with a few detailed design suggestions that have all been taken up or responded to by the applicants. Elevational Treatment, Fenestration, Materials & Detailing The architectural character and strategy for elevational treatment of the proposals are contemporary, featuring long ribbon windows in a balanced composition of either vertical or horizontal alignment on the main façade facing the street. These will	

	provide passive surveillance and activate the street frontage with visible activity and overlooking. The whole of the main street frontage, wrapping around the south-eastern corner into the front-most part of the south side elevation, as well as the whole of the office wing and western, are composed of two materials; brick to the ground floor, to reference neighbouring older brick neighbours and provide a robust, weather-proof, impact-proof and vandalism-proof façade where it is closest to pedestrian and vehicular activity, with timber cladding above in accordance with the developer's consistent branding, with high-quality, maintainable, timber cladding featuring as the primary cladding material across all of Goya's developments. On the south side, a full height vertical ribbon window ending in a maintenance/emergency door marks the end of the brick/timber element, whilst to the north, it ends in the internal corner between the office wing and main block. The remainder of the facades of the main block are to be externally finished in profiled metal cladding in a silver-grey finish. This is typical of contemporary industrial architecture, and is compatible with integrated loading bay doors. Junctions between timber/brick and profiled metal are neatly made at full height slot windows or internal corners. High parapets to both wall materials will hide the shallow pitched roofs. Detailing of junctions, parapets, bases (meetings with the ground), windows and doors are robust and will be common details for these different materials, to be confirmed, along with final materials choices including selection of a suitable, interesting brick of varied appearance and buff, red or mixed colour compatible with existing neighbours, in conditions. Landscape and Boundaries The proposals will contain a reasonable area of both staff parking and vehicle delivery, with modern delivery docks suitable for different sized vehicles, for maximum logistics delivery, screened from the street by their proposed office wing. The staff / customer entrance will be directly onto the street, encouraging pedestrian visitors and prioritising them over those arriving by vehicle, with vehicles required to pass through an archway containing overlooked access-controlled gates to get to car parking and delivery bays.	

	In one of the most notable benefits of the scheme compared to typical other industrial, logistics and warehousing developments, the whole of the building frontage onto the street will not be fenced off from the street, but will instead contain a richly planted landscape feature, considerably improving the quality of the public realm along this part of the street. The set-back of the building from the street has also been set-out to ensure the retention of the single existing street tree in the pavement outside of the development site, and potentially allow the planting by the council of additional street trees along this stretch of pavement. Landscaping proposed in the courtyard includes trees around the car park, a modest area of outdoor amenity for staff and cycle parking to improve the greening of the site and its contribution to the public realm, including new landscaping along the street frontage and protection of existing and provision of new street trees. Means of enclosure to other boundaries, to neighbouring properties, including the alleyway along the northern boundary of this site that provides access to a couple of otherwise land-locked industrial buildings behind the application site, and to the south-eastern corner of the street frontage, will be via contemporary, low-visual-impact fencing, to be confirmed in conditions. Conclusions Overall, the proposals for this development are simple, clean and elegant, with high quality landscape designed in, and should encourage the attraction of much needed logistics businesses to this suitable accessible location. They have received on balance general support of the QRP, and similarly receive on balance the support of the design officer	

Stakeholder	Question/Comment	Response
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 22 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 2021. I note that this is a very complex application, so I have reserved my comments to the QRP observations, in particular their many observations concerning materials. I am requesting that all their observations on this issue are implemented. The industrial estates in this area are to put it bluntly a disgrace in their detrimental aspect that they add to the local streetscape, so our policy of improved design etc for all future such projects, very profitable projects in the current environment, is to be enhanced by the input of our QRP and implementation of their recommendations. A final submission to the QRP panel ?	QRP comments have been noted and addressed by the applicant. QRP comments have been attached to the appendix of the report.

Stakeholder/External	Question/Comment	Response
Transport for London	Thank you for consulting TfL Spatial Planning Given the location of the scheme away from TfL highways and assets we have no significant comments to make. We welcome that the Healthy Streets Transport Assessment has undertaken an Active Travel Zone assessment. We note that landscaping and amenity seating will be included to the eastern boundary, fronting West Road, to improve the development's relationship with the public realm and adding a enhancement to green infrastructure, and to increased West Road pavement width Haringey Council will need to assess whether the distance from the highway to the gates across the service yard is satisfactory to avoid vehicles waiting to enter the site obstructing the pavement, and also to assess sightlines for drivers and pedestrians the covered entrance where it adjoins the pavement. 2Any physical or information mitigation measures will be required to be delivered. A S278 Agreement will be required with Haringey Council for all highway works to remove and replace highway accesses. In line with the Active Travel Zone assessment, TfL would support Haringey Council to secure measures and a financial contribution to improve access and footways immediately around the sites, and on access routes to the site, and improving on street waiting and loading restrictions. This would continue Haringey Council's management of existing highway and parking issues occurring along West Road and Brantwood Road. Please feel free to contact me if you have any queries with which I can assist. Otherwise TfL would not object to permission being granted.	Supported Noted. Condition and obligations attached.

Stakeholder	Question/Comment	Response
Environment Agency	Thank you for consulting us on the above application on 26 March, 2025. Environment Agency position: Whilst we have no objections to this application, we would like to draw your and the applicant's attention to the following advisory comments. Advice to Local Planning Authority: Flood risk standing advice The proposed development falls within Flood Zone 2, which is land defined in the Planning Practice Guidance as being at risk of flooding. We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with us. Your proposal falls within this category. These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at https://www.gov.uk/guidance/flood-risk-assessment-for-planningapplications#when-to-follow-standing-advice We recommend that you view our standing advice in full before making a decision on this application. We do not need to be consulted. Flood mitigation Although we have no objections to the proposed development, the developer may wish to include measures to mitigate the impact of more extreme future flood events. Measures could include raising ground or finished floor levels and/or incorporating flood proofing measures. Further guidance on preparing properties for flooding can be found at https://www.gov.uk/government/publications/prepare-your-property-forflooding. Sequential Test What is the sequential test, and does it apply to this application? In accordance with the National Planning Policy Framework (paragraph 174), development in flood risk areas should not be permitted if there are reasonably available alternative sites, appropriate for the proposed development, in areas with a lower risk of flooding. The sequential test establishes if this is the case. Development is in a flood risk area if it is in Flood Zone 2 or 3, or it is within Flood Zone 1 and your strategic flood risk assessment shows it to be at future flood risk or at risk from other sources of flooding such as surface water or groundwater. The only developments exempt from the sequential test in flood risk areas are:	Support Noted. Pollution Team has been consulted condition 4,5 and 6 attached.

	• Householder developments such as residential extensions, conservatories, or loft conversions • Small non-residential extensions with a footprint of less than 250sqm • Changes of use (except changes of use to a caravan, camping or chalet site, or to a mobile home or park home site) • Applications for development on sites allocated in the development plan through the sequential test and: - o the proposed development is consistent with the use for which the site was allocated; and - o there have been no significant changes to the known level of flood risk to the site, now or in the future, which would have affected the outcome of the test Avoiding flood risk through the sequential test is the most effective way of addressing flood risk because it places the least reliance on measures such as flood defences, flood warnings and property level resilience. Who undertakes the sequential test? It is for you, as the Local Planning Authority, to determine an appropriate area of search and to decide whether the sequential test has been passed, with reference to the information you hold on land availability. You may also ask the applicant to identify any other 'reasonably available' sites which are on the open market and to check on the current status of identified sites to determine if they can be considered 'reasonably available'. Further guidance on the area of search can be found in paragraphs 027-030 of the Planning Practice Guidance here. What is our role in the sequential test? We can advise on the relative flood risk between the proposed site and any alternative sites identified - although your strategic flood risk assessment should allow you to do this yourself in most cases. We won't advise on whether alternative sites are reasonably available or whether they would be suitable for the proposed development. We also won't advise on whether there are sustainable development objectives that mean steering the development to any alternative sites would be inappropriate. Further guidance on how to apply the sequential test to site specific applications can be found in the planning practice guidance here. Contaminated Land This development site appears to have been the subject of past industrial activity	

	which poses a risk of pollution to controlled waters. However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on: • Protecting and improving the groundwater that supports existing drinking water supplies • Groundwater within important aquifers for future supply of drinking water or other environmental use. We recommend that you refer to our published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment. We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 187 of the National Planning Policy Framework. The control of emissions from Non-Road Going Mobile Machinery (NRMM) at major residential, commercial or industrial sites Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in Regulation (EU) 2016/1628 (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority. This is particularly important for major residential, commercial, or industrial development located in or within 2km of an Air Quality Management Area for oxides of Nitrogen (NO_x), and or particulate matter that has an aerodynamic diameter of 10 or 2.5 microns (PM₁₀ and PM_{2.5}). Use of low emission technology will improve or maintain air quality and support Local Planning Authorities and developers in improving and maintaining local air quality standards and support their net zero objectives. We also advise, the item(s) of machinery must also be registered (where a register is	

	available) for inspection by the appropriate Competent Authority (CA), which is usually the local authority. The requirement to include this may already be required by a policy in the local plan or strategic spatial strategy document. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation this informative should only be applied to the site preparation, construction, and demolition phases at sites that may require an environmental permit. Non-Road Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc. The Applicant should be able to state or confirm the use of such machinery in their application to which this then can be applied. Advice to applicant: Water resources Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills. We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants. Commercial/Industrial developments We recommend that all new non-residential developments of 1000sqm gross floor area or more (i.e. 'major' developments) should achieve the BREEAM 'excellent' standard for water consumption (category 'WAT 01'), or equivalent. This standard may already be a requirement of the local planning authority.	

	We also recommend you contact your Local Planning Authority for more information. Signing up for flood warnings The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning or visit https://www.gov.uk/sign-up-for-flood-warnings. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message. Anyone can sign up. Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families, and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities. For practical advice on preparing for a flood, visit https://www.gov.uk/prepare-forflooding To get help during a flood, visit https://www.gov.uk/help-during-flood For advice on what do after a flood, visit https://www.gov.uk/after-flood Final comments Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence.	

Stakeholder	Question/Comment	Response
Secure by Design	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 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. 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). At this stage we have not met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns regarding the design and layout of the development. There is however a Security Needs Assessment that references Designing out crime and CPTED principles. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at the earliest opportunity . At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, in light of the changes to the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to. This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it	Support Noted. Condition 11 attached.

	is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative: Conditions: A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details. B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained. Reason: In the interest of creating safer, sustainable communities. 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. 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. Should the Planning	

	Authority require clarification of any of there commendations/comments given in the appendices please do not hesitate to contact us at the above office. This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Appendix 1: Concerns and Comments 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. It has been noted that there have been several meetings with minutes and recommendations documented by the architects which facilitate early pre-application advice given by our department. Should this advice be taken, then SBD accreditation will be achieved. Site specific advice may change depending on further information provided or site limitations as the project develops: This list is not exhaustive and acts as concerns raised during consultation with the architects preapplication. Note - That the pre-application phase concentrated on the design of the layout of the development, the following also provides the material aspect of the physical target hardening requirements to achieve Secured by Design accreditation and this has not been discussed in detail with the architects or developers. Site specific advice may change depending on further information or site limitations as the project develops: A- Boundary Treatment Height Ideally side and rear boundary onto the public realm should be 2.4m with weldmesh fencing Fencing Material Metal	

	Metal fabrication, should be robust, have an unfinished top rail (exposed tops), to deter loitering, sitting and climbing. Railing Fencing 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. Gating Designed level to the front building line, any locking mechanism, hinges to be anti-climb and fitted with a dampened stop. Gating to be inclusive of a self-closer and the same height as the perimeter treatment including any trellising. Recess Where possible building lines should be flush to allow natural surveillance, any recesses should not exceed 600mm. Anti- Climb If anti-climbing measures are introduced then signage should be used to comply with Occupiers Liability Act 1984. Fencing Type Any boundary treatments should be UKAS certified as recommended by a DOCO Low Height boundaries All low defensive wall/railings to be designed to deter sitting, loitering and climbing. Access Control This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Access Control Access control at the vehicle and pedestrian entrances is required to maintain security in communal areas and the courtyard. All panels to have audio/visual capability. Access Panel Access control panels (anti-vandal) should achieve the Secured by Design required standard – UL293. Trades Button No Trades Button on control panel Audio/Visual Entry (Camera)	

	DDA (Part M) compliant camera alone is insufficient for first entry door. Primary camera location on access control panel to be considered to capture all visitors. Secondary camera will be required to the side/height that provides the resident a clear image of the visitor. Data Retention Fob Access Data retention of access control activations should be utilised throughout the site with the facility to store data for one calendar month before over writing. This data should be available to Police within 24 hours for evidential purposes should it be required. *Consideration to be given to appropriate and sufficient hard drive storage* Integrated (Part B/ADQ) Compliance Access control systems should be Integrated to utilise both fire and security systems. Emergency Release (Push To Exit) Vehicle gate should be fob both ways with no induction plate and pedestrian gate should be access controlled for both residents and visitors. Plant Room/Service Rooms All service/plant door set/s accessible by public realm are required to be one of the following UKAS certified products subject to a crime risk assessment by a DOCO: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SR2 B+ or Equivalent certification * Service/plant door/s should be self-closing, self-locking single doors* Pedestrian & Vehicular Gates Access controlled external pedestrian and vehicular gates that provide entry to the development should be accredited to LPS1175 SR2 or equivalent and include Magnetic locks	

	- 2 x 500kg (minimum) resistance (1200lbs/psi) placed a third from the top and a third from the bottom. Vehicle gate to the undercroft should be full height Designed level to the front building line, be anti-climb and fitted with a dampened stop. Internet Of Things (IoT) Due consideration to be given to the security/risk management to access control systems dependent upon how they interact with IoT. Fire Access - Gates DropKey Protection Box(DPB) 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-locking-system/drop-key-protectionbox-(dpb).aspx This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Doors Recessed Areas Any recesses should not exceed 600mm, but consideration can be given to the Disability Discrimination Act (DDA) requirements. Be advised further by borough occupational therapist. All external door set/s accessible by public realm are required to be one of the following UKAS certified products subject to a crime risk assessment by a DOCO: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SR2 B+ or	

	Equivalent certification * Door/s should be self-closing, self-locking single doors* Postal Strategy Mailboxes Mail is normally delivered into the main lobby of a commercial buildings during operating hours. If external boxes are to be used then is should preferably be fixed to the external face of the building. External post boxes should be covered by CCTV and meet TS009 standards or MPS robust mailbox specification. Windows Accessible Windows & Roof Lights All easily accessible windows (anything under 2m from another surface treatment) should be certificated to either: *PAS24:2016 with BS EN356:2000 min. P2A glazing (consider P3A) *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. 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) Glazed Apertures All glazing in and adjacent to: *Residential, communal, front, back doors and ground floor windows *Communal windows that are easily accessible above ground floor level Should incorporate security glazing to the equal standard of the agreed door specification. Lockable Window Handles	

	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. Access control Access Control Layers Vehicle gate – Access controlled entry via reception or the main office Pedestrian Gate – Fob access for staff Main entrance door – Access control via Audio visual access control with fob entry for employees Secondary communal doors (off stair cores) – fob access control for employees with either audio visual access control or “meet and Greet” for visitors CCTV CCTV can be used to support access control measures where access is gained into communal areas such as the rear courtyard and the undercroft This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Cycle Stores External Cycle and Bulk Storage Positioned as not to provide climbing aids to other vulnerable areas such as accessible window/s, door/s, balconies, flat roofs and podiums. Cycle Storage Lighting 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. CCTV	

	CCTV must be installed around in cycle stores in public areas. Should have unhindered views of the racking at all times and should be vandal resistant. Locking Points There should be 3 locking points for cycles on the racks/stands provided. Cycle racking should be secured with anti-tamper fixings Viewing Panel 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 Ideally signage should be placed inside the store to reinforce importance of securing cycles by residents. Lighting 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. Internal lighting Communal elements of any scheme, ideally should be a controlled by a photo electric sensor. This to ensure suitable levels of lighting at all times. Where no natural light is available two phased lighting can be used (low level for non-activity, higher level once movement is detected) Lux levels 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: • 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 Further guidance is available in the “Lighting against crime” manual. This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Uniformity (Uo) 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: • 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 Lighting, where possible should consist of white light which is evenly distributed In Communal areas: • All entrances should have dusk till dawn lighting supported via a photo electric cell. Allowing lighting to controlled automatically. On Residential units: • All residential entrances (front, back, side doors) should also have dusk till dawn lighting, via a photo electric cell with a manual override. Allowing residents/the user local control. Bollard lighting Shall be avoided due to its history of vandalism and ease of been covered over. Up lighters and decorative lighting can be used but only in unison with columns providing the required standards of light for good clear facial recognition illumination. Directional lighting Can be used to support pedestrian routes. Should robust and vandal resistant and be part of n overall lighting strategy (as shown above) Directional lighting should not be a standalone solution to illumination. Gates	

	Gate/s Ideally gated full height or with infill panels above. Access control and gate/s to be as close to the forward building line as possible. There should be minimal gap beneath the gate. Designed to deter or prevent climbing. Any gate design to be submitted and approved by DOCO Ironmongery All gates should be fitted using anti tamper proof hinges. All hinges and brackets must be fitted in such a way so as not to create a climbing aid. Push to Exit Egress button to be minimum of 1.5 metres away from gate and fully shrouded. Any associated cabling to be out of sight. Pedestrian Gate/s Designed to deter or prevent climbing. All pedestrian gates to have a minimum of 2 x 500kg resistance magnetic locks. Ideally positioned 1/3 from top and 1/3 from bottom. To be single leaf, self-closing and self-locking. Climbing Points Rain Water Pipes External rain water pipes should be square/rectangular, flush to the wall or recessed – if round they should be shrouded up to 3m minimum from ground level and have close/flush fitting brackets. Balcony to Balcony Vulnerabilities Consideration should also be given for opportunities to climb balcony to balcony both up and across Balustrade should be secured to the floor of the balcony and flush to the front removing any vulnerable grip points. This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Balconies and adjacent features Consider vulnerability of balconies by boundary walls along with • Trees. • Door canopies.	

	• Street furniture. • Neighbouring properties. • ACB and utility meters. • Any outbuildings such as cycle and refuse store. • Vehicles in parking areas. Utility Meters Utility Meters All utility meters should be positioned where possible in external risers or cupboards removing the requirement for an official to enter the building to read them. Smart meters should be the default requirement for all developments. Management Plan If utility meter is to be located within residential unit representatives must have a scheduled appointment made with the concierge or Management Company to gain access to the building. Car Parking Location Positioned as close as possible to buildings and overlooked by active windows. Should not be located close to boundary walls allowing vehicles to be used to climb into properties. Lighting Should be well lit to the latest standard of BS5489 (consider Park Mark guidance) https://www.britishparking.co.uk/write/Documents/safer%20parking/SPS%20New%20Build%20Guidelines%20-%20web%20version.pdf Alarm / C.C.T.V Alarm Consideration If an alarm is to be installed should meet BS EN 50131 (as minimum) which can include wireless systems. If an alarm is not fitted installers should provide a labelled 13amp fused spur on consumer unit for future use. https://www.policesecuritysystems.com/ This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and	

	current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to CCTV Installation Please note where a development requires CCTV, this facility is to compliment other security measures, not to replace them. As a minimum police recommend coverage of the following areas: • Entrance & exit points including secondary coverage of call points, • Foyer / Lobby areas, • Post boxes and Postal rooms, • Cycle stores, • Refuse stores, • Underground or covered parking areas, • Top of stair cores Due consideration to be given to other areas suitable for CCTV throughout the development as part of a site specific risk assessment. Quality Should be of good facial recognition and colour HD quality in both daylight and night vision. Storage & Access • 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 PAS24:2016 door or SR1 lockable steel cabinet. • Police access to footage must be within a minimum of 24 hours and a maximum of 48 hours for evidential purposes. Party Walling Communal to Apartment Walling	

	Preferred System Light weight framed walls either side of a secure door set (including 600mm around the whole door set) and partitioned walls between two dwellings or communal space shall meet the requirements below: • LPS1175 (Issue 7.2) SR1 • LPS1175 (Issue 8) SR1/A1 • STS202 Issue 7 BR1 Apartment to Apartment Party Walling Alternative All avenues must be explored to meet the standards above, however the following are potential alternatives if the above cannot be achieved. To be agreed by DOCO. • E-WT-2 Timber Wall • E-WS-3 Light Steel Wall • E-WM-20 Masonry Wall Installation of 9mm (min) timber sheathing or expanding metal in the areas concerned. Wherever possible C-Studs should have 300mm staggered centres. Public Realm & Landscaping Landscaping Scheme A full landscaping scheme plan should be submitted and discussed with the DOCO. Sight lines • Bushes and shrubs maximum 1m high. • Trees should a canopy height of 2m minimum and maintained to allow clear sight lines. • Landscaping and trees, should be designed to complement CCTV or lighting plans with long term maturity a consideration. This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and	

	current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to Defensive Planting Used to create distance from vulnerable areas such as patios, balconies and windows. The usage of defensive planting can complement perimeter boundaries. Defensive planting recommendations: • Plants with flowers for aesthetics and to deflect harsh appearance. • To be mature planting from installation and reach a maximum height of 1m where sight lines need to be maintained. Depth of planting will be site specific recommendations. • Positioned beneath windows and next to fences to deter potential offenders. • Require regular maintenance to prevent getting overgrown. • May require signage to warn of risk of injury (Occupiers Liability Act). Appendix 2: Planning Policy London Plan 2021 Policy D11: Safety, Security and Resilience to Emergency This policy links design out crime, counter terrorism prevention measures and acknowledges fire safety issues. Section B of policy D11 Boroughs should work with their local Metropolitan Police Service 'Design Out Crime' officers and planning teams, whilst also working with other agencies such as the London Fire Commissioner, the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Policies and any site allocations, where locally justified, should be set out in Development Plans. Section C of policy D11 These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. The policy considers not just crime, but also a wide range of hazards, such as fire, flood, extreme weather and terrorism. New buildings should therefore be resilient to all of these threats. Paragraph 3.11.3	

	Measures to design out crime, including counter terrorism measures, should be integral to development proposals and considered early in the design process, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.... This will ensure development proposals provide adequate protection, do not compromise good design, do not shift vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportionate to the threat of the risk of an attack and the likely consequences of one. Paragraph 3.11.4 The Metropolitan Police (Designing Out Crime Officers and Counter Terrorism Security Advisors) should be consulted to ensure major developments contain appropriate design solutions, which mitigate the potential level of risk whilst ensuring the quality of places is maximised. Paragraph 3.12.10 Fire safety and security measures should be considered in conjunction with one another, in particular to avoid potential conflicts between security measures and means of escape or access of the fire and rescue service. Early consultation between the London Fire Brigade and the Metropolitan Police Service can successfully resolve any such issues. DMM4 (Policy DM2) Part A(d) "Have regard to the principles set out in 'Secured by Design'"This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to DMM5: Para 2.14 - "Proposals will be assessed against the principles of secured by design'. The latest published guidance in this respect should be referred." An Independent Sustainability report by AECOM on Tottenham area action plan states: "Crime is high in Tottenham with many residents concerned about safety, gang activity and high crime rates. Issues are particularly associated with Northumberland Park and Tottenham Hale". 12.3 of same report states:	

	• Crime rates are relatively high across the borough and crime is particularly prevalent in Northumberland Park. There is a need to design schemes in order to reduce levels of crime, fear of crime and antisocial behaviour. Since unemployment is strongly correlated with acquisitive crime, there may also be a link to wider economic development. • There are no references to crime in the overarching policies, although it is recognised that housing and economic policies aim to support a very significant level of regeneration in the area. This could indirectly lead to reduced crime / fear of crime in the medium term through creating more high quality environments and more stable communities. AAP 06 includes requirements on urban design and character and seeks to maximise opportunities to create legible neighbourhoods, which may assist in creating safe, modern and high quality places. • There are no references to crime in the neighbourhood area sections; however they do set out key objectives which include considerations for safe and accessible environments. Furthermore, as noted above, the scale of regeneration proposed should indirectly lead to reductions in crime and fear of crime. Crime is particularly high in Northumberland Park and Tottenham Hale, hence this issue might be explicitly addressed in these sections; however, it is recognised that the DM Policies DPD includes Borough wide requirements in this regard. Also, AAP 06 sets out the Council's commitment to preparing Design Code Supplementary Planning Documents (SPDs) for Tottenham's Growth Areas, where opportunities for secure by design principles can be investigated. • In conclusion, the plan is likely to result in positive effects on the crime baseline if there is large scale regeneration (including jobs growth) and robust implementation of safer streets and other measures to design out crime in Tottenham, including particularly in Northumberland Park where crime levels are highest. Appendix 3 : Crime Figures The crime figures provided below are publicly available on the Internet at http://www.met.police.uk/. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life	

issues. Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It currently has crime figures above average for the London Boroughs and suffers from high levels of crime and disorder to its residents and business communities. The following figures relate to recorded crime data from Police.uk for the below area:



Whilst we cannot provide information down to street area the above information does indicate the level of ASB and associated crime that is typical for the ward, which should be a consideration when designing a development to ensure the reduction in fear of crime as well as crime itself.

Anti-Social Behaviour (ASB)
Particular attention must be drawn to the most prevalent type of incident that will be experienced – Anti-Social Behaviour (ASB). This category covers a multitude of types of incident that can range from what appears quite trivial annoyance to serious criminal acts. Often victims are able to shrug off the minor incidents and do not have the time or energy to report every occurrence, however en mass these create a significant problem.

	Research by Ward, Thompson and Tseloni (2017) which was quoted in the victim commissioners report on ASB in 2019 stated: Less than a third of ASB incidents were reported to the three main reporting agencies - According to the 2015/16 CSEW, approximately 31% of ASB incidents were reported to the police, local authority or housing association/private landlord. Of those reported, most were reported to the police (of all agencies). It is therefore reasonable to assume that the statistics regarding ASB misrepresents the true scale of the problem – the actual figure of incidents is likely to be well over 32 incidents of ASB per month. Incidents of robbery (cash theft from customers) have occurred in this area with local cash and carry warehouses and must be taken into consideration as a crime risk when implementing the designs for this development.	

Stakeholder	Question/Comment	Response
Thames Water	EXTERNAL 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. Noted informative attached. Stakeholder Question/Comment Response Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/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) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. 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	Support Noted and Informatives attached

	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 Stakeholder Question/Comment Response 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. 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. Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes 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.	

APPENDIX 4 QRP REPORT 22ND JANUARY 2025

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Haringey Quality Review Panel

Report of Intermediate Site Review: 37-39 West Road

Wednesday 22 January 2025

Alexandra House, 10 Station Road, London N22 7TY

Panel

Esther Everett (chair)
Lucas Lawrence
Neil Mathew

Attendees

Sarah Madondo	London Borough of Haringey
John McRory	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Tom Bolton	Frame Projects
Bonnie Russell	Frame Projects

Apologies / copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	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 Intermediate Review Meeting
22 January 2025
HGRP144_37-39 West Road

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1. Project name and site address

37-39 West Road, Tottenham, London N17 0RE

2. Presenting team

Aaron McCaffrey	PRC
Chris Malone	PRC
Jim Bryan	Goya Developments

3. Planning authority briefing

The site is approximately 0.71 hectares, situated in an established industrial area. It is occupied by the F&J Arpino Wholesale building on the western side of West Road, used for storage and commercial purposes, and is surrounded by large-scale employment buildings, primarily with industrial and commercial uses. The site and surrounding area are designated as a strategic industrial location in Haringey's Local Plan and the London Plan.

The proposal is for the demolition of the existing building and redevelopment of the site to create approximately 6,273 m² of employment floorspace. The development would include a single standalone building, with ancillary office space and associated service yards, car parking and landscape.

Officers asked for the panel's views in particular on greening and amenity space; choice of materials; how activation can deliver a more pedestrian-friendly street frontage; how fencing can be reduced to a minimum, and designed to be attractive; and whether recent innovations in multi-storey factories and stacking warehousing could be implemented.



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4. Quality Review Panel's views

Summary

The panel thinks that the proposals have the potential to create a building of an appropriate quality, but makes recommendations on key issues including massing, architecture, materials, landscape and access.

A clearer distinction between the warehouse and the offices is needed to simplify the overly complex West Road façade, including moving the warehouse element back from the offices, and expressing the different functions more clearly in the façade. Work is needed to develop important corner elevations. A more varied roof profile could be considered. The panel also encourages thinking on how the building can relate and respond to surrounding and forthcoming development. The window above the main entrance should be reduced in size, and the position of the entrance reassessed. More design work is needed to ensure the ground floor experience showcases public functions, with larger windows and more design detail. Signage should be designed into the façade. Materials should be simplified, with brick potentially framing entrances and larger areas of timber. The cladding appears too dark, and a lighter shade is recommended. The appearance of weathered timber should be tested.

The panel asks for adjustments to the building line to create a more generous pavement space. All opportunities should be taken to green the site, with climate-resilient planting. Discussions should be held with Haringey officers on how extra street trees can be planted as part of the scheme. The area around the rear entrance should be more pedestrian and cyclist friendly, with planting, and trees in the yard area. Steps should be removed from the front entrance to provide equitable access. Tests are needed to ensure the vehicle entrance is safe for pedestrians.

These comments are expanded below.

Overall approach

- The panel thinks that the proposals include a number of positive strategic decisions. These include using a high proportion of the site; designing the building with an office fronting onto the street; avoiding palisade fencing; and the design of vehicle access route to the yard at the rear. However, it thinks aspects of the proposals should be improved to ensure the building achieves the high level of design quality required.

Massing and architecture

- The panel thinks the junction between the warehouse and offices is uncomfortable, and that the two should parts of the building should be distinguished more clearly from one another. The warehouse could be moved back a couple of metres from West Road, so its massing appears subservient to that of the office building.

Report of Intermediate Review Meeting
22 January 2025
HQR144_37-39 West Road



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- The panel also thinks that the design of the main façade fronting onto West Road is overly complicated, and should be simplified. It asks the design team to consider how the architecture can achieve this by express the building's two different functions more clearly. Architectural treatment could follow the building form more closely, fully representing the warehouse space in the West Road frontage, potentially using the entrance as a vertical strip to separate it visually from the offices.
- The building would also benefit from more thinking on how to express the corner elevations. Corners are important in views along West Road, and more design development is needed to consider how they will appear, and ensure they make a positive contribution to the street.
- The panel also notes that the character study of surrounding buildings reveals a range of different roof profiles. However, the design team has chosen a continuous flat roof. This decision could be revisited to add extra character and interest to the building with a more distinctive design.
- The panel asks for thinking on how the new building will appear as part of the streetscape. Designs should be developed in the context of the surrounding buildings, and should respond to the new buildings under construction opposite, so they read well together.

Main façade

- The panel suggests that the large central window above the main West Road entrance seems overpowering, because it is much larger than pedestrian scale. It encourages the design team to break down the scale of the entrance, potentially considering locating on the corner of the building instead.
- The panel recommends putting more investment into design detail on the main façade at ground floor level, as this will be the part of the building most people interact with. The office windows seem small and could be increased in size. More texture could be introduced through design detail at ground floor level, with a simpler above higher up the building.
- If the ground floor could be a showroom, the façade treatment should reflect this potential use. The treatment could be closer to the entrance windows, offering more to the street than the current domestic-sized windows, which also complicate the architecture by introducing an additional style.
- The panel recommends designing space signage into the treatment of the main elevation, to provide more control over how it is delivered when tenants move in.

Materials

- The use of four different materials compares unfavourably with previous industrial buildings commissioned by Goya Developments using fewer

Report of Intermediate Review Meeting
22 January 2025
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materials, which are simpler and more successful. As part of simplifying the main façade, the panel asks for thinking on how the material approach can be simplified by reducing the number of different materials.

- The use of timber in small strips is also less successful than previous buildings which have incorporated larger timber areas. Smaller areas appear more residential than industrial.
- The panel likes the use of brickwork as a London-specific design reference, which also provides robust protection around the vehicle entrance. Opportunities should be examined to use brickwork more extensively to frame entrances, for example the vehicle entrance.
- The panel suggests that RAL 7016 cladding is too dark a shade of grey. Silver cladding could be considered instead, which would help the brickwork to stand out more.
- The panel also asks for more information to be provided to officers showing how timber has weathered on previous buildings, to help them understand how its colour will sit alongside the cladding as part of a coherent palette.

Landscape and public realm

- The existing building is set back from West Road, as are other buildings on the street. The proposals place the new building closer to the pavement, making it a more prominent feature in the streetscape and reducing space for pedestrians. The panel asks for thinking on how the position of the building can be adjusted to create more generous pavement space – without necessarily removing the proposed planting, which is welcome. This will be particularly important to accommodate match day foot traffic to the Tottenham Hotspur Stadium.
- The panel welcomes the proposed green roof, but asks for more work to develop landscape proposals. It thinks the current proposals are too limited given the size of the site, which provides extensive opportunities for greening. It encourages further thinking on what can be done to maximised greenery.
- Planting should be carefully selected to ensure it is climate resilient, and drought-proof.
- Opportunities include more street greening. Planting more large trees in addition to retaining the existing street tree would be particularly beneficial. The panel encourages discussions with Haringey officers on how street trees could be delivered, and coordinated with the trees planned as part of the development opposite.
- The panel thinks the area outside the rear entrance should be designed as a more pedestrian and cycle-friendly space. A buffer of planting could be used to differentiate it from the parking area.



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- The panel also suggests that the rear entrance could be more generous, with a larger, less domestic door more in keeping with the front door.
- There is also scope to plant trees in the rear yard area, helping to provide views of greenery for offices in the building to both front and back.

Access

- The panel emphasises the importance of ensuring equitable disabled access to the building. The steps leading to the main entrance should be removed to ensure level access to the main entrance.
- It is important to ensure there is enough intervisibility between pedestrians and vehicles to ensure the entrance to the service yard is safe. Designs should be tested and adjustments made if needed to minimise risk where vehicles cross the pavement.

Next steps

The panel is confident that its comments can be addressed in discussion with officers.

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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

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

Design Standards

Character of development

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



Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference Nos:** HGY/2023/2584**Ward:** Alexandra Park**Address:** 13 Bedford Road N22 7AU**Proposals**

Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12 no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and photovoltaic (PV) panels at roof level

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

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme represents sustainable development, optimising the potential of the site for a high-quality mixed use development which responds appropriately to the local context.
- The development would provide 250sqm of quality flexible commercial floorspace that would potentially generate 10/12 jobs, an uplift over the existing 4 jobs.
- The development would provide 12 homes, contributing towards much needed housing stock in the borough.
- The scheme would include a financial Payment in Lieu (PiL) contribution towards offsite affordable housing within the borough.
- The size, mix, and quality of residential accommodation is acceptable, and the homes would either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The impact of the development on residential amenity is acceptable.

- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The proposed development would be a high-quality design, of an appropriate scale in the existing urban context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development would have a neutral impact on the significance of the listed building, nearby conservation areas and the listed registered park and garden;
- The development would achieve a reduction of 82% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain of 100% (BNG) improvements which is significantly in excess of the mandatory 10% net gain required;
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Director of Planning and Building Standards 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 Director of Planning and Building Standards 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 21/08/2025 within such extended time as the Head of Development Management or the Director of Planning & Building Standards shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary - Planning Application HGY/2023/2584 (the full text of recommended conditions/informative is contained in Appendix 2 of the report.

Conditions

1. Three years
2. Drawings
3. Detailed Drawings and External Materials
4. Boundary Treatment
5. Hard and Soft Landscaping
6. Site levels
7. External Lighting
8. Secure by Design Accreditation
9. Secure by Design Certification
10. Contaminated Land
11. Unexpected Contamination
12. Non-Road Mobile Machinery (NRMM)
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan and waste Management Plan
16. Cycle Parking
17. Car parking Management Plan
18. Energy Strategy
19. Overheating Report
20. Sustainability Strategy
21. Living roofs and walls
22. Biodiversity Measures
23. BREEAM
24. Detailed Basement Impact Assessment
25. Piling (Thames Water)
26. Piling and Deep Foundations (Environment Agency)
27. Underground Strategic Water Main (Thames Water)
28. Surface Water Drainage (LBH Flood and Water Management Lead)
29. Management/Maintenance (Flood and Water Management Lead)
30. Remediation Strategy and Verification Plan (Environment Agency)
31. Verification Report (Environment Agency)
32. Satellite dish/television antenna
33. Extract flues/fans
34. Telecommunications infrastructure
35. Fire safety
36. Noise from Plant/Equipment
37. Commercial Units – Noise Attenuation
38. Commercial units - Hours of operation
39. Restriction to Use Class
40. Commercial Shopfront
41. Shopfront Advertising Signs

- 42. Air Quality Neutral
- 43. Architect Retention
- 44. Wheelchair Accessible Dwellings

Informatives

- 1) Positive and Proactive
- 2) Permission subject to a 106 legal agreement
- 3) CIL
- 4) Hours of Construction
- 5) Party Wall Act
- 6) Naming and Numbering
- 7) Fire Brigade
- 8) Asbestos
- 9) Metropolitan Police Service Designing Out Crime
- 10) Thames Water - Groundwater Risk Management Permit
- 11) Thames Water - Water Pressure
- 12) Water Consumption

Section 106 Heads of Terms - Planning Application HGY/2024/0466

1. Affordable housing Provision

- Financial contribution towards the provision of offsite affordable housing.

2. Viability Review Mechanism

- Early stage viability review.
- Late stage viability review.

3. Section 278 Highways Agreement

- 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 TMOs required to enable the occupation 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:
 - (a) The provision of a new wheelchair accessible car parking space with a separate electric vehicle charging facility, type of EV charge to be agreed by the highways authority, and a cycle hanger;

- (b) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development;
- (c) Reinstatement of footways where the current vehicle crossovers are located, as they will become redundant as a result of the development;
- (d) 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 shall be submitted for approval before any development commences on site.

4. Sustainable Transport Initiatives

- £4,000 towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits.
- Car Club – the applicant will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of; along with providing three years free membership for up to two residents of each residential unit and a credit of £100 per year/per unit for the first 2 years.
- Monitoring of commercial travel plan contribution of £3,000 per year for a period of 5 years.
- Monitoring of residential travel plan contribution of £3,000 per year for a period of 5 years.
- £20,000 towards parking management measures.

5. Construction Logistics Plan

- £15,000 towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development.

6. Street Trees

- Feasibility to be carried out to see whether street tree planting can be carried out outside the site, prior to the commencement of development; and if so payment to cover the cost of tree planting In the event that trees cannot be planted on the street outside of the site a payment in lieu shall be made towards greening in the local area (amount to cover the cost of planting two trees to be agreed with the arboricultural officer)

7. Carbon Mitigation

- Be Seen commitment to uploading energy data.
- Energy Plan.
- Sustainability Review.

- Estimated carbon offset contribution (and associated obligations) of £6,288 (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.

8. Employment Initiative

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

9. Monitoring Contribution

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

2.5 The above obligations are considered to meet the requirements of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

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

2.7 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement failing to secure a financial contribution towards off-site affordable housing the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meets the housing aspirations of Haringey's residents. As such, the proposal would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement to pay for any necessary highway works 2) A contribution towards parking management measures. 3) A contribution to monitor the Construction Logistics Plan 4) A contribution towards permit free with respect to the issue of Business Permits for the CPZ. 5) Implementation of a commercial travel plan and monitoring free 6) Implementation of a commercial travel plan and

monitoring fee; would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32, DM48 and Highgate Neighbourhood Plan Policies TR3 and TR4.

3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 5 The proposed development in the absence of a legal agreement securing a feasibility study to see whether street tree planting can be carried out outside the site, and tree planting being provided or a contribution to greening being secured, the scheme would fail to improve the environmental conditions on the street. As such, the proposal is contrary to Policy SP13 of Haringey's Local Plan 2017.
- 2.8 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/PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

Appendix 1	Planning Conditions and Informatives
Appendix 2	Plans and Images
Appendix 3	Consultation Responses - Internal and External Consultees
Appendix 4	QRP Report
Appendix 5	Pre-application Committee minutes
Appendix 6	Feedback from Applicants public consultation event

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

3.1.1 Planning permission is sought for the demolition of the existing building and the erection of 5 storey building with basement to facilitate a mixed-use development on the ground floor and 12 homes on the above four floors.

3.1.2 A plant room/service room would be located in the new basement. The proposal would also provide, landscaping and other associated works.

3.1.3 The proposal can be broken down as follows:

Residential

3.1.4 The proposed new homes would consist of:

- 3 x 1 bed;
- 6 x 2 bed; and
- 3 x 3 bed homes.

3.1.5 The homes are proposed to have private amenity space in the form of a balcony and there would be 16 square metres of communal amenity space located on the flat roof in front of the deck access at first floor level.

Commercial

3.1.6 The ground floor would consist of 250 square metres of flexible Class E encompasses a broad range of commercial, business, and service uses commercial floorspace, which would be split into 2 separate units.. Separate residential and commercial cycle parking and refuse storage would also be located at ground floor level.

Basement

3.1.7 The basement would be 73 square metres in area and consist of the plant / service room.

Materials

3.1.8 The proposed development would be contemporary in design and style faced in primarily red and buff brick and the top floor would be faced in grey powder coated aluminium composite cladding. The building would include a grey aluminium window and door system and metal balustrades to all balconies.

Soft and hard landscaping

- 3.1.9 The proposal would include soft landscaping in the form of planters integrated into each balcony. Green roofs will be incorporated where structurally possible. The rear elevation of the building would comprise of a 'Green Wall', which would be achieved through a system of planters at each level. Vertical support cables will facilitate the growth of climbing plants.

Access

- 3.1.10 The residential and commercial entrances would be located off Bedford Road. The commercial bike/refuse store and residential refuse store are also to be located off Bedford Road. The residential cycle store would be accessed internally. Access to the upper floor dwellings would be via a lift.

Parking and highways

- 3.1.11 The proposed scheme would be a 'car free' development. There are no off-street blue badge parking bays currently proposed; however, there are currently 3 pre-existing on street bays.
- 3.1.12 In terms of cycle parking, 23 long-stay and 2 short-stay bike stands are proposed, and 1 long-stay and 1 short-stay stands for the commercial use.

3.2 Site and Surroundings

- 3.2.1 The property is currently occupied by Alexandra Auto repairs Limited (Formerly Alexandra Motors) which operates as a car repair business and MOT Centre. It comprises a two-storey building fronting Bedford Road with a glazed frontage at ground level, together with a hardstanding area for the parking of cars. 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.
- 3.2.2 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



- 3.2.3 The site is within a designated Critical Drainage Area. The site itself does not form part of any Site Allocation and can be described as a brownfield 'windfall' site.
- 3.2.4 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 88 metres 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.

- 3.2.4 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 the site. Also, Wood Green Underground Station, is only a 13 minute walk to the site.

3.3 Relevant Planning and Enforcement history

- 3.3.1 The most relevant planning history was a refused planning 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). The application was refused for the following two reasons:
- 3.3.2 The proposal fails to provide sufficient information to demonstrate that there would be sufficient space for car parking in connection with the existing MOT use and ancillary car wash use, as such potentially leading to congested parking on site and an overflow of parking on nearby roads, as such affecting conditions for the free flow of traffic and safe operations of Bedford Road and adjoining roads, contrary to Policies DM2 and DM33 of the Haringey Development Management DPD (2017), Policy SP7 of the Haringey Local Plan.
- 3.3.3 The associated activity with a car wash on this site, in specific in the use of pressure washers and vacuums, in combination with the open nature of the site in which this use is being carried out and the close proximity to neighbouring properties, results in a level of noise and disturbance viewed to have a harmful effect on the living conditions of nearby occupiers contrary to Policies DM1 and DM23 of the Haringey Development Management DPD (2017) and Policies 7.15 and 7.6 of the London Plan (2016).

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 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.

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

(The QRP's full written response is included under Appendix 4)

Public Engagement

4.1.3 The planning application was submitted in September 2023. Following officer advice, the applicant agreed to follow the Council's engagement process which includes presenting the scheme to the Quality Review Panel, and to Members of the Planning Sub-Committee. This would usually have taken place before the formal submission. The application has now been through this process.

4.1.4 The applicant also undertook their own public consultation exercise on the proposals which consisted of sending letters to the local community informing residents of the proposed scheme. A community engagement event was also 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 6.

Planning Committee Pre-Application Briefing

- 4.1.5 The proposal was presented to the Planning Sub Committee at a Pre-application Briefing in March 2025. The minutes are attached in Appendix 5

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development.

Conservation Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions, S106 and S278 legal clauses

Waste Management

No objections

Building Control

No objections.

Trees

No objection raised, subject to conditions.

Nature Conservation

No comments.

Lead Pollution

No objection, subject to conditions and informative.

Public Health

No objection.

Surface and flood water

No objections, subject to conditions.

Carbon Management

No objections, subject to conditions and S106 obligations.

Noise Pollution

No comments

Inclusive Economy

No objection.

EXTERNAL

Thames Water

No objection subject to conditions and informatives.

Metropolitan Police Designing out crime

No objections, subject to conditions and informative.

Environment Agency

No objections, subject to conditions

Crossrail 2

No comments received

Transport for London

No objections raised, subject to conditions, S106 and S278 legal clauses

London Fire Brigade

No comments received

5. LOCAL REPRESENTATIONS

5.1 In terms of consultations:

- Neighbouring properties were sent letters
- Site notices were erected in the vicinity of the site
- A p notice was put into the local press

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

No of individual responses: 46
Objecting: 39
Supporting: 7

5.1.2 The following local groups/societies made representations:

- An objection was received from The Muswell Hill and Fortis Green Association

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

Land Use and housing

- Concerns with the loss of the current use
- Concerns with the employment floorspace proposed
- Current local garage is well used
- Concerns the commercial units will have an impact on the vitality of Palace Gates Road/Crescent Road
- Concerns with the standard of residential accommodation
- Concerns with the internal layout of the building
- Concerns with the design of the M4(3) and M4(2) dwellings
- Concerns with the outdoor private amenity space provision
- Concerns with the housing mix
- Inappropriate land use

Size, Scale and Design

- Excessive height and scale in relation to the site
- Overbearing
- Poor design
- Eyesore
- Overdevelopment of the site

- Impact on the character and appearance of the area
- Design and scale out character
- The building extends over the building line
- Details of the balcony screening should be provided at this stage
- Choice in materials fails to address immediate area
- Conversion of the existing building should have been considered
- The development will set a precedent
- Insufficient streetscape context has been provided
- The developer may want to consider their choices of glazing and ventilation
- The development is not appropriate in relation to the surrounding buildings

Impact on neighbours

- Close proximity to the boundaries of adjoining residential properties
- Overlooking/loss of privacy
- Loss of daylight and sunlight
- Overshadowing
- Poor outlook
- Commercial use detriment to residential amenity
- Loss of outlook

Parking, Transport and Highways

- Traffic congestion
- Road safety concerns
- Construction vehicle concerns
- Concerns with delivery and servicing vehicles
- Inadequate parking provision
- Parking pressure
- There is no parking provision provided for the wheelchair accessible home
- The cycle store does not provide space for all types of cycles
- It is recommended that the developer engage with the Alexandra Palace & Park Charitable Trust on their Construction Management Plan regarding events held throughout the year which sometimes require the closure of Alexandra Palace Way

Environment and Public Health

- Impact on Alexandra Park
- The developer should ensure that their promotional material includes information on the history of the Park and Palace
- CIL money should be used towards the upgrades, maintaining and improving the local area's existing open space
- No assessment of noise has been provided
- No assessment of possible odours from the commercial use has been provided

- Noise and odour from the proposal
- Noise pollution from plant enclosure
- No maintenance access is shown to the green roofs and green walls
- Noise and disturbance from refuse and recycling collection
- Noise and disturbance from on-going construction
- Noise and disturbance from the employment floorspace
- Hours of operation of commercial units
- Secure by design concerns
- Pressure on existing infrastructure
- Biodiversity loss

Other

- Poor engagement throughout the process
- Failure to comply with policy or supply evidence of compliance
- Concerns with the fire statement submitted
- No CGI views from different locations to assess visual impact
- Daylight/sunlight assessment provides discrepancies
- Evidence should be provided to support high construction cost in the viability assessment
- Design and Access statement provides inconsistencies
- Planning statement provides inconsistencies
- Insufficient survey carried out
- No basement plan provided
- No indication of mechanical plant size to the basement or roof
- Inconsistent perspectives have been provided
- Alexandra Palace and Park Charitable Trust will make representations as part of licence applications for any outdoor café areas or late-night takeaways in the commercial space
- The Quality Review Panel required further consultation prior to the application being submitted or prior to a decision
- Haringey's Flood and Water Management Lead require further information
- Transport for London require the applicant to demonstrate that parking onsite is not feasible to show why on street parking is necessary for a blue badge space
- The applicant's presentation to committee on 4th March 2025 contained inaccuracies.

Support

- Positive addition to the area
- The site is currently unattractive
- Noise pollution concerns from existing use
- Much needed development in the area
- Current eyesore
- The scheme is well designed

- The scheme blends well into the area
- The development will create jobs
- Car free
- The scheme provides cycle parking

5.2 The following issues raised are not material planning considerations:

- Loss of skyline

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

6. MATERIAL PLANNING CONSIDERATIONS

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

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

6.2 Principle of the development

National Policy

6.2.1 The 2024 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It also advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing. Paragraph 86 of the NPPF (2024) seeks to be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.

- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

Development Plan

- 6.2.3 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey's Development Plan includes the London Plan (2021), Haringey's Local Plan Strategic Policies (2017), the Development Management Policies Development Plan Document (2017), the Site Allocations DPD (2017) and the Highgate Neighbourhood Plan (2017).

London Plan

- 6.2.4 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance.
- 6.2.5 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.6 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 6.2.7 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.
- 6.2.8 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of

existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

The Local Plan

- 6.2.9 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 01 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.
- 6.2.10 Haringey's Local Plan Strategic Policies 2017 (referred to as the Local Plan hereafter) sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The site itself does not form part of any Site Allocation and can be described as a brownfield 'windfall' site.
- 6.2.11 Policy SP2 of the Local Plan states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing.
- 6.2.12 Policy SP8 of the Local Plan states that the Council will support local employment and will support small and medium sized businesses in need of employment space.
- 6.2.13 The Development Management Development Plan Document 2017 (referred to as the DM DPD hereafter) supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.2.14 Policy DM10 of the DM DPD states that the Council will support proposals for new housing as part of mixed-use developments.

5 Year Housing Land Supply

- 6.2.15 Overall, Haringey has a supply of deliverable sites over the next five years to deliver 10,504 homes. This equates to a housing land supply of 5.18 years. To demonstrate a 5 year housing land supply the Council must have land available to deliver 10,127 net additional homes over the five-year period April 2024 to March 2029.

- 6.2.16 Decisions must be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Land Use Principles

- 6.2.17 The proposed development, would replace the existing car repair building with a mixed-use development comprising of new residential homes and employment floorspace.

Commercial / Employment Generating Use

- 6.2.18 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. Part B of Policy DM40 - Non-Designated Employment Land and Floorspace of the DM DPD states that on all non-designated employment site (such as this) 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.

- 6.2.19 In this instance, the above employment policies are not definitively applicable to the existing MOT/car repairs centre (Use Class Sui Generis) as, in planning terms, this use is not identified as an employment use however does provide employment and therefore protected by the above policy. In order to compensate for the loss of the existing employment use, the proposal includes 250sqm of commercial (Class E) floorspace which would not only replace but would exceed the existing amount of employment floorspace (172 sqm), currently on site. The existing employment floorspace comprises of a building with a large part of the site providing hardstanding parking for vehicles. The proposed Class E floorspace has been designed to be flexible and to appeal to a broad range of occupiers. The floor plan submitted demonstrates that it can be split into 3, 4 and 5 smaller commercial units. The commercial units are located on the ground floor with a frontage on Bedford Road in order to ensure an active frontage is established with a good level of prominence for a future commercial occupier or occupiers. The proposed development includes a dedicated communal waste store for the commercial units which is accessed directly off Bedford Road.

6.2.20 The applicant has explored the different uses that fall within Class E of the Use Classes Order in order to provide greater flexibility and therefore a greater probability that the unit(s) would be let from the outset, to ensure their long-term success. The site's location away from the local town centre on Palace Gates Road has meant that most traditional town centre uses would not be attracted to the location of the site. The site is also in close proximity to neighbouring residential properties and would therefore generate low footfall, particularly for retail uses. Operators would only be attracted to the proposed units if they are able to sustain business directly from residents in the development as well as in the existing surrounding community.

6.2.21 The car repairs/MOT employment use is understood to have previously supported 4 jobs. The proposed scheme would support an increase in employment opportunities, potentially 10 to 12 jobs. The final number of employees will likely vary depending on the end user.

Residential Use

6.2.22 The proposal would introduce 12 self-contained homes that would contribute to much needed housing stock and the borough's identified housing targets.

Conclusion

6.2.23 The principle of a mixed-use development on this site is considered acceptable as it would potentially provide flexible commercial space that in turn would increase the number of potential jobs on the site and also provide new homes which will contribute to the borough's housing stock.

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

6.3 Affordable Housing and Housing Mix

Affordable Housing

National Policy

6.3.1 The NPPF 2024 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site unless off-site provision or an appropriate financial contribution can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.

Regional Policy - London Plan

- 6.3.2 London Plan Policy H4 also states that affordable housing should be provided on site or provided as a cash in-lieu contribution in exceptional circumstances. Paragraph 4.4.10 of the London Plan indicates limited circumstances where cash in lieu contributions should be used, this includes relating to Small Sites which are defined as below 0.25 hectares. This site is 0.04 hectares. The London Plan goes on to set out that cash in lieu contributions can be used where on-site affordable housing delivery is not practical and the contribution will not be detrimental to the delivery of mixed and inclusive communities.
- 6.3.3 The Mayor of London's Affordable Housing and Viability (AHV) Supplementary Planning Guidance (SPG) states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate. It states that all schemes which propose cash in lieu payments are required to provide a detailed viability assessment as part of the justification.
- 6.3.4 The SPG states 'The starting point for determining in-lieu contributions should be the maximum reasonable amount of affordable housing that could be provided on-site as assessed through the Viability Tested Route. The value of the in-lieu contribution should be based on the difference in Gross Development Value arising when the affordable units are changed to market units within the appraisal. This is to ensure that where the on-site component of market housing is increased as a result of the affordable contribution being provided as a cash in-lieu payment, this does not result in a higher assumed profit level for the market homes within the assessment which would have the effect of reducing the affordable housing contribution'.

Local Policy

- 6.3.5 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the Local Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site, the availability of public subsidy, development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD states the off-site provision may be acceptable in the following exceptional circumstances where a development can: secure a higher level of affordable housing on another site, secure a more inclusive and mixed community or better address priority housing needs.

6.3.6 The Council's Planning Obligations Supplementary Planning Document (SPD) provides further guidance on where a cash in lieu payment may be suitable. This includes:

- Where no Registered Provider is identified, or the Council is not willing to take the units on;
- The size of the site is too small; or
- Practicalities of design and management.

Viability Review

6.3.7 The applicants initially concluded that the proposed development with 100% private housing generated a deficit of £179,000 against the viability benchmark. The applicant's Affordable Housing & Viability Statement (AHVS) was independently assessed by BNP Paribas on behalf of the Council. The methodology section of BNP Paribas review states that 'to assess whether a development scheme can be regarded as being economically viable it is necessary to compare the residual land value (RLV) that is produced with a benchmark land value. Benchmark land value should be based on existing use value (EUV) plus a site-specific premium or an Alternative Use Value, in line with the requirements of the Planning Practice Guidance. If the Development generates a RLV that is higher than the benchmark it can be regarded as being economically viable and therefore capable of providing additional affordable housing. However, if the Development generates a RLV that is lower than the benchmark it should be deemed economically unviable, and the quantum of affordable housing should be reduced until viability is achieved. The viability assessment from BNPP found that the scheme could generate a surplus of £207,158 against the viability benchmark. The applicant has revised the Affordable Housing & Viability Statement (AHVS) providing further evidence / justification in relation to their appraisal and negotiations have since taken place between the applicant and BNPP with the objective of improving the affordable housing offer as far as possible. The agreed viability position, in terms of affordable housing on site would be that three Shared Ownership homes that could be delivered, which equates to 25% affordable housing on site.

6.3.8 BNPP has run a further appraisal on how many socially rented homes could be delivered on-site. They concluded that the scheme with social rent homes with the updated appraisal assumptions would generate a deficit, meaning that zero socially rented homes could be delivered and the three shared ownership homes is the best offer.

6.3.9 The applicant has provided written evidence of engaging with a number of Registered Providers (RPs) with a view to taking the shared ownership homes. However, the RPs have replied stating that they do not wish to take such a small number of homes. Officers are aware that in this current market registered

providers are struggling to take on affordable homes due to the current economic climate. The lack of interest in acquiring the affordable homes is considered to be an exceptional circumstance which would allow a consideration of an alternative arrangement, through a Payment in Lieu, as supported in policy and guidance

6.3.10 Considering the above, it is therefore concluded that a Payment in Lieu (PIL) offer of £127,084 is the maximum reasonable amount in this instance, based on the three shared ownership homes, this has been advised by BNP Paribas on behalf of the Council. A Payment in Lieu (PIL) is therefore considered appropriate in this instance as it meets the above policy criteria including the criteria set out in the Council's Planning Obligations Supplementary Planning Document (SPD). This contribution would be pooled to contribute towards the provision of affordable homes within Haringey.

6.3.11 A review mechanism to maximise affordable housing delivery in the longer term and acknowledging the potential for significant changes in values in the housing market will be secured by a legal agreement. In this instance, the applicant has agreed to an early-stage review mechanism which is triggered where an agreed level of progress on implementing the permission has not been reached after two years of the permission being granted or as agreed with the Council. The applicant has also agreed to a later-stage review which allows the Council to 'claw back' any additional monies should a development commence in more favourable financial circumstances.

Housing Mix

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

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

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

6.3.15 The overall mix of housing within the proposed development is as follows:

Unit type	Total homes	%	Wheelchair accessible (M4 3)
1 bed	3	25%	
2 bed	6	50%	1
3 bed	3	25%	

6.3.16 Officers consider the proposed development provides a good mix of homes, which would deliver a range of sizes and includes a substantial proportion of family sized 3 bed homes to meet local housing requirements. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Heritage Impacts

6.4.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site. However, 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.

Policy Context

6.4.2 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and Policy DM9 of the DM DPD sets out the Council's approach to the management, conservation and enhancement of the borough's historic environment.

6.4.3 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

Statutory tests

6.4.4 Section 72(1) of the Listed Buildings Act 1990 provide: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are "the planning Acts'.

- 6.4.5 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.6 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.7 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given ‘considerable importance and weight’ in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.8 The Conservation Officer notes that the existing site and building whilst untidy in appearance it is not considered a dominant addition in that it is not a prominent feature on the skyline to have an impact on the Conservation Area to the east, and similarly it still allows an appreciation of the tree lined street and gradual greening of the street as you approach the park. It therefore has a negligible impact on the setting of the nearby 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.

6.5 Design and Appearance

- 6.5.1 The NPPF 2024 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. The NPPF further states that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.
- 6.5.2 Policy 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.
- 6.5.3 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, which is also in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.5.4 The Quality Review Panel (QRP) has assessed the scheme in full at planning application stage on November 2024.
- 6.5.6 The full Quality Review Panel (QRP) report of the review on November 2024 is attached in Appendix 4. The Quality Review Panel's summary of comments is provided below:

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.

- 6.5.7 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.
- 6.5.8 Detailed QRP comments from the November 2024 review together with the officer comments based on the latest proposal are set out below:

Panel Comment	Officer Response
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	To address this, the applicant has reviewed the material palette by simplifying it with a single brick for the façade Same as above

verticality of the Bedford Road elevation. 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.	QRP comment noted however the top floor remains cladded in zinc following advice from the Design Officer. As a response to QRP comments the applicant has changed the brick to fit into the surrounding context and reflect the character of the area which is supported by the Design Officer. The details of the brick will be secured by condition. To address this the applicant has achieved the contrast by using different types of pointing As a response to QRP comments the applicant has introduced a plinth which clearly distinguishes the residential accommodation above As a response to QRP comments the applicant has incorporated a flexible arrangement into the design of the ground floor commercial units, whereby the units can be split into varying sizes

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	The applicant has confirmed that the units can accommodate many of the uses under the class E category As a response to QRP comments the applicant has revised the scheme by replacing the full-length windows, with an area of solid wall beneath each window As a response to QRP comments the applicant has incorporated a flexible arrangement into the design of the ground floor commercial units, whereby the units can be split into varying sizes As a response to QRP comments the applicant has incorporated a flexible arrangement into the design of the ground floor commercial units, whereby the units can be split into varying sizes As a response to QRP comments this has been incorporated into the façade design As a response to QRP comments a condition is imposed to ensure that the shopfront glazing remains clear and untinted with no application of vinyls/graphic.

example, a nursery is likely to screen the windows for privacy which would then create a blank façade	
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.	To address this point the applicant has revised the entrance design, which is supported by the Design Officer To address this point the applicant has revised the entrance design, which is supported by the Design Officer To address this point the applicant has revised the entrance design, which is supported by the Design Officer The applicant has addressed this so that residents can use some of the deck access space
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	To address this the applicant has provided a green wall system that has been simplified and is more symmetrical. The detail of the green wall will be secured by condition.

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.	To address this the applicant has simplified the green wall. The detail of the green wall will be secured by condition. QRP comments noted, further details of the type of planting will be secured by condition. QRP comments noted, further details of the planting will be secured by condition QRP comments noted, a maintenance strategy will be secured by condition to address this QRP comments noted, further details of the planting will be secured by condition QRP comments noted, further details of the relationship of the green wall to the balustrade and how the deck will be detailed will be secured by condition QRP comment noted

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.	To address this the applicant has provided a green roof at first floor level To address this, the applicant has provided accessible and non-accessible green roofs in front of the deck access at first floor level to improve the outlook for the adjoining bedrooms of flats 1 and 4. To address this the biodiversity details has been secured by condition To address this planters have been integrated into the private balconies. The details of the planters will be secured by condition
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	To address this the applicant has agreed to a feasibility study to see whether street tree planting can be carried out. If trees cannot be accommodated a financial contribution will be required towards tree planting close by. This will be secured by a S106.

department, and it welcomes the proposed improvements to the footpath along Bedford Road. .	QRP comments noted
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.	To address this the BREEAM details will be secured by condition To address this the overheating details will be secured by condition QRP comment note, the windows along the communal decks are kitchen and bathroom windows and their sizes are rationalised due to privacy concerns as they look out onto a communal space. Additionally since all the flats are dual aspect these windows are likely to provide sufficient daylight and sunlight to the rooms they serve. To address this the green roof details will be secured by condition

- 6.5.9 As set out above, the applicant has sought to engage with the QRP. The panel had expressed that they would welcome an opportunity to comment on the scheme again, once the design had progressed in consultation with planning officers. However, Officers are confident that the scheme has progressed positively and QRP comments addressed to an appropriate extent without the need to return for another design review.

Assessment

Height, Form, Bulk, Massing and Layout

- 6.5.10 The proposal comprises a five-storey residential mansion block (Use Class C3) with a recessed top floor and two commercial units at ground level (Use Class E). These commercial units have flexible layouts to accommodate a variety of uses and feature generous shopfronts designed to activate the street frontage. The mixed-use scheme therefore transforms an underutilised local town centre site, integrating it more effectively with its surrounding context. The design has evolved through multiple iterations, incorporating feedback from both the Quality Review Panel (QRP) and planning officers, resulting in improvements to massing, architectural expression, and detailing.
- 6.5.11 The proposed building is approximately one storey taller than the adjacent properties at 8–10 Bedford Road (to the north) and 357 Alexandra Park Road (to the east). However, the height is considered appropriate given the site's high accessibility and proximity to local amenities and services. Based on the ambitions of Haringey's local plan - new developments may rise proportionately above the prevailing heights to facilitate housing delivery in the borough. Additionally, the top floor is recessed by a minimum of 2.2 metres from the north, east, and south elevations and is clad in grey powder-coated aluminium, which scale down its bulk and appearance.
- 6.5.12 The building's height is not considered intrusive, even in long-range views from Bridge Road and Buckingham Road across the railway line as the streetscape along Bedford Road gradually and consistently steps up from the corner of Bedford Road and Palace Gates Road. Reasonably reflecting the rising land along the street. This gradual increase in height is exhibited by 8-10 Bedford Road over 7 Bedford Road and by 7 Bedford Road over its neighbour to its north. In this context, the proposed one-storey increase over 8–10 Bedford Road is consistent with the established rhythm and scale of the street.
- 6.5.13 Along Bedford Road, the proposed footprint aligns with the building line of the adjacent property to the north, completing the urban block. On Alexandra Park Road, the footprint extends to the site boundary, diverging from the prevailing 10-metre setback. This is however, considered an appropriate and deliberate response to the site's corner location, as it allows the building to assert its presence and contribute positively to the streetscape.

- 6.5.14 Further, the southern corner of the building, at the junction of Bedford Road and Alexandra Park Road is articulated through a series of stepped-back balconies. These cascading balconies provide a visual transition and help to mediate from the level elevation along Bedford Road to a more dynamic elevation on Alexandra Park Road which is primarily a residential street with terraced housing. Overall, the proposed height, form, bulk, massing and layout conforms well to the established character, and acts as a highly compatible neighbour to adjoining sites.

Elevational Composition, Fenestration and Materiality

- 6.5.15 The main elevational composition consideration is with the Bedford Road and Alexandra Park Road Street frontage, as is expected from such a frontage-oriented development. The Bedford Road frontage is articulated into four vertical bays, following the established rhythm and scale of the neighbouring buildings. Proposed to be built in red brick, the bays are subtly differentiated through minor tugs of the building line and by varying the mortar pointing. Window and balcony sizes remain consistent across all levels and façades, reflecting the contemporary layouts and uniform residential hierarchy of the proposal. The elevation design has been significantly refined in response to the QRP's feedback, particularly through the simplification of the material palette.
- 6.5.16 A shopfront fascia band runs along the Bedford Road frontage, visually separating the base from the upper levels and echoing the composition pattern of the adjoining properties to the north. The bottom of the proposed fascia aligns with that of 8-10 Bedford Road, while the top aligns with the existing cornice. An aluminium canopy projects beyond the shop front fascia, highlighting the residential entrance and the warm materials, planters and integrated lighting, clearly distinguish it from the other access ways. Store risers reinforce the building's base, yet level access and permeability are maintained in residential, commercial and service areas. As is practice the final shopfront details and levels will be secured through planning conditions to ensure responsiveness to context.
- 6.5.17 Passive solar protection is provided on the east elevation through horizontal aluminium brise-soleils, mitigating overheating. The south elevation benefits from the stepped form factor of the architecture.
- 6.5.18 Whilst the rear of the block is visible, especially from the slope along Alexandra Park Road, the main driver in the composition of the rear elevation is its impact on the privacy of the neighbouring plot. It therefore has expansive blank walls, and projecting brick headers have been incorporated, into its design to add visual interest and texture. The west elevation is framed by residential units and features a centrally located lift core. A recessed light well with communal access decks and small bathroom and bedroom window openings. The light well is screened to the west by a green wall, which also serves as a privacy barrier.

6.5.19 Outdoor amenity space is provided through a variety of balcony types: inset balconies on the east façade, cascading balconies on the south, and projecting balconies on the west. Along the east and south façades, balcony parapets are composed of short brick walls topped with metal balustrades. These brick elements conceal drainage and soffit services while maintaining a minimal profile. The metal balustrades above provide openness and visual relief. Balconies on the west are equipped with 1.8m high privacy screens on both sides to prevent overlooking and ensure resident privacy.

6.5.20 The material palette is brick-led, carefully selected to harmonize with the surrounding context and reflect the character of the area. The façades primarily feature red brickwork, complemented by grey powder-coated aluminium windows and doors. While the specific brick type will be confirmed via condition, the proposed approach is considered appropriate and likely to be visually appealing. Metalwork is used extensively across doors, window frames, shopfront fascia's, balustrades, and handrails, all in grey. Additionally, obscured glass privacy screens will be installed between flats and balconies to maintain privacy for future residents.

Design Summary

6.5.21 Given the above and the support from the QRP, the proposed development in design terms is therefore acceptable

6.6 Residential Quality

General Layout, Indoor and outdoor space/accommodation standards

6.6.1 The general layout of the mixed used building fronting Bedford Road and Alexandra Park Road comprises of a plant and service room at basement level. Two separate commercial units are located on the ground floor comprising 250 square metres overall, alongside separate residential and commercial cycle parking and refuse storage. Four dwellings are located on the first floor, of which one would be a wheelchair accessible home. Green roofs are located at first floor level in front of the deck access. The green roof in front of flat 2 can be used for communal amenity space and the green roof close to flat 4 will be inaccessible. Three dwellings are located on the second and third floor and two dwellings are located on the fourth floor. Each dwelling has a private balcony.

6.6.2 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

- 6.6.3 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.
- 6.6.4 All proposed dwellings exceed minimum space standards including bedroom sizes, complying with policy.
- 6.6.5 All the homes would have private amenity space in the form of a balcony - however two of the balconies do not meet the guidance of the Mayor's Housing SPG standard due to the constraints of the site. The balcony size of both flats 6 and 9 which are 1 bed 2 person dwellings are 4 square metres which is a shortfall of 1 square metre and the balcony size of flat 3 which is a 2 bed 3 person dwelling is 4 square metres which is a shortfall of 2 square metres. It is important to note that the Mayors Housing SPG on balcony sizes is just guidance and not a requirement and 1/2 square metre shortfall in this urban context is considered acceptable in this instance. The balcony size of both flats 4 and 8 which are 3 bed 5 person dwellings are 14 and 16 square metres which exceeds the guidance by 6 and 8 square metres. The balcony size of flat 10 which is a 3 bed 6 person dwelling is 25 square metres which exceeds the guidance by 16 square metres. Both flats 11 and 12 which are 2 bed 3 person dwellings well exceeds the guidance by 33 square metres. In addition to the balconies is an accessible green roof at first floor level in front of the deck access which offers some communal amenity space. Furthermore, the site is in close proximity to Alexandra Park.
- 6.6.5 All dwellings would have a minimum floor to ceiling height of 2.5metres and considerable care has been taken in the layout of dwellings within the block with 4 flats per core on the first floor, 3 flats per core on the second and third floor and 2 flats per core on the fourth floor with a lift serving each of the floors.
- 6.6.6 All dwellings would be well laid out to provide useable living spaces and sufficient internal storage space. The homes are acceptable in this regard
- 6.6.7 All dwellings are proposed to be dual or triple aspect whilst preserving privacy to the existing neighbours.

Accessible Housing

- 6.6.8 London Plan Policy D7 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 are wheelchair users. Local Plan Policy SP2 is consistent with this, as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

- 6.6.9 All dwellings achieve compliance with Building Regulations M4 (2), and 10% of the development achieves M4(3) compliance (i.e. one flat, Flat 2) The wheelchair accessible home is located at first floor level.
- 6.6.10 The proposed building provides step free access throughout and would incorporate a passenger lift suitable for a wheelchair user. A dedicated on-street blue badge bay outside of the development on Bedford Road will be secured via legal agreement. This will be discussed further in the transport and parking section of the report.

Child Play Space provision

- 6.6.11 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.12 The child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator has a total child yield of 2.7 and the total playspace requirement is 26.6 square metres of play space for all age groups.
- 6.6.13 The policy compliant figure for the playspace is 26.6 square metres however due to the site constraints and the very low child yield of the development play space is not provided. However, it is noted that the family units have private amenity space in the form of very large balconies between 14 to 25 square metres in addition to this there is the accessible green roof in front of the deck access at first floor level which has an area of 19 square metres. The site is also in close proximity to the large play area within Alexandra Park (approximately 104 metres from the site). This play area is located within the distance requirement of the Mayor's Play and Recreation SPG and caters for all age groups.

Outlook and Privacy

- 6.6.14 The green wall and green planters integrated onto the balconies will serve to provide a pleasant outlook and privacy for future occupants of the dwellings. The deck access to the rear and balconies would have 1.8m height privacy screens to maintain privacy for future occupants. Additionally, obscured glass privacy screens will be installed between flats and balconies to maintain privacy for future residents.
- 6.6.15 The ground floor commercial units would provide passive surveillance and would activate the street frontage.

- 6.6.16 As such, it is considered that appropriate levels of outlook and privacy would be achieved within the proposed development for the proposed residential homes.

Daylight/sunlight/overshadowing

- 6.6.17 The windows along the communal decks are kitchen and bathroom windows and their sizes are rationalised due to privacy concerns, as they look out onto a communal space. Additionally, since all the flats are either dual or triple aspect these windows are likely to provide sufficient levels daylight and sunlight to the rooms they serve.

Other Amenity Considerations

- 6.6.18 Further details of air quality can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.13 of the report).
- 6.6.19 The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of the accommodation meets the relevant standards and recommends that condenser units are enclosed in louvres to suitably control plant noise emissions. This will be secured by a condition.
- 6.6.20 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on future occupiers of the development.
- 6.6.21 The communal waste store for the dwellings is to be located in the building and bins will be taken out to the temporary collection areas, which is within 10 metres of the collection point on Bedford Road. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection for the residential dwellings. The applicant has confirmed that refuse collection for the commercial element will be organised via a private contractor or the Councils contractor depending on the end user.

Security

- 6.6.22 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. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.7 Impact on Neighbouring Amenity

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

Daylight and Sunlight Impact

- 6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the surrounding neighbouring properties and overshadowing of the existing open spaces.
- 6.7.4 The daylight analysis demonstrates that the main windows to immediate residential neighbours would not be adversely affected, except for the two first floor side windows of the neighbour at 10 Bedford Road. Daylight is assessed for 19 windows located at 10 and 15 Bedford Road and 357 Alexandra Park Road. These all directly face, and are in close proximity to, this proposed development. The first floor side windows of 10 Bedford Road would see their Vertical Sky Component (VSC) reduced down to, but never below 15%. Nevertheless, these windows would receive higher than 16% Vertical Sky Component (VSC)., Whilst the daylight they receive would be reduced below the BRE Guide recommended levels, still be at or above the late-teens Vertical Sky Component (VSC) levels which is considered acceptable within an urban location.
- 6.7.5 The rear aspect of 10 Bedford Road at first floor level would not be affected. It is important to note that, at present, most of the neighbours benefit from the site being underdeveloped, with the low rise building and surface car parking. The proposed development would maximise the development opportunity that the site provides in this urban context and would present a much more attractive outlook to them with a green wall and green planters system in place. Daylight to the neighbours at 15 Bedford Road and 357 Alexandra Park Road will remain unaffected by the development.
- 6.7.6 The sunlight assessment demonstrates compliance with the annual probable sunlight hours (APSH) and the winter APSH assessments in that all the assessed

neighbouring windows at Nos 10 and 15 Bedford Road and No 357 Alexandra Park Road, will received adequate sunlight hours during the year and winter period.

- 6.7.7 The shadow assessments of the neighbouring gardens and amenity spaces for 15 Bedford Road and 357 Alexandra Park Road demonstrate that more than 50% of each open space will receive more than 2hrs of sunlight on the 21st March which is compliant with the BRE guidelines which state that the test should be run on 21 March, the midpoint between the summer and winter solstices (equinox). According to BRE, the sunlight hours on this day should be no less than 2 hours.
- 6.7.8 The Design Officer has advised that the layout of the proposed development is considerate of the neighbouring properties and generally consistent with the Council's local planning policy on daylight, sunlight, and shadowing. Overall, the proposal would not have a material adverse impact on daylight and sunlight to residents of neighbouring properties at 10 and 15 Bedford Road and 357 Alexandra Park Road. The harm to the two side windows of 10 Bedford Road in an urban environment is, on balance acceptable.

Privacy/Overlooking and outlook

- 6.7.9 As the rear of the proposed building would back onto the rear gardens of the properties on Alexandra Park Road, the proposed development has been carefully designed to mitigate overlooking and potential loss of privacy to the rear gardens by limiting the number of windows to habitable rooms in the rear elevation of the proposed building. In terms of the rear elevation, where these windows are secondary bedroom windows or the top floor rear facing windows they will be obscurely glazed and only openable at 1.7metres high on from floor level, and bathroom windows to the rear elevation will be obscure glazed; and the balconies will have 1.8m high privacy screens. In addition the green wall system proposed will screen the rear facing windows.

There are no side windows proposed facing the existing property at no. 10 Bedford Road and the green roof closest to No. 10 Bedford Road is a non-accessible area. With regards to the property at No. 15 Bedford Road , the closest separation distance of 19m would ensure privacy is maintained and notwithstanding that there is less expectation of privacy to street facing windows. Whilst there are minor potential concerns of privacy or overlooking of the proposed development to the existing neighbours directly facing the facade mutual overlooking between windows between the windows of the proposed development is reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful.

6.7.10 In terms of outlook, existing surrounding residents would experience both actual and perceived changes, as a result of the proposed development. Notwithstanding the proposed building has been thoughtfully designed with the recessed top floor to ensure the massing responds to its context and does not appear visually intrusive when viewed from neighbouring properties. The gradual increase in massing ensures the outlook from existing residential properties is not unduly harmed.

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

Other Amenity Considerations

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

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

6.7.14 The site is currently in use as a car repair service which, given the nature of such a facility, has cars moving in and out of the site with associated equipment and members of staff generating noise encountered by neighbouring residential properties. The proposed development would see the principal use of the site changed to residential, with two commercial units proposed at ground floor level. The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site. A condition would be imposed limiting the hours of the commercial use to protect the amenity of neighbouring residents.

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

6.7.16 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.

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

6.8 Parking and Highways

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 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 a 4 minute walk to the site.. Wood Green Underground Station is is a 13 minute walk. . 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. , There are residential streets close to the site which do not have any on-street parking controls.

Trip generation

- 6.8.4 The trip generation analysis for the proposed development was undertaken using TRICS database, which is welcomed by Transport for London. For the residential aspect, the site is expected to generate 11 two way trips in the AM peak, and eight two way trips in the PM peak. With regards to servicing trips it is predicted to generate 12 two-way trips for both the commercial and residential elements of the proposal. In terms of impact to the road network this is not considered to be significant, and should not have any significant impact on the highways network.

Car parking considerations

- 6.8.5 The proposed scheme would be a car free development. Given the location within a CPZ and with the PTAL of 5 the proposal would 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. This can be secured via the imposition of a condition.

- 6.8.6 The site would include commercial floorspace with an area of 250 sqm, though the number of potential employees is not definitive at this point in time. Given the relatively small size of both of 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.

Future parking demands

- 6.8.7 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 will be secured by a S106 legal agreement.

Cycle parking

- 6.8.8 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 space and 1 short-stay space. All these numbers are in accordance with London Plan standards. The applicant will need to provide further details of the long and short stay cycle parking spaces for both the commercial and residential components. This can be secured by the imposition of a condition.
- 6.8.9 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.
- 6.8.10 As such, the cycle parking is acceptable subject to the imposition of the recommended conditions in respect of proposed cycle parking arrangements.

Highways works

- 6.8.11 Some highway works have been proposed as part this proposal, that include the possibility of extending the residential bays to include a disabled bay to be provided as part of this site. As the sites use is being changed both the access will become redundant meaning the footway will need to be reinstated at both locations. Furthermore, the footway around the entire site will need improving given the increase in active travel from the site and its current deterioration. In a growing effort to increase the usage of sustainable travel within the borough the council will seek to provide a cycle hanger and an EV charging bay. A stage 1 and 2 road safety audit will therefore need to be secured as part of the S278 agreement.

Car club

- 6.8.12 The Transport officer notes that there are no nearby car clubs in the vicinity of the development location. Given the scale of this proposal, to ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car the applicant will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZ is not in operation as, demonstrated by the parking survey, there is not sufficient on-street capacity to absorb any demand. This will be secured by a S106 legal agreement. Also, three years free membership for up to two residents of each residential unit and a credit of £100 per year/per unit for the first 2 years will be secured in a legal agreement.

Access

- 6.8.13 Given the size of this proposal an Active Travel Zone (ATZ) is not needed to fully assess the main walking routes to/from the site to key local destinations for residents. All pedestrian accesses into the building will be from the footway including for the commercial units. The Transport officer noted that the doors for the bin stores opened onto the footway rather than inwards. This is not acceptable as doors opening onto the footway can cause accidents with pedestrians passing by. The doors have been revised doors to open inwards to address transports concerns.

Servicing and delivery

- 6.8.14 The Transport officer notes that delivery vehicles are proposed to use the on-street kerbside whilst making deliveries to the site, they will need to utilise the existing double yellow lines that only allow for loading/unloading to take place for a limited amount of time. No information has been provided to demonstrate where refuse vehicles would wait whilst making collections from the refuse stores. However, a 10.2m refuse vehicle should be able to effectively use similar practices as delivery vehicles for short periods of times, whilst the council operatives retrieve bins from the stores.
- 6.8.15 A Delivery and Servicing Plan is required and 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. The Transport Officer is satisfied this can be

adequately addressed at a later stage, and as such this matter can be secured by the imposition of conditions.

Travel Plan

- 6.8.16 A travel plan for the commercial and residential use will need to be submitted to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development. The applicant will need to enter into a legal agreement to monitor the development proposal in this regard. This will be secured by a S106 agreement.

Demolition and Construction Logistics and Management

- 6.8.17 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to liaise and discuss intended means of access and servicing the site from the highway with the Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished Demolition and Construction Logistics Plan. The Alexandra Palace and Park Charitable Trust raised the issue of construction traffic and the need to occasionally close one of the local roads for major events. This concern raised will be addressed by the Demolition and Construction Logistics Plan. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by a legal agreement and condition.
- 6.8.18 Transport for London (TfL) accepts the proposal in principle subject to conditions, S106 and S278 legal clauses.
- 6.8.19 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Basement

- 6.9.1 London Plan policy D10 states that boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.9.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.9.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the basement works would be acceptable, as required by Policy DM18 of the Council's DM DPD 2017. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby

properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

- 6.9.4 The proposal seeks to create a basement level to accommodate the plant and service room associated with the development. The applicant has submitted a Basement Impact Assessment which has been reviewed by the Council's Building Control service. The Building Control Officer notes that a structural engineer has not assessed the impact on the adjacent building. Also, the assumption that the foundation depth will be 0.5m is concerning as a development such as this is very likely to be piled and the site is on an old garage/petrol station and there is no mention of contamination in the submitted Basement Impact Assessment. A detailed Basement Impact Assessment will need to be submitted to meet the above policy requirement. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter will be secured by the imposition of a condition.
- 6.9.5 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day Building Regulations legislation. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard in so far as it is a material planning consideration.

6.10 Sustainability, Energy and Climate Change

- 6.10.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.10.2 London Plan Policy 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.
- 6.10.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.

6.10.4 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

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

Carbon Reduction

6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2.

6.10.7 The development achieves a reduction of 82% carbon dioxide emissions over Building Regulations Part L 2021, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 11.16 kWp solar photovoltaic (PV) array which is a system of interconnected solar panels that convert sunlight into electricity. This represents an annual saving of approximately 9.8 tonnes of CO₂ from a baseline of 12tCO₂/year. LBH Carbon Management officers raise no objections to the proposal, subject to some clarifications with regards to the energy and overheating strategies which can be dealt with via condition.

6.10.8 The development would achieve a saving of 3.4 tCO₂ in carbon emissions (28%) under Be Lean: a saving of 2.8 tCO₂ for the residential (26%), and a saving of 0.6 tCO₂ for the commercial (39%). This exceeds the minimum 10% and 15% reduction set respectively for residential and non-residential developments in London Plan Policy SI2, this is supported by LBH Carbon Management.

6.10.9 In terms of the installation of various renewable technologies, the report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 6.7 tCO₂ (54%) reduction of emissions are proposed under Be Green measures.

6.10.10 The shortfall will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution is £6,288 plus a 10% monitoring fee, will be subject to change during the detailed design stage

Overheating

6.10.11 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM59 weather files. Further mitigation measures are required in order for the residential dwellings and commercial units to pass the overheating requirements for 2020s DSY1 and 2080s s (DSY 3). In order to pass the mandatory weather files for the proposed residential dwellings the following measures will be built:

- Natural ventilation, with windows 100% openable facing Alexandra Park Road
- Bedrooms facing Bedford Road: Windows closed with mechanical ventilation providing 4 air changes per hour
- Living room facing Bedford Road: Ventilated by open windows but provided with background ventilation with acoustic vents.
- External horizontal louvres / brise soleils above windows to the East façade
- External green walls to the west façade
- Projecting balconies from the floor above to the south façade
- Mechanical cooling
- Internal blinds

6.10.12 In order to pass the mandatory weather files for the proposed commercial the following measures will be built:

- Retractable awnings;
- Non-openable windows, mechanical ventilation
- Active cooling

6.10.13 The applicant has agreed to undertake further modelling and submit a revised overheating report showing compliance with relevant CIBSE TM52 and TM59 using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios. The applicant has agreed to provide details of the mechanical cooling for the residential units and commercial units. The applicants should also explore the potential to increase the projection of the external solar shading to minimise the cooling demand of the development. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.11 Urban Greening, Trees and Ecology

Urban Greening Factor

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

6.11.2 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The proposed scheme includes semi

natural vegetation, intensive green roof, extensive green roof, green wall, flower-rich perennial planting, hedges, standard trees planted in pits, ground cover planting, amenity grass land, water features and permeable paving.

- 6.11.3 The scheme would have an Urban Greening Factor of 0.4 which meets the minimum target set out in the London Plan as the proposed development is predominantly residential. It is considered that the proposed development in terms of urban greening is acceptable. Details of landscaping and living roofs and walls can be secured by the imposition of a condition to secure a high-quality scheme.

Trees

- 6.11.4 The NPPF (Para. 136) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

- 6.11.5 Policy SP13 of the Local Plan recognises that 'trees play a significant role in improving environmental conditions and people's quality of life', where the policy in general seeks the protection, management and maintenance of existing trees.

- 6.11.6 There are no existing trees within the site's boundary. However there is a Lime tree on the street and an adjacent young mature Pine tree at 357 Alexandra Park Road. The Council's Tree Officer has been consulted on the proposal and does not raise any objection. However the applicant will need to provide assurances that the Pine and Lime trees are adequately protected and that the root protection areas are not compromised. To address this, a tree protection plan will need to be submitted. A tree report can be secured by the imposition of a condition. The applicant has also agreed to carry out a feasibility study to explore the provision of 2 street trees in front of the site along Bedford Road. This will be secured by a S106 legal agreement.

- Feasibility to be carried out to see whether street tree planting can be carried out outside the site, prior to the commencement of development; and if so payment to cover the cost of tree planting In the event that trees cannot be planted on the street outside of the site a payment in lieu shall be made towards greening in the local area.

Ecology

- 6.11.7 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain

- 6.11.8 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.11.9 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.11.10 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.11.11 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.11.12 The applicant's Biodiversity Net Gain Assessment sets out that the site has a baseline habitat of 0.00 (no value) due to the developed nature of the site which is mostly hardstanding or other built surfaces. The post-development habitat with the biodiverse green roof is 0.06 habitat units which results in a 100% net gain of area-based habitat units. This is greatly in excess of the mandatory 10% net gain required. The applicant has agreed to explore the planting of species rich native flora to maximise the biodiversity value of the site. Details of the species to be planted can be secured by the imposition of a condition.

6.12 Flood Risk and Drainage

- 6.12.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seeks to ensure that new development reduce the risk of flooding and provide suitable measures for drainage.
- 6.12.2 The site falls within Flood Zone 1, which has the lowest risk of flooding from tidal and fluvial sources. The applicant has submitted a Flood Risk Assessment and Sustainable Drainage Assessment. This has been reviewed by the LBH Flood and Water Management officer who notes that any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrates that these flow paths would not pose a risk to properties and vulnerable development. The applicant will be required to submit a full calculation of the drainage system with Network Diagram. The Council's Flood and Water Management officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.
- 6.12.2 To ensure the development will not be put at unacceptable risk from or be adversely affected by unacceptable levels of water pollution the Environment

Agency recommends imposing conditions regarding remediation strategy and verification plan, unexpected contamination, piling and deep foundations and verification report. These have been included.

6.12.3 Thames Water raises no objection with regards to surface water drainage, waste water network, sewage treatment works, water network and water treatment infrastructure capacity. Thames Water recommends imposing conditions regarding piling and underground strategic water main. Thames Water recommends imposing informatives regarding groundwater risk management permit assets, and water pressure. The recommended conditions and informatives will be included on any grant of planning permission.

6.13 Air Quality and Land Contamination

Air Quality

6.13.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during its demolition and construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.13.2 The proposed development is considered to be air quality neutral given the building and transport related emissions associated with the proposed development are both below the relevant benchmarks.

6.13.3 Construction works are temporary and can be mitigated through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The Council's Lead Pollution Officer raises no objection to the proposal subject to the relevant condition being imposed in respect of management and control of dust. The proposal is not considered an air quality risk, nor would it cause potential harm to nearby residents, or future occupiers.

Land Contamination

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

6.13.5 Prior to redevelopment of the site a desktop study will need to be carried out and include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.

6.13.6 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

6.14 Fire Safety

6.14.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement. This application is not subject to Fire Safety Gateway 1 and therefore the Health and Safety Executive (HSE) / Building Safety Regulator (BSR) is not required to be formally consulted as the mixed used development is 5 storeys in height – the scheme heights would therefore be below the 7 storey and 18 metres threshold which would trigger the need to consult with the HSE/BSR.

6.14.2 The London Plan Policy D12(b) 'Fire Statement' checklist sets the criteria for assessing fire statements at planning application stage to ensure the policy requirements of Policy D12 are sufficiently addressed. The scheme meets the criteria as set out below.

1. The fire safety information has been provided within a fire statement prepared by Nadim Choudhary dated 24/01/2024.
2. The applicant has made a declaration of compliance that the fire safety of the proposed development and the fire safety information satisfies the requirements of London Plan Policy D12A
3. Information within the fire statement addresses Policy D12 A1-A6 of the London Plan
4. The fire safety information is specific and relevant to the development proposal
5. The author has made a declaration of compliance against London Plan Policy D5(B5) requirement for fire evacuation lifts
6. The compliance declaration states that the applicant is satisfied the design and provision of lifts is compliant with the stated design code

6.14.3 The Council's Building Control Officer and planning officers are satisfied that the policy requirements have been sufficiently addressed and the fire safety information is satisfactory under London Plan Policy D12(A). A formal detailed assessment will be undertaken for fire safety at the Building Control stage.

6.15 Employment

6.15.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training.

6.15.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process and once the proposal is occupied. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council) during and following construction. These requirements would be secured by legal agreement should permission be granted.

6.15.3 As such, the development is acceptable in terms of employment provision.

6.16 Conclusion

- The scheme represents sustainable development, optimising the potential of the site for a high-quality mixed use development which responds appropriately to the local context.
- The development would provide 250sqm of quality flexible commercial floorspace that would potentially generate 10/12 jobs, an uplift over the existing 4 jobs.
- The development would provide 12 homes, contributing towards much needed housing stock in the borough.
- The scheme would include a financial Payment in Lieu (PiL) contribution towards offsite affordable housing within the borough.
- The size, mix, and quality of residential accommodation is acceptable, and the homes would either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The impact of the development on residential amenity is acceptable.
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The proposed development would be a high-quality design, of an appropriate scale in the existing urban context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development would have a neutral impact on the significance of the listed building, nearby conservation areas and the listed registered park and garden;
- The development would achieve a reduction of 82% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain of 100% (BNG) improvements which is significantly in excess of the mandatory 10% net gain required;
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £77,274.83 (1087 sqm x £71.09) and the Haringey CIL charge will be £428,337.52 (988sqm x £433.54). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge

8.0 RECOMMENDATIONS

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

APPENDIX 1- CONDITIONS/INFORMATIVES

CONDITIONS

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:

Drawings

1. 1544-01 Site Location Plan
2. 1544-02F Site Plan as Existing and as Proposed
3. 1544-03D First Floor Site Plan as Proposed
4. 1544-04 Existing
5. 1544-05F Floor Plans as Proposed
6. 1544-06E Floor Plans as Proposed
7. 1544-07F Elevations as Proposed
8. 1544-08D Sections as Proposed
9. 1544-09 Fire Strategy
10. 1544-10D CGI
11. 1544-11D CGI
12. 1544-12C Details as Proposed
13. 1544-13 Details as Proposed
14. 1544-14B Commercial Unit Configuration

Documents

1. 1544-Design and Access Statement Rev.
2. 1544-Planning Statement
3. 1544-Class E Use Justification
4. 1544-Comments to Third Party Representations
5. 1544-Community Engagement Report
6. 1544-Heritage Statement
7. 1544-Air Quality Assessment
8. 1544-Basemnet impact Assessment
9. 1544-Flood Risk Assessment
10. 1544-PEA and PRA
11. 1544-BNG Part 1 and 2
12. 1544-BNG Metric
13. 1544-Contaminated Land Assessment

14. 1544-Local Search Contamination
15. 1544-Asbestos Survey
16. 1544-Daylight and Sunlight Assessment
17. 1544-Noise Impact Assessment
18. 1544-Energy and Sustainability Assessment Rev.3
19. 1544-Be Seen Spreadsheet Rev.1
20. 1544-BREEAM Pre-Assessment
21. 1544-GLA Carbon Emissions Reporting Spreadsheet Rev.2
22. TM54 Assessment Rev.1
23. 1544-Sustainable Drainage Assessment
24. 1544-SuDS Proforma
25. 1544-Fire Statement
26. 1544-Crime Prevention Statement Rev.A
27. 1544-Transport Statement
28. 1544-Outline Construction Logistics Plan
29. 1544-Outline Travel Plan
30. 1544-QRP Comments Response
31. 1544-Viability Report
32. 1544-Viability Report Addendum

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

Detailed Drawings and External Materials

- 3 Prior to the commencement of building works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Details of windows and doors
- d) Details of residential, commercial and service entrances (The residential entrance design should be detailed further with considerations for materiality and texture in the external and internal spaces
- e) Details and locations of rain water pipes; and
- f) Details of balconies, showing the drainage and soffit details, privacy screens and balustrading
- g) Details of decorative brickwork (scale of 1:10 or 1:5)
- h) Details of green wall
- i) Detailed design of the shopfront given its flexible Class E use

Shall be submitted to, and approved in writing by, the Local Planning Authority. A sample panel of brickwork which demonstrates the proposed bricks, mortar, pointing and parapet, decorative brickwork, sample of setback material at roof level and parapet, shall be made available to be viewed on site, window, soffit, balustrades, external rainwater pipes and goods, sun shading elements, shall also be provided. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to safeguard and enhance the visual amenities of the locality and to comply with Policy D4 of the London Plan 2021, Policy SP11 of the Local Plan 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

Boundary Treatments

- 4 Prior to occupation of the development hereby permitted details of exact finishing materials to the boundary treatments and site access controls shall be submitted to, and approved in writing, by the Local Planning Authority. Once approved the details shall be provided as agreed prior to occupation, and implemented in accordance with the approval.

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

Hard and Soft Landscaping

- 5 Prior to the commencement of the development hereby permitted above slab level full details of both hard and soft landscape works shall be submitted to, and approved in writing by, the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure including gates and boundary fencing;
- c) Hard surfacing materials;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- e) Proposed and existing functional services above and below ground (e.g. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

Soft landscape works shall include:

- f) Planting plans;
- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- i) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- j) Any new trees and shrubs to be planted together with a schedule of species.

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 for the lifetime of the development.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area and to comply with Policies D4 and G5 of the London Plan 2021, Policy SP11 of the Local Plan 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

Site Levels

- 6 No development shall commence until details of all existing and proposed levels on the site in relation to the adjoining properties have been submitted to, and approved in writing by, the Local Planning Authority. The shopfront of the new build shall align with the shop front of the adjoining building to the north. Also, the brick parapet of the new structure shall be level with the ridge line of the adjoining building to the north. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site and to comply with Policy D4 of the London Plan 2021, Policy SP 11 of the Local Plan 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

External Lighting

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

Reason: In order to ensure the design quality of the development and also to safeguard residential amenity and to comply with Policies D4 and D11 of the London Plan 2021, Policy SP11 of the Local Plan 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

Secure by Design Accreditation

- 8 Prior to the commencement of above ground works to each building or part of a building hereby permitted, details shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation.

Accreditation must be achievable according to current and relevant Secured by design guidelines at the time of above grade works of the building within the development.

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

Reason: In order to ensure a safe and secure development and reduce crime and to comply with Policies D4 and D11 of the London Plan 2021, Policy SP11 of the of Local Plan 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

Secure by Design Certificate

- 9 Prior to the occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and therefore all features are to be retained. This shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to ensure a safe and secure development and reduce crime and to comply with Policies D4 and D11 of the London Plan 2021, Policy SP11 of the Local Plan 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

- 10 Prior to commencement of the development hereby permitted other than for investigative work:

- a. Using the information already submitted in Phase 1 Contaminated Land Assessment with reference 79540R1, prepared by GeoSmart Information Ltd., a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model and the development of a Method Statement detailing the remediation requirements.

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

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

Reason: In order to ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with

Policy DM23 of the Development Management Development Plan Document 2017.

Unexpected Contamination

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

Reason: In order 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 and to comply with paragraph 109 of the National Planning Policy Framework and Policy DM27 of the Development Management Development Plan Document 2017.

Non-Road Mobile Machinery (NRMM)

- 12
 - 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.
 - b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to, and approved in writing by, the Local Planning Authority.
 - c) During the course of the demolition, 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: In order to protect local air quality and to comply with Policies D3 and SI1 of the London Plan 2021, DM23 of the Development Management Development Plan Document 2017 and the GLA NRMM LEZ.

Demolition/Construction Environmental Management Plan

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

Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority

The following applies to both Parts a and b above:

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

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

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

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

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

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

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;

- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

Reason: In order to safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with Policy SD1 and SI1 of the London Plan 2021 and Policy DM23 of the of the Development Management Development Plan Document 2017.

Considerate Constructors Scheme

- 14 Prior to the commencement of any works on the site 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 prior to commencement of any works. Registration shall be maintained throughout construction.

Reason: In order to protect the amenity of surrounding residents and to comply with Policy SI1 of the London Plan 2021 and Policy DM23 of the Development Management Development Plan Document 2017.

Arboricultural Impact Assessment

- 15 Prior to the commencement of any works on the site an Arboricultural Method Statement which has been drafted in accordance with Industry best practice specifying all the necessary measures to be implemented to ensure the nearby Lime and Pine trees being retained will be adequately protected shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of any works and the tree protection measures shall be maintained throughout construction.

Reason: In order to ensure the safety and wellbeing of the trees on the site throughout construction works that are to remain after building works are completed and to comply with Policy G7 of the London Plan 2021 and Policy SP13 of the Local Plan 2017.

Delivery and Servicing Plan and Waste Management Plan

- 16 A final Delivery and Servicing Plan (DSP) shall have been submitted to, and approved in writing by, the Local Planning Authority 6 months prior to the development being occupied. The DSP must be in place prior to occupation/use of the development. The delivery and service plan must also include a waste management plan which includes details of how refuse is to be collected from the development. 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 also 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 final DSP 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, in consultation with the local highways authority.

Reason: In order 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

- 17 Prior to occupation/use plans showing accessible, sheltered, and secure long stay cycle parking - 23 for the residential element of the proposal, and 1 for the commercial element, and secure short stay cycle parking – 2 for the residential element of the proposal and 1 for the commercial element shall 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 the cycle parking has been provided; and it shall thereafter be retained for the lifetime of the development.

Reason: In order to ensure adequate cycle parking and to comply with Policy T5 of the London Plan 2021.

Car Parking Management Plan

- 18 No development shall commence until a car parking management plan, which must include details on the allocation and management of the on-street accessible car parking space. is submitted to and approved in writing by the Local Planning Authority; and thereafter the scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In order to manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers and to comply with Policy T6 of the London Plan 2021

Energy Statement

- 19 The development hereby approved shall be constructed in accordance with the Energy and Sustainability Assessment rev 3 by EAL Consult (dated Feb 2025) delivering a minimum 82% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 11.16 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 24% reduction;
- Specification of the waste water heat recovery system, and the layout of the pipework;
- Details to reduce thermal bridging including the parapet and terrace junctions;
- 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 centralised plant, interface units in flats, 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 strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

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

Reason: In order to ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and to comply with Policy SI2 of the London Plan

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

Overheating Report

- 20 Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Energy and Sustainability Assessment rev 3 by EAL Consult (dated Feb 2025) and passive mitigation measures as a minimum should include brise soleils and retractable awnings in accordance with 1544/07 rev A Elevations as proposed by CG Architects (dated Mar 2024).

This report shall include:

- Revised and further modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out how the proposed mechanical cooling demand will be reduced, **and** which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Details of the external brise soleils and retractable awnings in accordance with 1544/07 rev A Elevations as proposed by CG Architects (dated Mar 2024); drawings should include dimensions and specifications of the brise soleils and retractable awnings;
- Details of internal blinds to all habitable rooms, including the fixing mechanism, specification of the blinds, shading coefficient;
- Details of mechanical cooling for the residential and commercial units, including the active cooling demand on an area-weighted average in MJ/m² and MY/year, specifications and efficiency of the equipment.
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Openable windows;
- External shading / brise soleil;
- Retractable awnings (for the commercial units);
- Fixed internal blinds with white backing;
- Window g-values of 0.5 or better;
- Mechanical ventilation (4ach) to bedroom windows facing Bedford Road;
- Background ventilation with acoustic vents to living rooms facing Bedford Road;
- Hot water pipes insulated to high standards.
- 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, and to comply with Policy SI4 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policy DM21 of the Local Plan 2017.

Sustainability Strategy

- 21 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.

The report shall include:

- Urban greening and biodiversity enhancement measures;
- Details on cycle parking facilities;
- A target percentage for responsibly sourced, low-impact materials used during construction;
- Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;
- Details on how surface water runoff will be reduced and overall sustainable drainage strategy;
- 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.

Reason: In order to ensure the development provides the maximum provision towards increasing the level of sustainability and to comply with Policies G6 and SI7 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policies DM21, DM25, and DM29 of the of the Development Management Development Plan Document 2017.

Living roofs and walls

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

this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: In order 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 and to comply with Policies G1, G5, G6, SI1 and SI2 of the London Plan 2021 and Policies SP4, SP5, SP11 and SP13 of the Local Plan 2017.

Biodiversity Measures

- 23 (a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats. This assessment shall be based on the Biodiversity Net Gain Assessment by Arbtech (dated 11/04/24) achieving a net gain of 100% on site.

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

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

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

BREEAM

- 24 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 "Excellent" outcome (or equivalent), aiming for "Outstanding". This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.
- b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in

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

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

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development and to comply with Policies SI2, SI3 and SI4 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policy DM21 of the of the Development Management Development Plan Document 2017 .

Detailed Basement Impact Assessment

- 25 No development shall take place, including any works of demolition, until a detailed Basement Impact Assessment (BIA) that includes an assessment by a structural engineer with regards to the impact on adjacent building and an assessment on contamination has been submitted to, and approved in writing by, the Local Planning Authority. Only the approved details shall be implemented.

Reason: In the interests of residential amenity and safety and to comply with Policy DM18 of the Development Management Development Plan Document 2017.

Piling (Thames Water)

- 26 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 and to comply with Policy SI 5 of the London Plan 2021 and Policy DM 29 of the Development Management Development Plan 2017.

Piling and Deep Foundations (Environment Agency)

- 27 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.

Reason: In order to ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection because it cannot be guaranteed that the development will not present unacceptable risks to groundwater resources and to comply with paragraph 180 of the National Planning Policy Framework.

Underground Strategic Water Main (Thames Water)

- 28 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 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 and to comply with Policy SI 5 of London Plan 2021.

Surface Water Drainage (LBH Flood and Water Management Lead)

- 29 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:

- 1) As a part of the Discharge of condition application, we would require Full Calculation of the drainage system with Network Diagram cross referencing each drainage elements and also confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for

the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.

- 2) Evidence from Thames Water confirming that the site has an agreed rate and point of discharge.
- 3) Any overland flows generated by the scheme to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development

Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter and to comply with Policy SI 13 of the London Plan 2021 and Policy DM 25 of the Development Management Development Plan 2017.

Management/Maintenance (LBH Flood and Water Management Lead)

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

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system and to comply with Policy SI 12 of the London Plan 2021 and Policy DM24 of the Development Management Development Plan 2017.

Remediation Strategy and Verification Plan (Environment Agency)

- 31 No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing, by the local planning authority. This strategy will include the following components:
 1. A site investigation scheme, based on Preliminary Risk Assessment (PRA) contained in the document 'Phase 1 Contaminated Land

Assessment', dated February 2024, prepared by GeoSmart (ref: 79540.00.01R1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

- 2 The results of the site investigation and the detailed risk assessment referred to in site investigation and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3 A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (site investigation) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: In order to ensure that the development does not contribute to, and is not put at, unacceptable risk from adversely affected unacceptable levels of water pollution and to comply with paragraphs 180 and 189 of the National Planning Policy Framework.

Verification Report (Environment Agency)

- 32 Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: In order to ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete and to comply with paragraph 180 of the National Planning Policy Framework.

Satellite Dishes/TV antennae

- 33 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution, details of which shall have been submitted to, and agreed in writing by, the Local Planning Authority prior to the occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: In order to protect the visual amenity of the locality and to comply with Policies DM1 and DM3 of the Development Management Development Plan Document 2017.

Extract flues/fans

- 34 Prior to occupation of the development hereby permitted, details of any extract fans or flues required shall have been submitted to, and approved in writing by, by the Local Planning Authority. The development shall thereafter be implemented and retained in accordance with the approval.

Reason: In order to protect residential amenity and to comply with Policy DM23 of the Development Management Development Plan Document 2017.

Telecommunications Infrastructure

- 35 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (amendment) (No.2) Order 2016 - Development not permitted: small antennas installed, replaced or altered on a building which is not a dwellinghouse, no telecommunications apparatus shall be installed on the buildings hereby permitted without the prior written agreement of the Local Planning Authority.

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

Fire safety

- 36 The development shall not be occupied/used unless it has been carried out in accordance with the fire statement submitted prepared by Nadim Choudhary dated 24/01/2024.

Reason: In the interest of fire safety to comply with Policy D12 of the London Plan 2021.

Noise from Plant/Equipment

- 37 Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises and vibration/structure borne noise derived from the use of any plant or equipment shall not cause nuisance within any residential unit or noise sensitive premises.

Reason: In order to protect residential amenity and to comply with Policies DM1 and DM23 of the Development Management Development Plan Document 2017.

Commercial Units – Noise Attenuation

- 38 (a) No development at ground floor slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the commercial spaces and residential homes have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between accommodation and commercial units, provide an internal noise insulation level for the accommodation of no less than 60 dB DnT,w + Ctr. (c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the residential homes directly above the commercial space and shall be maintained thereafter.

Reason: In order to ensure a satisfactory internal noise environment for future occupiers of the accommodation and to comply with Policy D6 of the London Plan 2021 and Policy DM1 of the Development Management Development Plan Document 2017.

Commercial units - Hours of operation

- 39 Any café/restaurant use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

Reason: In order to protect residential amenity and to comply with Policy DM1 of the Development Management Development Plan Document 2017.

Restriction to Use Class

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

Reason: In order to restrict the use of the premises in the interest of the amenities of the area and to comply with with Policy DM1 of the of the Development Management Development Plan Document 2017.

Commercial Shopfront

- 41 All glazing of the commercial shopfront shall be clear and untinted with no application of vinyls/graphic so as not to obscure the glazing to the commercial shopfront.

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

Shopfront advertising signs

- 42 This consent does not extend to any advertising signs, which shall be subject to a separate planning application and approval in accordance with the Town and Country Planning (Control of Advertisements) Regulations 1984.

Reason: In order to ensure an appropriate location and nature of future signage and to comply with Policy DM1 of the Development Management Development Plan Document 2017.

Air Quality Neutral

- 43 The development hereby approved shall not be occupied/used until it has achieved the Air Quality Neutral position, as set out in the hereby approved Air Quality Assessment prepared by Air Quality Consultants dated June 2024

Reason: In order to protect local air quality and comply with Policy SI1 of the London Plan 2021 and the GLA NRMM LEZ.

Architect Retention

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

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

Wheelchair Accessible Dwellings

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

Reason: In order to ensure that the proposed development meets the Council's Standards for the provision for accessible and adaptable dwellings and to comply with Policy D5 of the London Plan 2021 and Policy SP2 of the Local Plan 2017.

INFORMATIVES:

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

S106 Legal Agreement: The permission is subject to a 106 legal agreement as part of the decision notice

CIL: Based on the information given on the plans, the Mayoral CIL charge will be £77,274.83 (1087 sqm x £71.09) and the Haringey CIL charge will be £428,337.52 (988sqm x £433.54). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

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.

Naming and Numbering: The new development will require naming and 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 suitable addresses.

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'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.

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

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

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

Water Consumption: The dwelling(s) shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach. Reason: The site is in an area of serious water stress

requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

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APPENDIX 2 – PLANS AND IMAGES



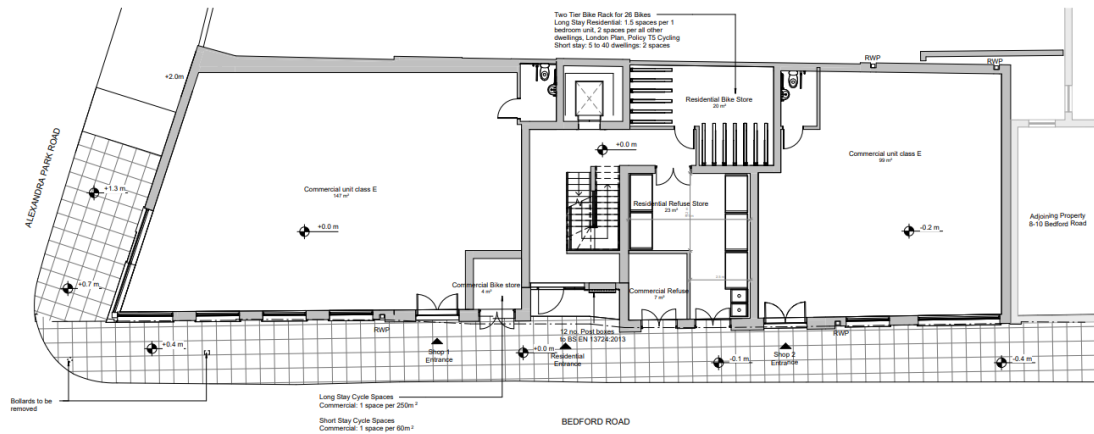
Site location plan



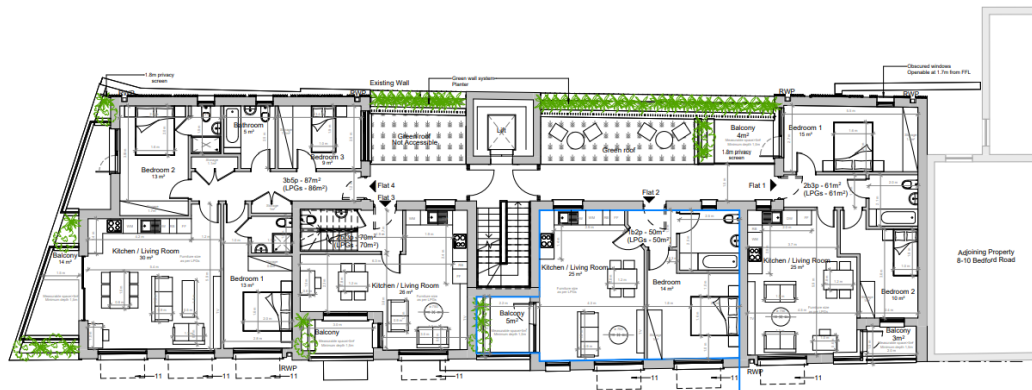
Birds eye view



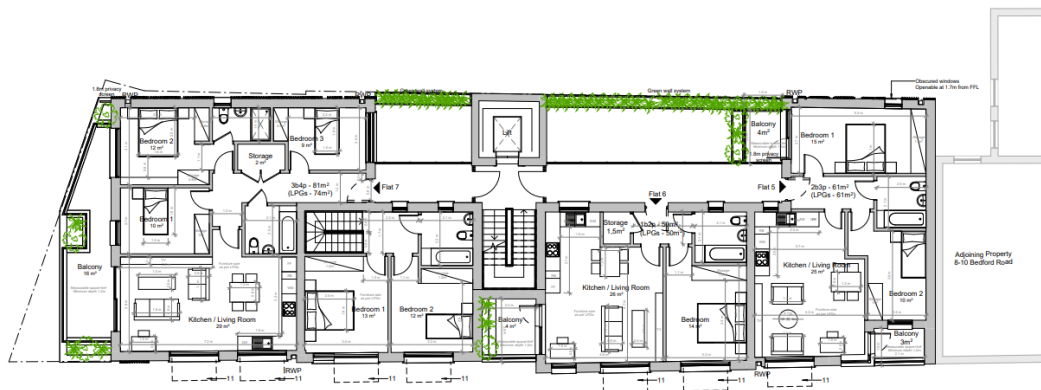
Site photos



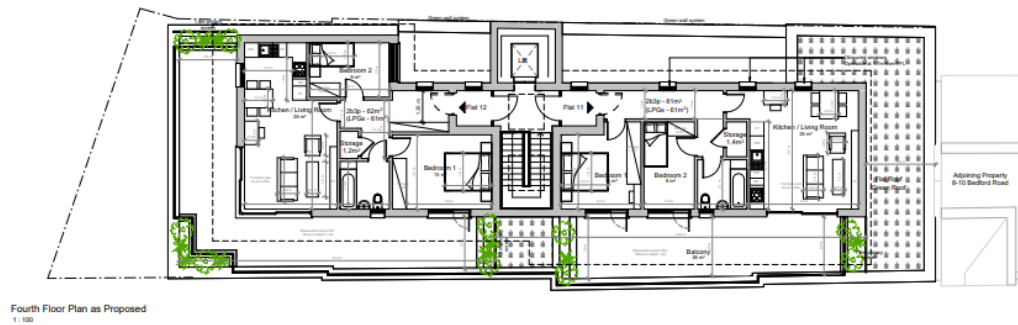
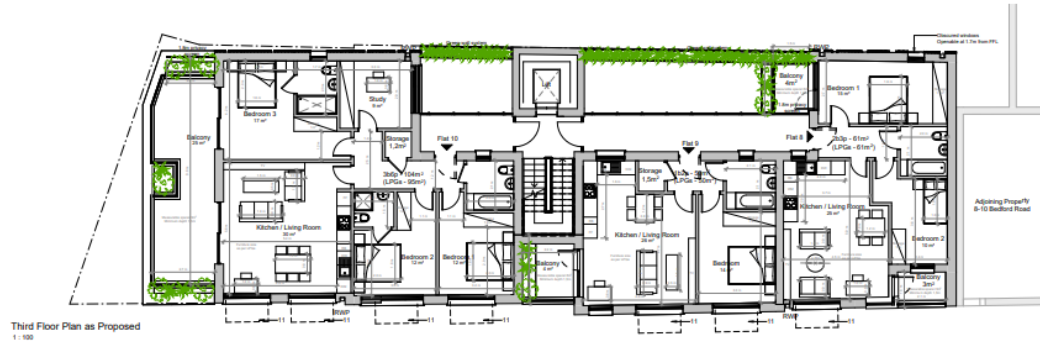
Proposed ground floor plan



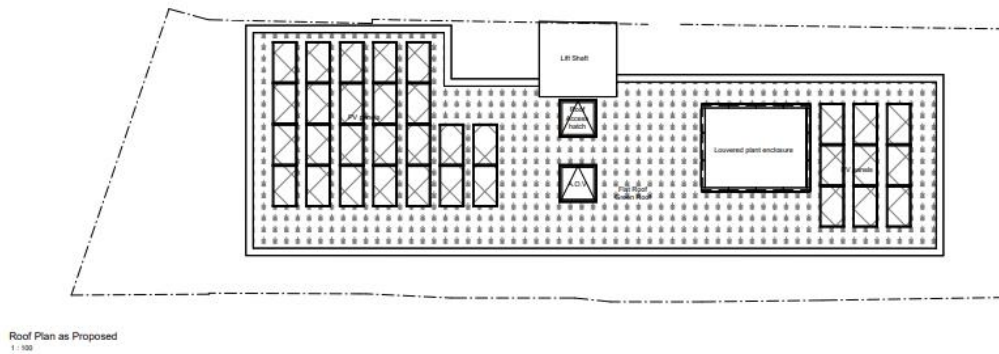
Proposed first floor plan



Proposed second floor plan



Proposed third and fourth floor plan



Proposed roof plan



Proposed elevations



View A



View B



View A - Zoom



View_Top Floor Flat

CGI Views



Bird view C



Bird view D



Rear View_Alexandra Park Road



Residential Entrance

CGI Views

APPENDIX 3 – CONSULTATION REPONSES – INTERNAL AND EXTERNAL

Stakeholder	Question/Comment	Response
Design	Context 1. The site is located to the east of Alexandra Palace Park, at the junction of Bedford Road and Alexandra Park Road, and in proximity to Alexandra Palace train station. Positioned within a predominantly residential area, the site sits adjacent to the local high street along Palace Gates Road and has access to a variety of public amenities. These include woodlands, parks, and playing fields which are all within walking distance. 2. This brownfield windfall site is currently used by a car repair business. The site is partially occupied by a two-storey building with a glazed ground-floor frontage and an area of hardstanding used for car parking along Bedford Road. Due to the sloping topography, the building appears as a single-storey structure when viewed from Alexandra Park Road. Architecturally, the building is of limited merit. 3. The site benefits from high visibility, being located near one of the main entrances to Alexandra Park. It is visible from three key directions, including the pedestrian and vehicular bridges that cross the railway lines, as well as from the conservation area situated beyond the tracks. Additionally, the rear of the site is visible from the elevated section of Alexandra Park Road, where the terrain slopes downward toward the property. 4. The surrounding urban fabric is typologically diverse, with no single architectural style dominating the area. The neighbourhood features a mix of Interwar domestic architecture, Edwardian homes, and contemporary developments. To the north of the site stands a four-storey mansion block, while to the south, along 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, the area is primarily composed of two-storey semi-detached houses.	Comments noted Conditions included Officers met with the applicant to discuss revisions and to concentrate on the detailed design of the development.

	Height, Form, Bulk, Massing & Layout 5. The proposal comprises a five-storey residential mansion block (Use Class C3) with a recessed top floor and two commercial units at ground level (Use Class E). These commercial units have flexible layouts to accommodate a variety of uses and feature generous shopfronts designed to activate the street frontage. The mixed-use scheme therefore transforms an underutilised local town centre site, integrating it more effectively with its surrounding context. The design has evolved through multiple iterations, incorporating feedback from both the Quality Review Panel (QRP) and planning officers, resulting in improvements to massing, architectural expression, and detailing. 6. The proposed building is approximately one storey taller than the adjacent properties at 8–10 Bedford Road (to the north) and 357 Alexandra Park Road (to the east). However, the height is considered appropriate given the site's high accessibility and proximity to local amenities and services. Based on the ambitions of Haringey's local plan - new developments may rise proportionately above the prevailing heights to facilitate housing delivery in the borough. Additionally, the top floor is recessed by a minimum of 2.2 metres from the north, east, and south elevations and is clad in grey powder-coated aluminium, which scale down its bulk and appearance. 7. The building's height is not considered intrusive, even in long-range views from Bridge Road and Buckingham Road across the railway line as the streetscape along Bedford Road gradually and consistently steps up from the corner of Bedford Road and Palace Gates Road. Reasonably reflecting the rising land along the street. This gradual increase in height is exhibited by 8-10 Bedford Road over 7 Bedford Road and by 7 Bedford Road over its neighbour to its north. In this context, the proposed one-storey increase over 8–10 Bedford Road is consistent with the established rhythm and scale of the street. 8. Along Bedford Road, the proposed footprint aligns with the building line of the adjacent property to the north, completing the urban block. On Alexandra Park Road, the footprint extends to the site boundary, diverging from the prevailing 10-metre setback. This is however, considered an appropriate and deliberate response to the site's corner location, as it allows the building to assert its presence and contribute positively to the streetscape 9. Further, the southern corner of the building, at the junction of Bedford Road and Alexandra Park Road is articulated through a series of stepped-back balconies. These cascading balconies provide a visual transition and help to mediate from the level elevation along Bedford Road to a more dynamic elevation	

	on Alexandra Park Road which is primarily a residential street with terraced housing. Overall, the proposed height, form, bulk, massing and layout conforms well to the established character, and acts as a highly compatible neighbour to adjoining sites. Elevational Composition, Fenestration and Materiality 10. The main elevational composition consideration is with the Bedford Road and Alexandra Park Road Street frontage, as is expected from such a frontage-oriented development. The Bedford Road frontage is articulated into four vertical bays, following the established rhythm and scale of the neighbouring buildings. Proposed to be built in red brick, the bays are subtly differentiated through minor tugs of the building line and by varying the mortar pointing. Window and balcony sizes remain consistent across all levels and façades, reflecting the contemporary layouts and uniform residential hierarchy of the proposal. The elevation design has been significantly refined in response to the QRP's feedback, particularly through the simplification of the material palette. 11. A shopfront facia band runs along the Bedford Road frontage, visually separating the base from the upper levels and echoing the composition pattern of the adjoining properties to the north. The bottom of the proposed facia aligns with that of 8-10 Bedford Road, while the top aligns with the existing cornice. An aluminium canopy projects beyond the shop front facia, highlighting the residential entrance and the warm materials, planters and integrated lighting, clearly distinguish it from the other access ways. Store risers reinforce the building's base, yet level access and permeability are maintained in residential, commercial and service areas. As is practice the final shopfront details and levels will be secured through planning conditions to ensure responsiveness to context. 12. Passive solar protection is provided on the east elevation through horizontal aluminium brise-soleils, mitigating overheating. The south elevation benefits from the stepped form factor of the architecture. 13. Whilst the rear of the block is visible, especially from the slope along Alexandra Park Road, the main driver in the composition of the rear elevation is its impact on the privacy of the neighbouring plot. It therefore has expansive blank walls, and projecting brick headers have been incorporated, into its design to add visual interest and texture. The west elevation is framed by residential units and features a centrally located lift core. A recessed light well with communal access decks and small bathroom and bedroom window openings. The light well is screened to the west by a green wall, which also serves as a privacy barrier.	

	14. Outdoor amenity space is provided through a variety of balcony types: inset balconies on the east façade, cascading balconies on the south, and projecting balconies on the west. Along the east and south façades, balcony parapets are composed of short brick walls topped with metal balustrades. These brick elements conceal drainage and soffit services while maintaining a minimal profile. The metal balustrades above provide openness and visual relief. Balconies on the west are equipped with 1.8m high privacy screens on both sides to prevent overlooking and ensure resident privacy. 15. The material palette is brick-led, carefully selected to harmonize with the surrounding context and reflect the character of the area. The façades primarily feature red brickwork, complemented by grey powder-coated aluminium windows and doors. While the specific brick type will be confirmed via condition, the proposed approach is considered appropriate and likely to be visually appealing. Metalwork is used extensively across doors, window frames, shopfront fascias, balustrades, and handrails, all in grey. Additionally, obscured glass privacy screens will be installed between flats and balconies to maintain privacy for future residents. Requested Conditions and Informatives 16. Design refinements were requested at QRP, and more generally the feedback was constructive. Although the QRP has asked for a further review we feel confident that it was not be needed. 17. Notwithstanding the overall design quality of this proposal, a small number of conditions and/or informatives are requested, to safeguard design quality, make up for shortcomings in the application documents and allow the full potential of the site and its neighbours to contribute to the Council's Placemaking Objectives: • Entrances – The residential entrance design should be detailed further with considerations for materiality and texture in the external and internal spaces as they will be experienced every day at proximity. The details for the residential, commercial and service entrances must be conditioned. • Landscaping - to be detailed in drawings submitted for condition (otherwise in accordance with standard landscaping conditions). • Green Wall – Pending the appointment of a landscape architect we must condition the Design, Installation, Maintenance, Security and Fire Risk assessment	

	• Green Roofs – The green roofs on the first, fourth and roof level improve the site's biodiversity, air quality and generate energy through PV panels. However, pending the appointment of a landscape architect the Design, Installation and Maintenance of the proposed green roofs will have to be conditioned. • Balconies - The cascading southern balconies have green parapets which maybe fitted with built in or clip on planter boxes. In either case we must request the detailed drawings of the balconies showing the drainage and soffit details to prevent faulty design which may leave water marks on the facade. We could perhaps request a mock-up should we be not entirely convinced by the drawings. Similarly, the details showing the privacy screens, balustrade and finishes for the inset and projecting balconies should be conditioned. • Materials – samples of brick work including mortar, pointing and parapet, decorative brickwork, sample of setback material at roof level and parapet, window and window frame, soffit, balustrades, external rainwater pipes and goods, sun shading elements. • Levels – level access to the commercial units and residential entrance. Shopfront of the new build should align with the shop front of the adjoining building to the north. Also, the brick parapet of the new structure should be level with the ridge line of the adjoining building to the north. • Shop Front Design – Detailed design of shopfront given its flexible Class E use and not finalised at the time of application. Also, all the standard shopfront advertising contents. • Detailed window, incorporating openings, ventilation, fall prevention requirements, to be designed and coordinated to maintain an elegant overall elevational appearance with the designed proportions.	
Conservation	13 Bedford Road lies to the east of the Alexandra Palace, the iconic GII Listed Building (LB) which lies within a Conservation Area (CA) and is a GII registered park and garden (RPG). Alexandra Palace and Park is a unique surviving example of the Victorian concept of a 'people's palace' based on emulating the original 'Crystal Palace' erected for the Great Exhibition but in north London. Despite some inevitable changes since the Palace first opened in 1873, the relationship between the Palace and the Park remains essentially unchanged from Victorian times, the Palace stands on a natural plateau at the highest part of the site with panoramic views over London. The Palace building is the focal point of the park, dominating local and longer distance views when seen from the south and east. The site's additional historic importance derives from	Comments noted

	being the location of the world's first regular television broadcasts starting in 1936. The transmitter mast added to the south-east tower still dominates views of the Palace, and is a prominent landmark on London's skyline. The Palace and Park jointly share considerable social and cultural significance, and the park and palace remains a significant visitor attraction receiving over 1 million visitors a year and has a high communal value. The development site lies along the main entrance to the park and forms part of its setting. There is some, albeit limited, intervisibility with the park entrance with the development site but more importantly the road from the train station and railway crossing form an important part of the experience of entering Alexandra Palace for a significant number of visitors. The street trees and green space adjacent to the train line give an impression of verdancy along this main route into the park, which is considered to be beneficial to the setting's contribution to the significance of the CA, RPG & LB, extending the greenery of the park down own of its main entrances, softening the transition. However, given the location of the site, as part of the wider streetscene into the park, the LB, RPG and CAs' sensitivity to change in the development site's location is low. The existing site does 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 development of the site as proposed would have a neutral impact on the significance of the LB, CA and the RPG and would be supported by Conservation.	
Transport	Transportation Planning Comments HGY/2023/2584, 13 Bedford Road, Wood Green, London, N22 7AU Date: 31/01/2025 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 pv panels at roof level Description An application has been received seeking planning permission to demolish the existing building and erect a five-storey building with two commercial units (Use Class E) on the ground floor and 12 residential units (Use Class C3). Provision will be made for cycle parking, refuse, recycling and storage.	Observations have been taken into account. The Recommend legal agreement clauses and conditions will be included in line with the planning obligations SPD

	The development currently has two vehicle crossovers and some parking that as part of this proposal will not be retained. The site is currently used as a MOT test centre and garage, it further appears that other services such as car cleaning has been added to the sites services by the current occupiers adding to the overall trips generated by it. The existing commercial use has an existing floorspace of 400 sqm. The commercial floor space will be provided over two units located on the ground floor. Provision would be made for 23 long-stay and 2 short-stay cycle spaces for the residential units. The commercial units would have access to 1 long-stay and 1 short-stay cycle space. No provision would be made for on-site disabled bays, as the entirety of the land is being built on for this development. The proposal site has a PTAL rating of 5 indicating that its access to public transport is excellent when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The site is located within the Alexandra Palace CPZ 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. The proposal site fronts onto Bedford Road, which is an adopted road and has a speed limit of 20mph and the carriageway has a width of around 10m without parking bays and this decreases to 6m with on-street parking bays. The development is located near to Wood Green Town Centre providing future residents with convenient access to shops, services, and transport links. The nearest station to the site is Alexandra Palace National Rail Station which is located opposite to the site. Wood Green Underground Station is only around a 13min walk and a 6min bike ride. Residents will be well connected to local bus services as the site is served by the W3 which is a high frequency bus route which goes west to east in the borough. Additionally, bus stops are on both side of the road in close proximity to the site. Unit mix Proposed: 3 x 1 bedroom, 6 x 2 bedroom and 3 x 3 bedroom dwellings. Commercial floorspace: Proposed: 251 sqm. Trip generation Trip information has been forecasted using sites from the TRICS database, these sites have not been given within the Transport Statement therefore LBH Transport Planning are unable to verify their suitability for assessing trip generation for this proposal. Furthermore, for the residential use person trips have only been provided instead of the modal split for transport modes, which gives an insight into the everyday usage transport generation from the development. Trip information for the commercial existing usage has been given, it indicates the current site generates 76 two-way a day and 10 two movements an hour. Overall, this will be	

	eliminated given that the site has come forward as a car free development consequently improving highway safety and the need for manoeuvres in/out of the site. No trip information has been given for the proposed commercial usage as it is felt this would be insignificant given the overall floorspace. However, trip information needs to be fully provided for all uses given that a full assessment needs to be undertaken for the development proposal as a whole. The residential element is only predicted to generate 89 trip over the course of a day, as no person trip generation has been provided for the current site is unknown whether this is an increase or decrease in the overall trips that will be generated by the new development. Overall, LBH Transport Planning finds the analysis to be underwhelming given it does not offer a fully comprehensive picture of overall trip generation. Car parking Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 3 x 1 bedroom, 6 x 2 bedroom and 3 x 3 bedroom dwellings with a PTAL rating of 5. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has an excellent PTAL. Given the PTAL of the site and its proximity to public transport links the development will be designated as car free/car capped to be in accordance with Haringey's Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking, where: • There are alternative and accessible means of transport available. • Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index. • A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development. • Parking is provided for wheelchair accessible units. The published London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. However, the developer has stated that they will not be providing any disabled bay parking as part the development as it will not have an accessible unit and additionally because there are already 3 pre-existing bays on-street. Consequently, all new developments that	

	are providing ten or more units should be providing a disabled from the onset and not relying upon existing infrastructure. Therefore, this development is not in accordance with the London Plan 2021 Policy T6.1 Residential Parking and DM32 5.8 which states that '<i>Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development</i>'. As part of our ongoing effort to ensure that this policy can be complied with and applied effectively throughout the borough LBH Transport Planning will require the developer/applicant to enter into a s278 agreement secured via way of an obligation to provide a disabled bay on-street outside of the development on Bedford Road where there are currently single double yellow lines. The site would include workspace/commercial floorspace with an area of 231 sqm, though the number of potential employees is not known. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that '<i>all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided</i>'. Consequently, given the relatively small size of both the commercial units and its possible uses it is felt in this instance that they would not generate enough demand to justify the provision of a dedicated disabled bay. It should be noted that any member of the public with a blue badge can make use of the 3 general disabled bays already located on Bedford Road. Future parking demands An initial parking stress survey was conducted in July of 2023, which utilised the Lambeth Methodology covering an area of 200m, and utilised 6m vehicle lengths. Consequently, given the installation of a commercial unit a 500m area would have been keeping with guidance. Surveys were conducted over two nights and a survey during the day over a 12-hour period from 07:00-19:00. The survey conducted during the day demonstrated parking stress to be between 55% to 67%, with the higher levels recorded being within the AM peak. The night surveys demonstrated parking levels to be around 72% for each day. In all, the above levels show that there is sufficient on-street capacity to accommodate an increase from the development even though resident will be unable to gain a parking permit. An assessment was undertaken to understand the effects of the development to on-street demand, with the proposal being implemented parking would only rise to 78%. It should be noted by LBH Transport Planning that the area of the surveys does not cover streets which are a short walk from the site and are a not presently covered by a CPZ or have any sort of parking restrictions. The published London Plan 2021 Policy T2 Healthy Streets states that '<i>development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving</i> ', and DM32 which states that development will have limited or no on-site parking where '<i>a Controlled Parking Zone (CPZ) exists or will be</i>	

	<i>provided prior to the occupation of the development.</i> To be in accordance with these policies LBH Transport Planning will therefore be seeking a contribution towards parking management measures to ensure that those areas outside of the control parking zone do not suffer from any displacement in parking demand generated by the proposal. Cycle parking The sites total proposed cycle parking for both elements of the site were assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments <i>'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards.</i> The residential use proposes to make provision for 23 long-stay and 2 short-stay, the commercial 1 long-stay and 1 short-stay. All these numbers are in accordance with policy. The location and some details on the design of the cycle parking has been given. The residential long stay would be located within one large bike store that will solely utilise two-tier racks. From submitted information it would appear that the aisle width of the two-tier stacker has a length of 1550mm which is not in accordance with the LCDS which has a minimum aisle width of 2500mm to allow for a bike to be turned around fully, although this should be ideally increased to 3500mm where racks are being provided on either side. The proposal does not make use of enlarge cycle parking spaces for either adopted bikes or larger cycles, at least 5% of all spaces should be allowed to accommodate them. the commercial long-stay parking will use semi-vertical bike design, again these may not be fully accessible to everyone as the bike will need to be fully lifted by the user to put into place. Furthermore, there is issue with the short-stay being provided within the long-stay parking for both commercial and residential stores. Separations should be given to both types of cycle parking as to prevent visitors or members from having access to all the bikes. The short-stay cycle must be provided outside of the building but within the curtilage of the site as by definition the long-stay must be secure, and visitors should not be able to gain entry to the bike stores. These spaces would need to be provided via two Sheffield stands. Details relating to the bike store will be secured by a pre-commencement planning condition requiring the applicant to submit details and plans of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site. Highways works. Some highway works have been proposed as part this proposal, that include the possibility of extending the residential bays to include a disabled bay to be provided as part of this site. As the sites use is being changed	

	both the access will become redundant meaning the footway will need to be reinstated at both locations. Furthermore, the footway around the entire site will need improving given the increase in active travel from the site and its current deterioration. In a growing effort to increase the usage of sustainable travel within the borough the council will seek to provide a cycle hanger and an EV charging bay. LBH Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant. Car clubs There are no nearby car clubs in the vicinity of the development location. Given the scale of this proposal which is for 12 residential dwellings and two commercial units. To ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car usage the developer will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZ is not in operation as demonstrated by the parking survey there is not sufficient on-street capacity to absorb any demand. The applicant will also be required to provide 2 years of car club membership for each residential unit, along with £100 driving credit for each resident this will be secured via S.106 obligation. Full details on the car club provision must be submitted to the local authority for approval at least 6 months before the development is occupied as part of the travel plan. Access Given the size of this proposal an Active Travel Zone (ATZ) is not needed to fully assess the main walking routes to/from the site to key local destinations for residents. All pedestrian accesses into the building will be from the footway including for the commercial units. It should be noted from the proposed floor plans that the doors for the bin stores open onto the footway rather than inwards. This is not acceptable as it as doors opening onto the footway can cause accidents with pedestrians passing by. Therefore, LBH Transport Planning will require that all doors are redesigned to open inwards. Service and delivery. The submission does not include a draft service and delivery plan as part of the application. Although, some information has been received on where deliveries are expected to take place and some delivery trip generation. Delivery vehicles are proposed to use the on-street kerbside whilst making deliveries to the site,	

	they will need to utilise the existing double yellow lines that only allow for loading/unloading to take place for a limited amount of time. No information has been proposed where refuse vehicles would wait whilst making collections from the refuse stores. Though, a 10.2m refuse vehicle should be able to effectively use similar practices as deliveries vehicles for short periods of times whilst the council operatives retrieve bins from the stores. With regards to trip generation the sites are predicted to generate 12 two-way trips for both the commercial and residential elements of the proposal. In terms of impact to the road network this is not considered to be significant and should not have any significant impact on the highways network. Any issues can be addressed via the submission of a service and delivery plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network. Travel Plan A draft Travel Plan has been received that covers both commercial and residential elements of the site. Method of travel to work from the census has been used to determine the mode split, although it is unknown what year this data has been derived from given that there are clear variances with the 2011 and 2021 censuses. There is an aspiration to increase the uses of active travel by 10% by year 5, though it has not been stated how this will be practically done given the high increase mentioned. Overall, LBH Transport Planning finds the currently drafted travel plan to be lacking in effective detail for measures and coverage of the proposal's entire uses. Therefore, a Travel Plan Monitoring Fee per year for the first 5 years will be sought separately for the commercial and residential uses of the site. Additionally separate travel plans will need to be submitted for each use. The above will be secured and covered as part of a S.106 obligation. Construction and logistics A draft Construction Logistics Plan has been developed and submitted as part of the application. It sets out some of the basic principles of how the development will be built including: programme of works, vehicle routing/access, trip generation, monitoring, and existing site conditions, and demolition works. However, no significant detail is provided within these sections. Some information has been presented on the vehicle types to be used during the works, the largest vehicles is anticipated to be a 7.5t rigid lorry and the smallest vehicle such as smaller transit vans. The routing information that has been presented demonstrates vehicles either travelling from either Buckingham Road or via Palace Gates Road through from Alexandra Park Road. Vehicles associated with construction activities for this site should not be routed via Palace Gates Road or from Alexandra Park Road given that they are residential street with a narrow carriageway which already see high levels of traffic during the peaks. Alternative routing will have to be agreed as part of the revised CLP which must be secured via a S.106 obligation.	

	A staff construction travel plan will need to be created, effective monitoring is needed to ensure that no worker is travelling by car to the site and parking locally given. Any parking restrictions or closure of the footways/suspensions of parking bays if required will need licenses that the developer/applicant will need to apply from the council and will need agreement on how these will be undertaken by the developer. Finally, before construction can begin a general highway survey will need to be carried at to ascertain the condition of the footway and highway and to determine if vehicle accesses will need to be reinforced. Another survey after works has been completed will need to be conducted to determine if the condition of the highway has deteriorated during construction. A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management and Transport Planning teams. The outcomes of these conversations will need to inform the finished CLP. A CLP should include the following: • High provision of cycle parking for workers for all phases of construction to promote uptake of cycling to/from the site. • Given the site's excellent connectivity to public transport which is demonstrated through its close proximity to public transport, and local parking restrictions no on-site car parking should be provided for workers. • The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times and peak road congestion. • Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the site's location. LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the site's construction activities. Recommendation	

	There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations. Conditions <u>1. Delivery and Servicing Plan and Waste Management</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes. Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance. The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020 <u>2. Cycle Parking</u> The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 23 long-stay and 2 short-stay cycle parking spaces for residents and commercial 1 long-stay and 1 short-stay spaces for the commercial unit for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council. REASON: to be in accordance with the published London Plan 2021 Policy T5, and London Cycle Design Standards (LCDS). <u>3. 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-street disabled parking bay. S.106 obligations <u>1. Car-Free Agreement</u> The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.	

	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. <u>2. Construction Logistics and Management 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 approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, residents, and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved: 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 in key regeneration areas which will have increased construction activities. <u>3. Car Club Membership</u> 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. 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. <u>4. Commercial Travel Plan</u> A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included to maximise the use of public transport.	

	a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures: b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team. c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development. d) The developer is required to pay a sum of £3,000 (three thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner. 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. <u>5. Residential Travel Plan</u> 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. 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 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. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. <u>6. Parking management contribution.</u>	

	We will require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Bedford Road and the surrounding roads for the implementation of parking and loading measures and potential changes to the CPZ operational hours. 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. <u>7.Highway Improvements</u> 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. The works include but are not limited to: 1) The provision of a new wheelchair accessible car parking space with a separate electric vehicle charging facility, type of EV charge to be agreed by the highway authority, and a cycle hanger. 1) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development, 2) Reinstatement of footways where the current vehicle crossovers are located, as they will become redundant as result of the development. The scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority. The applicant will be required to submit detailed drawings and a Stage 1, and 2 road safety audit of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site. Reason: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway works to facilitate future access to the development site.	

Lead Pollution	Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level at 13 Bedford Road, Wood Green, London, N22 7AU and I would like to comment as it relates to this service as follows. Having considered the relevant applicant submitted information including: Design and Access Statement, prepared by CG Architects, dated March 2024; Energy & Sustainability Assessment, prepared by EAL Consult, dated February 2024 taking note of the proposal to use Air Source Heat Pumps and PV panels; Outline Construction Logistics Plan with reference STH-804-001-CLP01 prepared by Smart Transport Hub, dated 12th December 2023 taking note of Section 2 (Context, Considerations and Challenges), 3 (Construction Scheme and Methodology), 4 (Vehicle Routing and Site Access), 5 (Strategies to Reduce Impact), 6 (Estimated Vehicle Movements), 7 (Implementation, Monitoring and Updating); Air Quality Assessment with reference 103034 prepared by Miller Goodall Ltd, dated 6th June 2023, taking note of Section 5 (Methodology), 6 (Baseline Air Quality), 7 (Construction Dust Impact Assessment), 8 (Effect of Air Quality on the Proposed Development), 9 (Impact of the Proposed Development on Existing Air Quality), 10 (Air Quality Neutral Assessment); Phase 1 Contaminated Land Assessment with reference 79540R1, prepared by GeoSmart Information Ltd., dated February 2024, please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted. 1. Land Contamination - Before development commences other than for investigative work: a. Using the information already submitted in Phase 1 Contaminated Land Assessment with reference 79540R1, prepared by GeoSmart Information Ltd., a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model and the development of a Method Statement detailing the remediation requirements. b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required	Comments noted. Conditions /informative included

	works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. 2. Unexpected Contamination If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. 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. 3. NRMM a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. 4 Demolition/Construction Environmental Management Plan a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst b. Development shall not commence (other than demolition) until a Construction	

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

	d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality. Informative: 1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	
Carbon Team	Carbon Management Response 26/09/2024 In preparing this consultation response, we have reviewed: • Energy and Sustainability Assessment prepared by EAL Consult (revised Feb 2024) • Overheating Assessment rev I prepared by EAL Consult (this revision has superseded the Overheating Assessment as originally included in the Energy and Sustainability Assessment) • Biodiversity Net Gain Assessment by Arbtech (dated 11/04/24) • Sustainability section in Design and Access Statement prepared by CG Architects (dated March 2024) • GLA Carbon Emissions Reporting Spreadsheet.xlsx • Noise Impact Assessment by Stinton Jones Consulting Engineer (dated June 2022) • Relevant supporting documents.	Comments noted. Conditions and legal agreement Clauses included

	Missing required information: • BREEAM Pre-Assessment for the commercial units Summary The development achieves a reduction of 89% carbon dioxide emissions on site, which is supported in principle. However, the submitted reports requires amendments and the energy modelling does not fully represent the total proposed residential area. Therefore, further clarification is required in regards to the Energy and Overheating strategy. Carbon Management cannot currently support this application for the following reasons: • The Energy and Sustainability Assessment is not in line with the GLA Energy Assessment Guidance 2022. The baseline for residential units has only included the carbon emissions of 9 units, not all 12 units. Incorrect parameters are modelled under Baseline and Be Lean scenarios. • Overheating assessment must use Central London weather file, instead of London Gatwick weather file. The assessment has not considered the recommendations from the Noise Impact Assessment. • The application fails to comply with the Local Plan Policy SP4 as it lacks a BREEAM Pre-Assessment, demonstrating that at least a rating of 'Very Good' can be achieved, aiming for 'Excellent'. Further information needs to be provided to address this objection, in relation to Energy the Energy Strategy, Overheating Strategy and Sustainability (BREEAM). This should be addressed prior to the determination of the application. 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 89% 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 7.4 tonnes of CO₂ from a baseline of 8.3 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 have not been provided.	

<i>Site-wide (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	8.3		
Be Lean	2.9	5.4	65%
Be Clean	2.9	0	0%
Be Green	0.9	1.9	23%
Cumulative savings		7.4	89%
Carbon shortfall to offset (tCO₂)	0.9		
Carbon offset contribution	£95 x 30 years x 0.9 tCO ₂ /year = £2669.5		
10% management fee	£270		

	Residential			Non-residential		
<i>(SAP10.2 emission factors)</i>	Total regulated emissions (tCO₂/ year)	CO₂ savings (tCO₂ / year)	Percentage savings (%)	Total regulated emissions (tCO₂/ year)	CO₂ savings (tCO₂/ year)	Percentage savings (%)
Part L 2021 Baseline	7.0			1.3		
Be Lean savings	1.6	5.4	77%	1.3	0	3%

Be Clean savings	1.6	0	0%	1.3	0	0%
Be Green savings	0.1	1.5	22%	0.9	0.4	31%
Cumulative savings		6.9	99%		0.5	35%
Carbon shortfall to offset (tCO₂)	0.1			0.9		

SAP sheets of Flat 4, 5 and 11 of all stages have been submitted as a representative section of dwellings. BRUKL sheets of all stages for both commercial units have also been provided.

Actions:

- GLA Carbon Emissions Reporting Spreadsheet has only included the Part L outputs for Flat 4 to 12 but with Flat 1 to 3 missing. Applicant should also include the outputs of all flats and update the total regulated emissions and percentage savings across all stages.
- The total residential area represented by the modelling (~519 sq.m) is less than the actual proposed GIA of 808 sq.m. Therefore, the results reported by the GLA carbon emission spreadsheet does not fully represent the proposed residential part of the development. Please amend.

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

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

	Proposed Development	GLA Benchmark
Building type	Residential	Residential
EUI	2.4 kWh/m ² /year	Meets GLA benchmark of 35kWh/m ² /year
SHD	6.8 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year

Methodology used	Part L1 SAP 10.2	

	Proposed Development	GLA Benchmark
Building type	Commercial	Residential/School/Office/Hotel/All other non-residential
EUI	54.7 kWh/m ² /year	Meets benchmark of 55 kWh/m ² /year
SHD	6.0 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year
Methodology used	Part L2 SBEM	

Actions:

- The submitted EUIs have not included unregulated energy. Please update the figures to include unregulated energy for both residential and commercial.
- Residential: Energy Use Intensity should include the energy required for space heating, but currently the proposed EUI is smaller than SHD. Applicant to check if they have modelled the development correctly and revise their EUI and SHD figures accordingly.

Energy – Leam

The applicant has proposed a side-wide saving of 5.4 tCO₂ in carbon emissions (65%) through improved energy efficiency standards in key elements of the build.

The residential has a saving 5.4 tCO₂ in carbon emissions (77%) through improved energy efficiency standards. This goes beyond the minimum 10% set in London Plan Policy SI2, so this is supported.

The commercial only has a saving of 0.0 tCO₂ in carbon emissions (3%) through improved energy efficiency standards. This is below the 15% reduction set in London Plan Policy SI2. However, the calculations at Be Lean Stage for the commercial require clarifications and revision.

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

Floor u-value	0.18 W/m ² K
External wall u-value	0.15 W/m ² K
Roof u-value	0.11 W/m ² K
Door u-value	0.8 W/m ² K
Window u-value	0.8 W/m ² K
G-value	TBC
Air permeability rate	3 m ³ /hm ² @ 50Pa (residential) 8 m ³ /hm ² @ 50Pa (commercial)
Ventilation strategy	Residential: Natural ventilation Commercial: TBC
Waste Water Heat recovery	TBC
Thermal bridging	Bespoke values (refer to ES for details)
Low energy lighting	100%
Heating system (efficiency / emitter)	Residential: TBC Commercial: ASHPs
Thermal mass	High
Improvement from the target fabric energy efficiency (TFEE)	14% improvement, from 34.26 to 29.36 MWh/year

Actions:

Residential:

- Be Lean stage should be modelled using gas boilers with notional efficiency (~89.50) to match the notional building. Please update Be Lean worksheet for all residential units and amend the carbon reduction figure accordingly.
- The East elevation has a high proportion of glazed area. Please consider following the LETI Climate Emergency Design Guide principles in façade design.
- The proposed U-values of window and doors are 0.8 W/m²K, this can be achieved by using triple-glazing and this is supported. However, the windows and doors as shown on the elevations are shown as double-glazed which cannot achieve the required U-value. Applicant to ensure the proposal and the energy modelling are aligned.
- The proposed air permeability rate is 8 m³/hm² @ 50Pa for the commercial units, this is the maximum permissible rate under Part L. Applicant should improve the target air tightness of the commercial units.
- Table 10 of ES has indicated the proposed G-value of glazing is 1.6 W/m²K. This is incorrect, as G-value is a coefficient between 0-1 and without unit.

	- Noise Impact Assessment has recommended mechanical ventilation to the bedrooms facing Redford Road. Please consider mechanical ventilation with heat recovery to further reduce heat losses. - At the interfaces where terraces form the roofs of the floors below, applicant to ensure the section has allowed sufficient depth for insulation to achieve the required U-value while allowing level access to the terrace. Parapet and terrace junctions should be carefully detailed to minimise thermal bridges. Please provide indicative details to demonstrate this. - Please confirm if Waste Water Heat recovery will be provided. - High thermal mass has been identified as part of the Overheating Strategy. Please provide the principles of the proposed high thermal mass construction. Commercial: - Be Lean stage has been modelled with proposed building systems and the proposed efficiency of the ASHP has also been included at Be Lean stage. The proposed heating system and the notional efficiency figures should be used for the modelling for Be Lean. The actual efficiency figure shall only be used under Be Green scenario as per GLA energy assessment guidance. Applicant to revise their BRUKL modelling. - The energy consumption of cooling is higher in the Actual Building than the Notional Building, please can applicant explain the reason? - Please can applicant confirm if notional PVs have been included in the Baseline modelling? - Please confirm if the commercial shopfront will have the same U-value 0.8 W/m²K as the windows and doors. - Please confirm the ventilation strategy for the commercial units. - The display lights in the commercial units modelled in BRUKL worksheets have low efficiency. Please use high efficiency LED lighting. Overheating is dealt with in more detail below. Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine	

	opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs. The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site. Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4. 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 1.9 tCO₂ (23%) reduction of emissions are proposed under Be Green measures. The solar array peak output is proposed to be 13.25 kWp. The amount of renewable electricity produced per year and the corresponding carbon reduction have not been provided. A total of 33 panels would be mounted on the flat roof area facing south. Residential: The communal ASHP systems (min. SCOP of 4.95 for water temperature at 35 / SCOP of 3.52 for water temperature at 55) will provide hot water and heating to the dwellings through underfloor heating. Commercial: Proposed heat pump system has a COP of 350%, EER of 350% and SEER of 650%. All ASHPs will be located at the roof level with plant enclosure. <u>Actions:</u> - The Energy Statement has mentioned a PV output of 13.25 kWp in section 4d of the document; however section 7 has mentioned there is additional PV outputs of 8.26 kWp for the commercial units. Applicant to clarify their PV proposal. - Please provide the assumed efficiency and angle of the panels.	

	- Please provide some commentary on how the available roof space has been maximised to install solar PV. - While the roof space should be maximised for install solar PV, applicant also to ensure there is adequate space for green roof beneath the PV panels to grow and zoning should be allowed for the installation of fall restraint system. - Please confirm if the ASHPs will provide 100% of demand or if any electric immersion heater will be provided. - Please provide details on the plant enclosure. Energy – Be Seen 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. The applicant should install metering equipment on site, with sub-metering by dwelling and non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses. - Please confirm that sub-metering will be implemented for residential and 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 0.9 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years. 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 for the commercial and residential units in line with CIBSE TM52 and TM59 accordingly, but it has used TM49 weather files for the London Gatwick Weather data. As noted in our pre-app comments and the planning validation check-list, <u>Central London weather file</u> must be used instead, as it represents more accurately the urban heat island effect. The cooling hierarchy has been followed in the design. Residential: The report has modelled all habitable rooms (kitchen/living and bedrooms) of all flats for a naturally ventilated building. The DSYs used for modelling are: DYS 1 (2020), DYS 2 (2020), DYS 3 (2020). Commercial: The report has modelled all units including WCs and corridor. The DSYs used for modelling have not been provided. It is unclear if the testing results for DYS 1 (2020), DYS 2 (2050) and DYS 2 (2080) at the last page of the Overheating Assessment are for the commercial units. The Overheating Assessment has not incorporated the recommendations from the Noise Assessment Report. The recommendations are as below: - The noise levels of bedrooms facing Bedford Road have exceeded the acoustic recommendations. These windows will be closed at night and therefore cannot provide the purge ventilation to the rooms to prevent overheating in summer. The rooms should be provided with mechanical ventilation to provide 4 air changes per hour. - The living rooms facing Bedford Road can be ventilated by open windows but should be provided with means of background ventilation with acoustic vents.	

- Windows at the rear elevation (West elevation) can be opened for ventilation at any time without disruptive noise.

Results are listed in the table below.

Domestic: CIBSE TM59	Predominantly naturally ventilated		Predominantly mechanically ventilated	Number of corridors pass
	Criterion A (<3% hours)	Criterion B for bedrooms (less than 33 hours) *	Number of habitable rooms pass (<3% hours)	
DSY1 2020s	Pass	Pass	-	-
DSY2 2020s	Pass	Pass	-	-
DSY3 2020s	Pass	Pass	-	-
DSY1 2050s	-	-	-	-
DSY2 2050s	-	-	-	-
DSY3 2050s	-	-	-	-
DSY1 2080s	-	-	-	-
DSY2 2080s	-	-	-	-
DSY3 2080s	-	-	-	-

* Applicant to clarify the assessment Criterion for bedrooms

Non-domestic: CIBSE TM52	Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature
DSY1 2020s **	All pass
DSY2 2020s	-
DSY3 2020s	-
DSY1 2050s	-
DSY2 2050s	-
DSY3 2050s	-
DSY1 2080s	-

DSY2 2080s	-
DSY3 2080s	-

** Applicant has not provided which DYS has been used for assessment.

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

- Natural ventilation, with windows 100% openable
- External horizontal louvres / brise soleils above windows to the East façade
- External green walls to the west façade
- Projecting balconies from the floor above to the south facade
- No active cooling for residential units

Revised Overheating Assessment is required using the correct weather file and incorporating the recommendations from the Noise Assessment Report.

Actions:

- Redo the overheating modelling with the Central London weather file.
- Please amend the overheating modelling in response to the Noise Assessment Report and indicate the requirements (e.g. acoustic vents) on the elevations.
- Specify the ventilation strategy, including: floorplans showing which habitable spaces will be predominantly naturally ventilated or mechanically ventilated, specification of the proposed mechanical ventilation (efficiency and air changes), window opening areas.
- If there are limitations on openable windows, applicants are required to submit two separate overheating analyses: one with openable windows and one with closed windows (for details see GLA Energy Assessment Guidance 8.10 and Haringey's Key Overheating Planning Application Requirements document). This is to ensure that passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the site's location.
- Please clarify which assessment criterion has been used for table 4, 5 and 6. Criterion A has been indicated on the tables, but Criterion B should be used for assessment of bedrooms according to TM59 guidance.
- Please confirm if the communal corridors serving the flats are external and therefore not been modelled.
- Please confirm if active cooling has not been proposed for the commercial units.
- Undertake further modelling for the residential units and commercial units (if applicable):
 - o For Residential: Model the DSY1 for the 2050s and 20280s.

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	○ For Commercial: Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. - Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk. - Demonstrate how the future mitigation measures will improve the overheating results. - 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. Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design. Summary of proposal: - Water efficient measures have been proposed to reduce water consumption by 50% in both residential and commercial units. Total internal water consumption will not exceed 105 litres/person/day. - A minimum of 80% of construction waste will be diverted from landfill rate. - A minimum of 90% of demolition waste will be diverted from landfill rate. - A pre-demolition survey has been carried out confirming 80% of materials are recyclable. - The development will ensure all timber will be FSC certified. At least 80% of building materials will be responsibly sourced, materials rated with an A or B in the BRE Green Guide to Specification will be preferred. - At least 20% of total value of materials will derive from recycled or with reused content. - Steel will have high recycled content and concrete will use 50% GGBS. Residential: Total 26 bike spaces in the sheltered bike store have been provided. Commercial: 2 spaces have been provided in a sheltered store.	

	<u>Action:</u> - Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. <i>Non-Domestic BREEAM Requirement</i> 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. The applicant has not prepared a BREEAM Pre-Assessment Report for the commercial units. <u>Actions:</u> - Please submit the BREEAM Pre-Assessment report. <i>Urban Greening / Biodiversity</i> 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. The Biodiversity Net Gain calculation shows a net gain of 100%, which is above the 10% requirement as set out in the Environment Act 2021. The Urban Greening Factor of the development is 0.4 through the implementation of green roof with a min. 150mm deep substrate and green wall. <u>Actions:</u> - Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) - Please consider planting of species rich native flora to maximise the biodiversity value of the site as highlighted in the Biodiversity Net Gain Assessment.	

	<i>Living roofs and walls</i> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. 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 plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth. 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. Actions: - Further details of the living green wall are required. Please provide the details of the proposed green wall system, the base detail including substrate build-up, the planting species, irrigation provision, access and maintenance strategy. - Applicant to ensure there is sufficient build-up on the roof and parapet height to accommodate a minimum substrate depth. Planning Conditions To be secured (with detailed wording TBC) Planning Obligations Heads of Terms - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £2669.5 (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. Carbon Management Response 23/01/2024	

In preparing this consultation response, we have reviewed:

- Energy and Sustainability Assessment rev 1 prepared by EAL Consult (date Oct 2024) – this includes an updated Overheating Assessment in the appendix
- TM54 Operational Energy Assessment by AJIBS Design UK Limited
- BREEAM Pre-Assessment for commercials prepared by EAL Consult (dated Jul 2023)
- GLA Carbon Emissions Reporting Spreadsheet rev 1.xlsx
- GLA Be Seen Spreadsheet.xlsm
- Relevant supporting documents.

Summary

The development achieves a reduction of 82% carbon dioxide emissions on site, which is supported in principle. Applicant has corrected their calculation methodology in accordance with GLA Energy Assessment Guidance, hence there is a slight reduction of overall carbon dioxide emissions from 89% as previously reported. Applicant must provide clarifications on Overheating Strategy prior to determination. Planning conditions have been recommended to secure the benefits of the scheme.

Energy Strategy

The development shows an overall predicted reduction of approximately 82% in carbon emissions with SAP10.2 carbon factors from 89% previously, as the applicant has now included the previous missing emissions of flat 1-3. This represents an annual saving of approximately 10.1 tonnes of CO₂ from a baseline of 12.3 tCO₂/year. The Be Lean reduction has also reduced to 28% from the previous 65%, as the applicant has now modelled correctly using gas boiler as the heating system for Be Lean stage.

<i>Site-wide (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	12.3		
Be Lean	8.9	3.4	28%
Be Clean	8.9	0	0%
Be Green	2.2	6.7	54%

Cumulative savings		10.1	82%
Carbon shortfall to offset (tCO₂)	2.2		
Carbon offset contribution	£95 x 30 years x 2.2 tCO ₂ /year = £6,288		
10% management fee	£628		

	Residential			Non-residential		
<i>(SAP10.2 emission factors)</i>	Total regulated emissions (tCO₂/year)	CO₂ savings (tCO₂/year)	Percentage savings (%)	Total regulated emissions (tCO₂/year)	CO₂ savings (tCO₂/year)	Percentage savings (%)
Part L 2021 Baseline	10.7			1.6		
Be Lean savings	7.9	2.8	26%	1.0	0.6	39%
Be Clean savings	7.9	0	0%	1.0	0	0%
Be Green savings	1.5	6.4	60%	0.7	0.3	17%
Cumulative savings		9.2	86%		0.9	56%
Carbon shortfall to offset (tCO₂)	1.5			0.7		

Applicant has modelled all flats and the GLA Carbon Emissions Reporting Spreadsheet has included all dwelling units.

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

	Proposed Development*	GLA Benchmark
Building type	Residential	Residential
EUI	7.8 kWh/m ² /year	Meets GLA benchmark of 35kWh/m ² /year
SHD	2.8 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year
Methodology used	Part L1 SAP 10.2	

	Proposed Development*	GLA Benchmark
Building type	Commercial	Residential/School/Office/Hotel/All other non-residential
EUI	967 kWh/m ² /year	Does not meet benchmark of 55 kWh/m ² /year
SHD	6.0 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year
Methodology used	Part L2 SBEM	

* The result from the ES has been used for the above two tables.

Applicant has also submitted a TM54 Operational Energy Assessment which has included unregulated energy use. The report has indicated the annual energy consumption for the residential part of the building is approximately 117kWh/m², with consumption in the retail approximately 171kWh/m². This is different to the results reported from the ES.

Actions:

- Both the EUI and SHD of the residential units are exceptionally low, applicant to confirm if they are the correct information.

- The EUI of the commercial units from the ES is exceptionally high possibly due to potential mathematical error. Applicant to provide the corrected EUI or explanation.
- Applicant to clarify why the annual energy consumptions for residential and commercial are so different to that in ES.

Energy – Lean

The applicant has proposed a side-wide saving of 3.4 tCO₂ in carbon emissions (28%) under Be Lean: a saving 2.8 tCO₂ for the residential (26%), and a saving of 0.6 tCO₂ for the commercial (39%). Both areas comply with London Plan Policy SI2.

The following u-values, g-values and air tightness have been improved from previous submission or further clarifications have been provided:

Window u-value	0.8 W/m ² K (this will include shopfront of commercial units)
G-value	0.5
Air permeability rate	5 m ³ /hm ² @ 50Pa (commercial)
Ventilation strategy	Residential: MVHR Commercial: Natural ventilation
Waste Water Heat recovery	Included
Thermal bridging	Y-value of 0.140 aligning with enhanced construction detail.
Heating system (efficiency / emitter)	Residential: Gas boiler under Be Lean Stage Commercial: Gas boiler under Be Lean Stage
Thermal mass	188.6 kJ/m ² K Medium/high – although this thermal mass needs to be exposed internally to function as a buffer
Improvement from the target fabric energy efficiency (TFEE)	16% improvement, from 33.42 to 28.12 MWh/year

Actions:

Residential:

- At the interfaces where terraces form the roofs of the floors below, applicant to ensure the section has allowed sufficient depth for insulation to achieve the required U-value while allowing level access

	to the terrace. Parapet and terrace junctions should be carefully detailed to minimise thermal bridges. Please provide indicative details to demonstrate this, this will be conditioned. - Applicant clarified WWRS has not been proposed in the meeting, However the provision of WWRS has been included in the modelling of Be Lean and Be Green stages. Applicant to revise SAP worksheets to reflect the actual proposal. Commercial: - The floor U-value has been modelled as 0.13W/m²K as shown in BRUKL worksheet instead of 0.18W/m²K as stated in ES. Better (lower) U-value is supported, but applicant should clarify. - The heating system of the commercial units has been incorrectly modelled as gas boiler system. The commercial units should be modelled with the proposed buildings system (i.e. combined heat and cooling system) at Be Lean stage but using the notional efficiency figures. The actual efficiency figure shall only be used under the Be Green scenario as per the GLA energy assessment guidance. Energy – Green A total of 6.7 tCO₂ (54%) reduction of emissions are proposed under Be Green measures. The solar array peak output is proposed to be 11.16 kWp covering 55.m² roof space (9.16 kWp apportioned to the residential, and 2 kWp to the commercial). PV panels will be mounted on the flat roof facing south at 15 degrees. The amount of renewable electricity produced per year, the corresponding carbon reduction and the number of PV panels have not been provided. Space heating for the commercial units will be provided by a combined heating and cooling system. <u>Actions:</u> - The solar array peak output has been reduced from previous 13.25 kWp to the current proposal of 11.16 kWp. Applicant to clarify the reason and also to provide a roof plan to demonstrate the number of PV panels has been optimized while allowing sufficient space for plant equipment and roof maintenance. - Please confirm the amount of renewable electricity produced per year by PV panels (in kWh/year) and the proposed inverter capacity. - Please confirm if the commercial units will each have their own PV array and benefit from its generation independently. It may be worth apportioning more of the PV array to the commercial units as they will use electricity during the daytime.	

	- The roof space should be maximised to deliver its requirements and benefits. - o Please provide details on the plant enclosure. - o There should be adequate space for the green roof beneath the PV array to grow. - o Space should be allowed for the installation of fall restraint system. - o Please demonstrate and confirm that the roof space has maximised its PV provision. Energy – Be Seen The applicant has confirmed that both residential and non-residential units will be installed with their own sub-meter and smart metering equipment, with display of energy usage and generation to raise awareness of occupants. The applicant has now also submitted the planning stage Be Seen spreadsheet. Carbon Offset Contribution A carbon shortfall of 2.2 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years plus 10% management fee. Overheating The applicant has revised their overheating assessment using the Central London weather file. Recommendations from Noise Assessment Report has now been incorporated: - The noise levels of bedrooms facing Bedford Road have exceeded the acoustic recommendations. These windows will be closed at night and therefore cannot provide the purge ventilation to the rooms to prevent overheating in summer. The rooms should be provided with mechanical ventilation to provide 4 air changes per hour. - The living rooms facing Bedford Road can be ventilated by open windows but should be provided with means of background ventilation with acoustic vents. Residential: The report has modelled all habitable rooms (kitchen/living and bedrooms) of all flats for a naturally ventilated building. Corridors are external and therefore not modelled. It has stated options have been considered for the scenarios with windows open: 1. Windows open, no internal blinds; 2. Windows closed, no internal blinds with limited cooling from the MVHR of 18 W/m²; 3. As scenario 3, (DSY2); 4. As scenario 3, (DSY3).	

However, it is unclear which scenario (1-3) has been modelled for DSY1 using 2020s weather files.

Commercial:

The proposal has only been modelled with a mechanical cooling scenario. All spaces pass with all three criteria.

Residential	Commercial
Proposed mitigation measures to pass the overheating requirements for 2020s DSY1: - Natural ventilation, with windows 100% openable facing Alexandra Park Road - Bedrooms facing Bedford Road: Windows closed with mechanical ventilation providing 4 air changes per hour - Living room facing Bedford Road: Ventilated by open windows but provided with background ventilation with acoustic vents. - External horizontal louvres / brise soleils above windows to the East façade - External green walls to the west façade - Projecting balconies from the floor above to the south facade - No active cooling for residential units	Proposed mitigation measures: - Non-openable windows, mechanical ventilation (no details). - Active cooling (no details).
A future retrofit plan has been proposed with the following measures: - Solar shading and window films - Enhanced natural ventilation such as automated window actuators for nighttime ventilation and cross-ventilation - High-performance insulation for roof and external walls, such as reflective roof coatings - MVHR - Low-energy cooling units as a back-up	

Actions:

- The cooling hierarchy has not been followed correctly, so the overheating strategy cannot be supported. Internal blinds cannot be used to comply with the overheating criteria. Scenario 2 is

therefore discounted. The applicant should demonstrate the performance of the dwellings with the following scenarios, with modelling results in an appendix:

- Openable windows (unconstrained) and any mitigation measures to meet the minimum DSY1 2020s weather file.
- Policy compliant scenario (constrained): Bedroom windows closed at night and background ventilation for LKD rooms to meet noise mitigation recommendations.
 - This scenario should then be modelled with sub-scenarios to demonstrate how the cooling hierarchy is being followed by integrating mitigation measures in the order of the hierarchy. i.e. external shading (movable / fixed) prior to modelling any additional ventilation or active cooling. This is to ensure that passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the site's location
- Future compliance: modelling future mitigation measures to pass more extreme weather files (2020s DSY2-3; 2050s DSY1 etc). This should just show what measures can be taken and what their effect would be.
- Thereafter, the applicant should confirm the list of measures proposed in order for all spaces to pass 2020s DSY1. For details see GLA Energy Assessment Guidance 8.10 and Haringey's Key Overheating Planning Application Requirements document.
- The future retrofit plan should not include MVHR, as MVHR has already been included as part of the current proposal. Future insulation retrofitting for walls is technically difficult, it is recommended to improve the currently proposed external wall U-values.
- Commercial: As a baseline, the applicant should model commercial units without active cooling first, ensuring all passive measures have been maximised before modelling for active cooling. For example, this could include an awning. The capacity of the ventilation and cooling demand (if required), should also be provided.

Sustainability

Applicant has provided additional information on measures to reduce surface water runoff and overall discharge, this includes green roofs, planting and a small soakaway will be included to adsorb any excess surface water not controlled by the on-site greening measures.

Action:

- Applicant to confirm if any remaining surface water runoff will be separated from wastewater and not discharged into the sewer.

Non-Domestic BREEAM Requirement

The pre-assessment outlined that the proposed development could achieve a BREEAM “Excellent” rating of a minimum score of 74.14%, this is subject to further evidence being submitted to the BRE to obtain a Design Stage certificate demonstrating Excellent can be achieved.

Urban Greening / Biodiversity

A biodiverse green roof of up to 96m² has been included along with an area of green wall. Applicant has confirmed effort will be made to plant species rich in native flora. The further information sent by the applicant has not addressed our previous comments.

Actions:

- Applicant to consider further incorporating biodiversity enhancement measures such as wildlife boxes such as bird boxes and bat boxes.
- Applicant is encouraged to consider incorporate in-built planters in external terraces to provide planting opportunities for the residents.
- Applicant to ensure there is sufficient build-up on the roof and parapet height to accommodate a minimum substrate depth of 150mm. Further details of the living green wall will be conditioned.

Planning Conditions

The following conditions are recommended to secure the benefits of the scheme, and have been drafted to address the outstanding matters above. It is expected that clarifications and remodelling of overheating is provided prior to a decision, upon which conditions will be edited.

Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy and Sustainability Assessment rev 1 by EAL Consult (date Oct 2024) delivering a minimum 82% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 11.16 kWp solar photovoltaic (PV) array.

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

	- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - Confirmation of the necessary fabric efficiencies to achieve a minimum 28% reduction; - Details to reduce thermal bridging including the parapet and terrace junctions; - 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. <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> <i>(b) The solar PV arrays/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> <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> <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>	

	<u>Overheating</u> <i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Energy and Sustainability Assessment rev 1 by EAL Consult (date Oct 2024) as a starting point, taking into account the outstanding requirements at application stage.</i> <i>This report shall include:</i> - <i>Revised and further modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;</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 by following the Cooling Hierarchy;</i> - <i>Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i> - <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> <i>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms and any external shading (if applicable) 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> <i>(c) Prior to occupation, the development must be built in accordance with the overheating measures as approved in part (a) and retained thereafter for the lifetime of the development:</i> - <i>Openable windows;</i> - <i>Fixed internal blinds with white backing;</i>	

- Window g-values of 0.5 or better;
- Mechanical ventilation (4ach) to bedroom windows facing Bedford Road;
- Hot water pipes insulated to high standards.
- 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.

Sustainability Strategy

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.

The report shall include:

- *Urban greening and biodiversity enhancement measures;*
- *Details on cycle parking facilities;*
- *A target percentage for responsibly sourced, low-impact materials used during construction;*
- *Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;*
- *Details on how surface water runoff will be reduced and overall sustainable drainage strategy;*
- *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.*

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.

Living roofs and walls

	<i>(a) Prior to the above ground commencement of development, details of the living roofs and living wall 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> <i>i) A roof plan and relevant floor plan identifying where the living roofs will be located; and a ground floor plan identifying where the living walls will be rooted in the ground;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i> <i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i> <i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i> <i>vii) Management and maintenance plan, including frequency of watering arrangements.</i> <i>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i> <i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i>	

	<u>Biodiversity measures</u> (a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats. This assessment shall be based on the Biodiversity Net Gain Assessment by Arbtech (dated 11/04/24) achieving a net gain of 100% on site. (b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards. Development shall accord with the details as approved and retained for the lifetime of the development. Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13. <u>Urban greening factor</u> Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.4 has been met through greening measures. Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13. <u>BREEAM</u> 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	

	<i>certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Excellent” outcome (or equivalent), aiming for “Outstanding”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i> <i>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.</i> <i>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 “Excellent” outcome (or equivalent), subject to certification by BRE.</i> <i>d) Within 6 months of occupation, the Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i> <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> <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> Carbon Management Response 28/04/2025 In preparing this consultation response, we have reviewed: • Energy and Sustainability Assessment rev 3 prepared by EAL Consult (date Feb 2025) - including an updated Overheating Assessment in the appendix • GLA Carbon Emissions Reporting Spreadsheet rev 2.xlsx • GLA Be Seen Spreadsheet rev 1.xlsm • TM54 Operational Energy Assessment rev 1 by AJIBS Design UK Limited (dated 10 Feb 2025) Summary The overall reduction of carbon dioxide emissions on site has not changed from the previous revision, it achieves a reduction of 82%, which is supported in principle. This response details the clarifications and	

changes. Planning conditions have been revised to reflect the proposed changes to secure the benefits of the scheme.

Energy Strategy

The applicant has revised the energy modelling of the commercial units at Be Lean stage using the corrected heating system, therefore the distribution of carbon reductions across Be Lean and Be Green stages for the commercial units have been changed.

There is no change to the carbon reduction for the residential units, and the overall site-wide carbon reduction has also not changed.

Amendments in blue:

<i>Site-wide (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	12.0		
Be Lean	9.0	2.9	24%
Be Clean	9.0	0	0%
Be Green	2.2	6.8	57%
Cumulative savings		9.8	82%
Carbon shortfall to offset (tCO₂)	2.2		
Carbon offset contribution	£95 x 30 years x 2.2 tCO ₂ /year = £6,288		
10% management fee	£628		

Amendments in blue:

	Residential	Non-residential

(SAP10.2 emission factors)	Total regulated emissions (tCO ₂ / year)	CO ₂ savings (tCO ₂ / year)	Percentage savings (%)	Total regulated emissions (tCO ₂ / year)	CO ₂ savings (tCO ₂ / year)	Percentage savings (%)
Part L 2021 Baseline	10.7			1.3		
Be Lean savings	7.9	2.8	26%	1.1	0.2	12%
Be Clean savings	7.9	0	0%	1.1	0	0%
Be Green savings	1.5	6.4	60%	0.7	0.4	33%
Cumulative savings		9.2	86%		0.6	45%
Carbon shortfall to offset (tCO₂)	1.5			0.7		

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

The applicant has revised their incorrect EUIs and SHDs in their previous ES to the following:

	Proposed Development	GLA Benchmark
Building type	Residential	Residential
EUI	103.05 kWh/m ² /year	Does not meet GLA benchmark of 35 kWh/m ² /year
SHD	9.21 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year
Methodology used	Part L1 SAP 10.2	

	Proposed Development	GLA Benchmark
Building type	Commercial	All other non-residential
EUI	182.75 kWh/m ² /year	Does not meet benchmark of 55 kWh/m ² /year
SHD	21.61 kWh/m ² /year	Meets GLA benchmark of 15 kWh/m ² /year
Methodology used	Part L2 SBEM	

Actions:

- Both the EUIs and SHDs of the residential units and the commercial units have been revised, but the EUIs are still very high. Potentially they are still not being modelled correctly, applicant to clarify why the EUIs are so high.

Energy – Lean

Residential:

The applicant has confirmed Waste Water Heat Recovering (WWHR) will now be included as part of the proposal to align with the energy modelling which has included WWHR.

Commercial:

The applicant has corrected the energy modelling at Be Lean stage using the proposed building system with an efficiency of 3.0.

Actions:

- As noted in the previous comment, the BRUKL worksheet has shown the floor U-value has been modelled as 0.13 W/m²K instead of 0.18 W/m²K as stated in ES. The applicant has now remodelled with a floor U-value of 0.10 W/m²K, however this has not corrected the inconsistency. Applicant should align the energy modelling with the proposed efficiency of the building fabric.

Energy – Green

The applicant has proposed to apportion some of the PV array to the commercial to maximize the use of electricity generated during the daytime. This is supported.

Total solar array peak output	11.16 kWp
Apportioned to the residential units	9.16 kWp
Apportioned to the commercial units	2 kWp

Energy – Be Seen

The applicant has updated the GLA Be Seen Spreadsheet to match with the current design proposal.

Carbon Offset Contribution

There is no change from the previous revision. A carbon shortfall of 2.2 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years plus 10% management fee.

Overheating

The OH report has been corrected to model scenarios following the cooling hierarchy, and internal blinds are no longer modelled despite being proposed as they cannot be used to comply with the overheating criteria.

Residential:

The revised scenarios and their subsequent results are as follows:

DSY 1 2020s	Criteria A	Criteria B
Scenario 1: (Unconstrained) with openable windows and passive mitigation measures	All pass	All pass
Scenario 2: (Constrained) Policy-compliant with bedroom windows closed at night and background ventilation only to LKD.	All fail	All fail

Scenario 3: Scenario 2 + external shading (brise soleil)	All fail*	All fail
Scenario 4: Scenario 3 + mechanical cooling	All pass	All pass

** The overheating result in Scenario 3 has improved from Scenario 2 with the incorporation of external shading, the results of some first floor units just marginally over the threshold of criteria A.*

Commercial:
The report has modelled the following scenarios:
Scenario 1: Without active cooling
Scenario 3: With active cooling

All rooms pass all three criteria using DSY 1 2020s and DSY 2 2050s weather files, but all two commercial units fail to meet the requirement at the 2080s scenario (DSY 3).

Residential	Commercial
Proposed mitigation measures to pass the overheating requirements for 2020s DSY1: - Natural ventilation, with windows 100% openable facing Alexandra Park Road - Bedrooms facing Bedford Road: Windows closed with mechanical ventilation providing 4 air changes per hour - Living room facing Bedford Road: Ventilated by open windows but provided with background ventilation with acoustic vents. - External horizontal louvres / brise soleils above windows to the East façade - External green walls to the west façade (not modelled) - Projecting balconies from the floor above to the south facade - Mechanical cooling (no details) - Internal blinds (This is not included in the modelling)	Proposed mitigation measures: - Retractable awnings; - Non-openable windows, mechanical ventilation (no details). - Active cooling (no details).
A future retrofit plan has been proposed with the following measures: - Further improvements to external shading - Use of higher-performance glazing - Additional passive ventilation measures	

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Actions:

- No details of the mechanical cooling for the residential units and commercial units have been provided. This will be conditioned.
- Applicant should explore the potential to increase the projection of the external solar shading to minimise the cooling demand of the development.

Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £6,288 (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.

Planning Conditions

The following conditions have been revised to secure the benefits of the scheme.

Only the revised conditions have been included below (changes marked in red/bold), for the rest of conditions without changes please refer to our previous comments.

Energy Strategy

*The development hereby approved shall be constructed in accordance with the Energy and Sustainability Assessment **rev 3 by EAL** Consult (dated **Feb 2025**) delivering a minimum 82% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 11.16 kWp solar photovoltaic (PV) array.*

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

- *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
- *Confirmation of the necessary fabric efficiencies to achieve a minimum **24%** reduction;*
- ***Specification of the waste water heat recovery system, and the layout of the pipework;***
- *Details to reduce thermal bridging including the parapet and terrace junctions;*

- 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 **centralised plant, interface units in flats**, 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 strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

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

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

Overheating

Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Energy and Sustainability Assessment rev 3 by EAL Consult (**dated Feb 2025**) and **passive mitigation**

measures as a minimum should include brise soleils and retractable awnings in accordance with 1544/07 rev A Elevations as proposed by CG Architects (dated Mar 2024).

This report shall include:

- Revised and further modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out **how the proposed mechanical cooling demand will be reduced, and** which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- **Details of the external brise soleils and retractable awnings in accordance with 1544/07 rev A Elevations as proposed by CG Architects (dated Mar 2024); drawings should include dimensions and specifications of the brise soleils and retractable awnings;**
- **Details of internal blinds to all habitable rooms, including the fixing mechanism, specification of the blinds, shading coefficient;**
- **Details of mechanical cooling for the residential and commercial units, including the active cooling demand on an area-weighted average in MJ/m² and MY/year, specifications and efficiency of the equipment.**
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Openable windows;
- **External shading / brise soleil;**
- **Retractable awnings (for the commercial units);**

	- <i>Fixed internal blinds with white backing;</i> - <i>Window g-values of 0.5 or better;</i> - <i>Mechanical ventilation (4ach) to bedroom windows facing Bedford Road;</i> - <i>Background ventilation with acoustic vents to living rooms facing Bedford Road;</i> - <i>Hot water pipes insulated to high standards.</i> - <i>Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</i> <i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i>	
Flood and Water Management	Comments dated 06/08/2024 Thank you for consulting us on the above planning application reference HGY/2023/2584 for the 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, 13no. 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 and pv panels at roof level at 13 Bedford Road, Wood Green, London, N22 7AU. Having reviewed the applicant's submitted Flood Risk Assessment Document reference number 79540.01.01R1 dated 14th February 2024 and Sustainable Drainage Assessment Report reference number 79540.03.01R1 dated 14th February 2024 as prepared by Geo Smart Information Limited, we have following observation to make : 1) As a part of the Full planning application, we would require Full Calculation of the drainage system with Network Diagram cross referencing each drainage elements and also confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.	Comments noted Conditions included Page 311

	2) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge. 3) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development Comments dated 25/08/2024 Conditions with regards to Surface Water Drainage and Management /Maintenance are fine by me. Comments dated 17/07/2025 Please see below our revised response with condition as requested: Having reviewed the applicant's submitted Flood Risk Assessment Document reference number 79540.01.01R1 dated 14th February 2024 and Sustainable Drainage Assessment Report reference number 79540.03.01R1 dated 14th February 2024 as prepared by Geo Smart Information Limited, we find that the submission still does not fully address our previous requests and comments outlined in our email. However, given your request, time constraint and taking the application to the planning committee, we are prepared to recommend an approval of this planning application, with the following planning conditions to be implemented: 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: 1) As a part of the Discharge of condition application, we would require Full Calculation of the drainage system with Network Diagram cross referencing each drainage elements and also confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.	

	2) An evidence from Thames Water confirming that the site has an agreed rate and point of discharge. 3) Any overland flows generated by the scheme to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter. Management and Maintenance condition Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained. Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system	
Trees	Comments dated 03/09/2024 From an arboricultural point of view, I hold no initial concerns. No arboricultural report has been submitted as there appears to be significant trees on the site. However, there appears to be a Lime street trees within the vicinity and an adjacent young mature Pine tree at 357 Alexandra Park Road N22. We will need assurances that these trees are adequately protected and that the root protection areas are not compromised. Applicants response dated 04/09/2024	Comments noted Condition included

	The two trees referred to by the tree officer are shown in the image below. The pine tree seems to be remote to our development and I don't believe its root system is in any way affected by our development as our foundation level is considerably lower. The Lime tree is in the footpath and it appears to be the only tree that could potentially be affected the development. Saying that, there is an existing retaining wall between the footpath and the site forming the side wall of the existing building at the junction of Bedford Road and Alexandra Park Road. Hence, there should be no tree roots penetrating into the site. How do you want us to proceed with this?	



Officers comment dated 08/07/2025

They will need to confirm that the root protections areas are not affected and as such will require a tree report.

**Waste
Management**

Comments dated 01/08/2024

Thank you for giving Haringey's waste team the opportunity to comment on this planning application for the 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.

Comments noted
The Delivery and
Servicing Plan
condition will address

	The waste and dry recycling container provision for the residential flats is acceptable but there should also be containers for food waste. We would advise 2 x 140 litre wheelie bins to meet this requirement. The manoeuvrability of containers looks constrained with the current layout. Different crews and vehicles are used for collecting the different materials and it does not look possible to easily move the containers to the collection point without having to move them all which isn't acceptable operationally. (see point c in our guidance below) We do not have guidance relating to commercial waste and the businesses can use the Councils contractor or a private waste collector. We would ask that whoever is employed, is a registered waste carrier, complying with the waste duty of care code of practice and can produce the relevant documentation if requested. Having a commercial arrangement allows flexibility so that collections can be increased/ decreased depending on the amount of waste generated. However we would advise against sizing of the bins store and number of bins based on minimum size/number and maximum collections. The store should be sufficient space to store waste for at least 4 days. For reference please note the following information from our guidance concerning bin storage areas • The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces must be smooth, flat and of solid construction such as concrete. Dropped kerbs must be installed as necessary for bulk bins. • If access through security gates/doors is required, digital keypad locks are the preferred method. Bin storage areas must also: a) be large enough to fit as many containers as are necessary to facilitate once per week collection. b) if with ceilings, have roof heights sufficient to allow residents to freely stand up inside while fully opening/closing bin lids c) have internal layouts that allow all containers to be accessed by users. Any one container must be able to be safely and easily removed from/put back to its original location within the bin store without the need to move other waste containers. d) have all doors and pathways 200mm wider than any bins that are required to pass through or over them. e) have the necessary lighting to facilitate safe usage for residents and collection crews. f) be constructed for ease of cleaning e.g. non-porous and smooth walls/floors with suitable drainage. h) incorporate appropriate measures to prevent: i. any damage to parked vehicles and property during manoeuvring of bins within and to/from the collection vehicle, ii. any obstructions, including illegal parking, inhibiting collection operations iii. fire and anti-social behaviour.	waste collection concerns

	Applicants response dated 09/07/2025 The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces must be smooth, flat and of solid construction such as concrete. Dropped kerbs must be installed as necessary for bulk bins. – The route from waste storage to collection point is straight and direct. There are no kerbs or gradients and there is a level threshold. The floor is of concrete construction with adequate drainage and washing facilities. • If access through security gates/doors is required, digital keypad locks are the preferred method. – a digital keypad lock will be installed. Bin storage areas must also: a) be large enough to fit as many containers as are necessary to facilitate once per week collection. – the bin store can accommodate the requisite containers. b) if with ceilings, have roof heights sufficient to allow residents to freely stand up inside while fully opening/closing bin lids – there are no height restrictions. c) have internal layouts that allow all containers to be accessed by users. Any one container must be able to be safely and easily removed from/put back to its original location within the bin store without the need to move other waste containers. – the layout allows uninterrupted manoeuvring of containers. d) have all doors and pathways 200mm wider than any bins that are required to pass through or over them. – the door widths are adequate to allow uninterrupted manoeuvring of containers. e) have the necessary lighting to facilitate safe usage for residents and collection crews. – the bin stores will be adequately lit. f) be constructed for ease of cleaning e.g. non-porous and smooth walls/floors with suitable drainage. – The floor is of concrete construction and non-porous. Similarly, the walls will be non-porous. Adequate drainage and washing facilities will be installed. h) incorporate appropriate measures to prevent: i. any damage to parked vehicles and property during manoeuvring of bins within and to/from the collection vehicle, – Not applicable, bin store opens out directly to pavement.. ii. any obstructions, including illegal parking, inhibiting collection operations– Not applicable, bin store opens out directly to pavement. iii. fire and anti-social behaviour. – Not applicable, bin store is secure. Waste comments dated 11/07/2025	

	You can take this email as confirmation that Waste Services are satisfied with the responded comments to our guidance and have no further comments to add.	
Private sector Housing	The only comment for this one is that if any of the flats are rented they will need either selective or HMO licences depending on the number of occupants.	Comments noted
Building Control	The proposed fire statement for the development at the above site appears satisfactory, but will be subject to a full check under the Building Regulations 2010 (as amended) when a Building Control application is submitted to this office for checking.	Comments noted
Building Control	My concerns with the one submitted for the above development is that it has not also been assessed by a structural engineer with regards to the impact on adjacent building. Also, their assumption that the foundation depth will be 0.5m is concerning as a development such as this is very likely to be piled. Finally, the site is on an old garage/petrol station and there is no mention of contamination in the report. Applicant's response to Building Control comments 1. A full structural scheme will be undertaken at the technical design stage will then be issued to building control for their approval. 2. We agree that the scheme will be piled. No one expects anything different for a building of this size and position. Again, the piling design will be undertaken and issued to building control for their approval. 3. Likewise, the retaining walls will be designed and issued to building control for their approval. 4. We are all aware that this was previously a petrol station, and we know that a contamination report and remediation strategy will be required. This was agreed to be conditioned.	Comments noted. A detailed/comprehensive Basement Impact Assessment will address Building Controls Concerns
EXTERNAL		
Thames Water	Waste Comments 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.	Comments noted conditions and Informatives included

	https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes 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 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. 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-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 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. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. Water Comments 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. 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. 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 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. 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	
Transport for London	The site is located just outside of Crossrail 2 Safeguarding that have been made by the Secretary of State for Transport in order to protect the planned railway from conflicting development. As it stands this application has no material impact on the future delivery of Crossrail 2. The site is also adjacent to Alexander Palace railway station. The site is approximately 1km west of the A105, High Road this forms part of the Strategic Road Network (SRN), TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The site has a Public Transport Accessibility Level (PTAL) of 5, on a scale of 1a-6b, 5 represents a very good level of accessibility. The site is approximately 300 metres from Cycleway 10. TfL have the following comments: • TfL are satisfied the proposed cycle parking for the site meets London Plan T5 requirements, whereby 23 long stay spaces and two short stay are provided for the residential aspect and two long stay and three short stay for the commercial use. • TfL request that 5% of all spaces are designed to accommodate a larger / adapted cycle, in line with the London Cycle Design Standards (LCDS), for further guidance please see the attached link https://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf	Comments noted conditions included Recommend legal agreement clauses and conditions will be included

	• The site is proposed to be car free, which given the PTAL of 5, is accepted by TfL. However TfL would prefer the applicant to provide one blue badge space from the outset, in line with T6.1, given the site is currently a car garage / car wash, there is no reason a space cannot be retained. With a space being provided onsite, the applicant should provide a Parking Design and Management Plan. The applicant details that there are some parking bays directly outside of the site, if the applicant can demonstrate that parking onsite is not feasible. • TfL welcome that an Outline Travel Plan is submitted with the Transport Statement. • The Trip Generation for the site was undertaken using TRICS database, which is welcomed by TfL. For the residential aspect, the site is said to generate 11 two way trips in the AM peak and eight two way trips in the PM peak. Regarding servicing trips, it is assumed 12 two way trips are to occur daily. Although no modal split is provided, is considered no mitigation is required. • Whilst no Heathy Streets Active Travel Zone Assessment (ATZ) is required, TfL would accept some proposals for public realm and footway improvements, especially for the foot bridge above the railway for Alexander Palace station, given this will be a key route for residents. The footbridge is quite narrow, so frequent cutting back on the trees would improve site lines and perception of safety when walking across the footbridge. • An Outline Construction Logistics Plan (CLP) has been provided and a detailed CLP will be issued and agreed prior to commencement of works. The main construction vehicle access is from Bedford Road, the vehicle routing must be agreed with LBH, as the highway authority for the network. • TfL welcome that the applicant is committed to meeting a minimum of Fleet Operator Recognition Scheme (FORS) silver, in line with Vision Zero. Construction vehicles and deliveries are to avoid peak school hours, which is welcomed by TfL. Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the operations of the bus network on Bedford Road	

Designing Out Crime Officer	 METROPOLITAN POLICE London Borough of Haringey Planning and Building Control 6th Floor River Park House 225 High Road Wood Green N22 8HQ Designing Out Crime Office Bow Road Police Station 111-117 Bow Road Tower Hamlets E3 2AN Email: ian.waylen@met.police.uk Dated: 23/08/2024 Planning Case Officer : Valerie Okelyi Our ref: NE 8266 Application Number: HGY/2023/2584 Location: 13 Bedford Road, Wood Green, London, 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 pv panels at roof level Dear Haringey Planning, <u>Section 1 - Introduction:</u> Thank you for allowing us to comment on the above planning proposal. With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1). I can confirm we have not met with the project design team to review Safety, Security or Crime Prevention. 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 contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early. 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.	Comments noted. Conditions/Informative included

There has been no consultation with our department or subsequent mention of how the development intends to prevent crime when complete. There is no mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime.

The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.

Please provide my details to the applicant so we can discuss and address our concerns.

Section 2 - Secured by Design Conditions and Informative:

Should planning consent be granted for this application, we would request the following conditions and informative:

Conditions:

- A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve **'Secured by Design' Accreditation**. Accreditation must be achievable according to current and relevant **Secured by Design** guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.
- B. Prior to the first occupation of each building, or part of a building or its use, **'Secured by Design'** certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

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

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.

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.

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.

Yours sincerely,

Ian Waylen 1973CO

Designing Out Crime Officer
Metropolitan Police Service

This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.

Appendix 1: Concerns and Comments

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.

Site specific advice may change depending on further information provided or site limitations as the project develops:

This list is not exhaustive and acts as concerns raised during consultation with the architects pre-application.

Site specific advice may change depending on further information or site limitations as the project develops:

To be utilised in further discussions with the appointed developer at a later stage.

Boundary Treatment

- Unfortunately this site does not provide any boundary treatment, but careful consideration is required to prevent potential climbing aides as outlined below.

Access Control

- Doorset preferred locking mechanism is Magnetic locks (Communal areas) - 2 x 500kg (minimum) resistance (1200lbs/psi) placed a third from the top and a third from the bottom
-
- 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. They should achieve the Secured by Design required standard – UL293 (anti-vandal).
- **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 to be alarmed
- Plant/Service room door set/s accessible by public realm are required to be one of the following UKAS certified products:
 - LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or
 - STS202 Issue 3:2011 BR 2+ or
 - LPS2081 SRB or Equivalent certification
- Consideration required regarding the security/risk management to Internet Of Things (IOT)

Note: Service/plant door/s should be self-closing, self-locking single doors.

ACB (Access Control Box) / Fire Access

- 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/access-control-protection-acb-gfs/>
- 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.

Doors

- External communal door set/s should be flush with the building line to prevent any recesses. Any recesses should not exceed 600mm. Doorset/s should be certified to:
 - 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
- We recommend that customer / communal entrances have a secure lobby area to provide adequate security for staff / customers. The secondary lobby door set/s that are required to be dual certified to the following minimum standards:
 - 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
 - PAS24:2022 (Subject to crime risk assessment)
- Part B Fire resistance must be taken into Consideration for the door
- All locks are to be part of the accredited PAS24:2022 specification.

Note: Communal door/s should be self-closing, self-locking single doors

Windows

- All easily accessible windows (anything under 2m from another surface treatment) should be certificated to either:
 - PAS24:2022 with BS EN356:2000 min.P4A glazing
 - STS204 Issue 6:2022,
 - 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.

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)

- 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:
 - LPS1175 SR2

- BS EN1627 RC3. **(With minimum of BS EN356:2000 P4A Glazing)**
- PAS24:2022 with BS EN356:2000 min. P2A glazing (consider P3A). Commercial windows to have a minimum of P4A glazing.

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.

Refuse Storage

- Ideally should not allow access into the building from the refuse store
- Street access doors to be single leaf and either
 - LPS1175 SR2 or
 - STS202 BR2/B3
- Doors to be single leaf (available up to 1500mm that facilitate 1100cc bins in LPS and STS), 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.

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.

Cycle storage

- Internal access doors to be ether:
 - LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or
 - STS202 Issue 3:2011 BR 2+ or
 - LPS2081 SRB or Equivalent certification
 Must be single leaf, self-closing and self-locking with access control ideally using magnetic locks
- 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 64). 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

- Any Sheffield stands should be low level and shaped like the letter 'm', to deter people from sitting on them. The stands must be located in an area with good natural surveillance and tamper proof fixings used, to mitigate against theft or criminal damage.

CCTV / Alarm

- Any alarm installed should meet BS EN 50131 (as minimum)
- CCTV systems should conform to BS EN 62676: 2014 - video surveillance systems.
- CCTV should complement other security measures, not replace them. As a minimum police recommend coverage of the following areas:
 - 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
- 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
- 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.

Postal Strategy

Mailboxes should be covered by CCTV and meet TS009 standards or MPS robust mailbox specification below:

- 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 260mm x 40mm) 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.

Lighting

- 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 no natural light is available two phased lighting can be used (low level for non-activity, higher level once movement is detected)
- 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:
 - 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
 Further guidance is available in the "Lighting against crime" manual
- 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:
 - 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

Climbing Aids

- It is recommended that any climbing aids such as balconies, canopies, protruding brickwork/cladding etc., should not be positioned near any windows/doors and fixed flush with the building/boundary. This will mitigate against burglaries and domestic violence perpetrators.
- 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.

Roof Access

- 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:
 - 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.

Note - There are further concerns that need to be discussed with the applicant.

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.

The LFB guidance on this matter can also be passed to partners who ask for additional guidance.

https://www.london-fire.gov.uk/media/8064/gn_103-charging-and-storage-for-electric-powered-personal-vehicles.pdf

Appendix 2: Planning Policy

London Plan 2021

Policy D11: Safety, Security and Resilience to Emergency

This policy links design out crime, counter terrorism prevention measures and acknowledges fire safety issues.

Section B of policy D11

Boroughs should work with their local Metropolitan Police Service 'Design Out Crime' officers and planning teams, whilst also working with other agencies such as the London Fire Commissioner, the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Policies and any site allocations, where locally justified, should be set out in Development Plans.

Section C of policy D11

These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area.

The policy considers not just crime, but also a wide range of hazards, such as fire, flood, extreme weather and terrorism.

New buildings should therefore be **resilient** to all of these threats.

Paragraph 3.11.3

Measures to **design out crime**, including counter terrorism measures, should be integral to development proposals and considered early in the design process, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.... This will ensure development proposals provide adequate protection, do not compromise good design, do not shift vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportionate to the threat of the

risk of an attack and the likely consequences of one.

Paragraph 3.11.4

The Metropolitan Police (Designing Out Crime Officers and Counter Terrorism Security Advisors) should be consulted to ensure major developments contain appropriate design solutions, which mitigate the potential level of risk whilst ensuring the quality of places is maximised.

Paragraph 3.12.10

Fire safety and security measures should be considered in conjunction with one another, in particular to avoid potential conflicts between security measures and means of escape or access of the fire and rescue service. Early consultation between the London Fire Brigade and the Metropolitan Police Service can successfully resolve any such issues.

DMM4 (Policy DM2) Part A(d) "Have regard to the principles set out in 'Secured by Design'"

DMM5: Para 2.14 - "Proposals will be assessed against the principles of secured by design'. The latest published guidance in this respect should be referred."

An Independent Sustainability report by AECOM on Tottenham area action plan states: *"Crime is high in Tottenham with many residents concerned about safety, gang activity and high crime rates. Issues are particularly associated with Northumberland Park and Tottenham Hale".*

12.3 of same report states:

- Crime rates are relatively high across the borough and crime is particularly prevalent in Northumberland Park. There is a need to design schemes in order to reduce levels of crime, fear of crime and anti-social behavior. Since unemployment is strongly correlated with acquisitive crime, there may also be a link to wider economic development.
- There are no references to crime in the **overarching policies**, although it is recognised that housing and economic policies aim to support a very significant level of regeneration in the area. This could indirectly lead to reduced crime / fear of crime in the medium term through creating more high quality environments and more stable communities. **AAP 06** includes requirements on urban design and character and seeks to maximise opportunities to create legible neighbourhoods, which may assist in creating safe, modern and high quality places.
- There are no references to crime in the **neighbourhood area sections**; however they do set out key objectives which include considerations for safe and accessible environments. Furthermore, as noted above, the scale of regeneration proposed should indirectly lead to reductions in crime and fear of crime. Crime is particularly high in Northumberland Park and Tottenham Hale, hence this issue might be explicitly addressed in these sections; however, it is recognised that the DM Policies DPD includes Borough wide requirements in this regard. Also, AAP 06 sets out the Council's commitment to preparing Design Code Supplementary Planning Documents (SPDs) for Tottenham's Growth Areas, where opportunities for secure by design principles can be investigated.
- In **conclusion**, the plan is likely to result in positive effects on the crime baseline if there is large scale regeneration (including jobs growth) and robust implementation of safer streets and other measures to design out crime in Tottenham, including particularly in Northumberland Park where crime levels are highest.

The **Supplementary Planning Documents 'Designing Safer Places'** and **'Landscaping'** provide further additional guidance supporting the recommendations.

- **Section 17 of the Crime and Disorder Act 1988** states "It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in its area", as clarified by PINS953.
- **The National Planning Policy Framework (NPPF)**

"Planning policies and decisions should aim to ensure that developments create: *Safe and accessible*

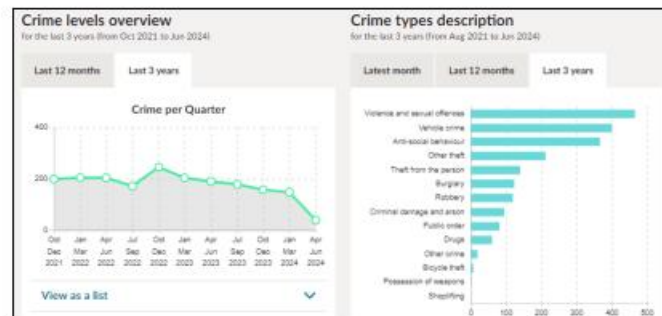
Appendix 3: Crime Figures

The crime figures provided below are publicly available on the Internet at <http://www.met.police.uk/>. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life issues.

Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It currently has crime figures above average for the London Boroughs and suffers from high levels of crime and disorder to its residents and business communities.

The following figures relate to recorded crime data from Police.uk for the below area:

Alexandra Park ward



The most commonly reported crimes on this ward during April 2024 are: Violence, Vehicle crime and Anti-Social behaviour. The crime levels over the last few months have remained at a similar level. These crime types are also the most commonly reported crimes over the last 36 months.



- **Police.Uk provides open source crime data, please see the Home Office crime classifications below as depicted on the Police.uk web site keeping in mind that not all crime takes place in the public realm.**

All crime: Total for all categories.

Anti-social behaviour: Includes personal, environmental and nuisance anti-social behaviour.

Bicycle theft: Includes the taking without consent or theft of a pedal cycle.

Burglary: Includes offences where a person enters a house or other building with the intention of stealing.

Criminal damage and arson: Includes damage to buildings and vehicles and deliberate damage by fire.

Drugs: Includes offences related to possession, supply and production.

Other crime: Includes forgery, perjury and other miscellaneous crime.

Other theft: Includes theft by an employee, blackmail and making off without payment.

Possession of weapons: Includes possession of a weapon, such as a firearm or knife.

Public order: Includes offences which cause fear, alarm or distress.

Robbery: Includes offences where a person uses force or threat of force to steal.

Shoplifting: Includes theft from shops or stalls.

Theft from the person: Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, mobile phones) but without the use or threat of physical force.

Vehicle crime: Includes theft from or of a vehicle or interference with a vehicle.

Violence and sexual offences: Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.

This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.

We strongly advise that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their door sets in relation to your needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire

Environment Agency	creating a better place Valerie Okeiyi London Borough of Haringey Development Control 639 High Road London N17 8BD Our ref: NE/2024/137208/02 Your ref: HGY/2023/2584 Date: 1 August 2024 Dear Valerie 13 Bedford Road, Wood Green, London, N22 7AU Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level Thank you for consulting us on the above application, on 15 July 2024. As part of the consultation, we have reviewed the following documents: • 'Phase 1 Contaminated Land Assessment', dated February 2024, prepared by GeoSmart (ref: 79540.00.01R1). • 'Phase 1 Contaminated Land Assessment – Part 1', dated July 2023, prepared by GeoSmart (ref: 79540R1). • 'Sitecheck Assess' for 13 Bedford Road, London, N22 7AU, dated 12 March 2023, prepared by Landmark (ref: 308421318). 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 180 of the National Planning Policy Framework (NPPF) because it cannot be guaranteed that the development will not be put at unacceptable risk from or be adversely affected by unacceptable levels of water pollution. Condition 1- Remediation strategy and verification plan No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing, by the local planning authority. This strategy will include the following components: 1. A site investigation scheme, based on Preliminary Risk Assessment (PRA) contained in the document 'Phase 1 Contaminated Land Assessment', dated February 2024, prepared by GeoSmart (ref: 79540.00.01R1) to provide Cont/d..	Comments noted. Conditions included

information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

2. The results of the site investigation and the detailed risk assessment referred to in site investigation and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (site investigation) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that the development does not contribute to, and is not put at, unacceptable risk from adversely affected unacceptable levels of water pollution in line with paragraphs 180 and 189 of the NPPF.

Condition 2 - Unexpected contamination

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

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 paragraph 180 of the NPPF.

Condition 3 - Piling and deep foundations

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.

Reason

To ensure that the proposed development does not harm groundwater resources in line with the [Environment Agency's approach to groundwater protection](#) and in line with paragraph 180 of the NPPF because it cannot be guaranteed that the development will not present unacceptable risks to groundwater resources.

Groundwater is present in several different aquifer units beneath the site separated by low permeability deposits. The shallowest groundwater bearing horizon is also, relatively, the most contaminated and piling could create preferential pathways allowing for contaminants to migrate towards the deeper, more sensitive, aquifer units. A foundation works risk assessment will be required, prepared with reference to the guidance presented in [Piling into Contaminated Sites](#) (Environment Agency, 2002).

Condition 4 - Verification Report

Prior to any part of the permitted development being brought into use, a verification

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report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 180 of the NPPF.

Advice to Local Planning Authority

Risk of contamination

The proposed development site is currently used as a garage and MOT centre, with associated car parking area. The site was previously used of as a petrol station c. 25 years ago.

The current and previous use of the site presents a possible risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 1 for a public groundwater abstraction.

The information submitted to support this application demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

Competent persons

The proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy, carried out by a competent person in line with paragraph 189 of the NPPF. The Planning Practice Guidance defines a "Competent Person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation."(<http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/annex-2-glossary/>)

The control of emissions from Non-Road Going Mobile Machinery (NRMM) at major residential, commercial or industrial sites

Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in Regulation (EU) 2016/1628 (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority.

This is particularly important for major residential, commercial, or industrial development located in or within 2km of an Air Quality Management Area for oxides of Nitrogen (NOx), and or particulate matter that has an aerodynamic diameter of 10 or 2.5 microns (PM10 and PM2.5). Use of low emission technology will improve or maintain air quality

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and support LPAs and developers in improving and maintaining local air quality standards and support their net zero objectives.

We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection by the appropriate Competent Authority (CA), which is usually the local authority.

The requirement to include this may already be required by a policy in the local plan or strategic spatial strategy document. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation this informative should only be applied to the site preparation, construction, and demolition phases at sites that may require an environmental permit.

Non-Road Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc. The Applicant should be able to state or confirm the use of such machinery in their application to which this then can be applied.

Advice to applicant

Water Resources

Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants.

Residential developments

The supply of water in the area is under serious water stress (as identified in our report: [Water stressed areas – 2021 classification](#)). All residential developments must therefore achieve the higher water consumption efficiency standard of 110 litres per person per day, as set out within [the Building Regulations &c. \(Amendment\) Regulations 2015](#). This standard **or higher** may already be a requirement of the local planning authority.

Pre Application Advice

Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk.

Further information on our charged planning advice service is available at: <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>.

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	Final comments Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated. Yours sincerely, Harry Scott Sustainable Places Planning Advisor On behalf of, Demitry Lyons Sustainable Places Planning Advisor Email: hnl@sustainableplaces@environment-agency.gov.uk Telephone: 020 7714 0578	
NEIGHBOURING PROPERTIES		
	Land Use and housing - Concerns with the loss of the current use - Current local garage is well used	The redevelopment of the site will generate an uplift of jobs comparable to the existing position. The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site The applicant has confirmed that the garage is let on a short time basis. This is in order to have some income to cover

	- Concerns with the employment floorspace proposed - Concerns the commercial units will have an impact on the vitality of Palace Gates Road/Crescent Road - Concerns with the standard of residential accommodation - Concerns with the internal layout of the building -	running costs and also avoid squatters. The current repair garage is only here on a temporary basis, they will be relocating. The proposed Class E floorspace has been designed to be flexible and to appeal to a broad range of occupiers It is acknowledged that the site's location away from the local town centre on Palace Gates Road has meant that most traditional town centre uses would not be attracted to the location of the site. It is considered that the quality of the residential homes including the internally layout is acceptable as set out in section 6.7 of the report

	- Concerns with the design of the M4(3) and M4(2) dwellings - Concerns with the outdoor private amenity space provision - Concerns with the housing mix - Inappropriate land use	All the M4(3) and M4(2) dwellings will have to meet Building regulations 2010 (as amended) It is considered that the private amenity space provision is acceptable as set out in paragraph 6.7.5 of the report. It is considered that the proposed development provides a good mix of homes, which would deliver a range of sizes and includes a substantial proportion of family sized 3 bed homes to meet local housing requirements. The proposed mixed-use development is considered acceptable as it would potentially provide flexible commercial space that in turn would increase the number of potential jobs on the site and also provide new

	homes which will contribute to the borough's housing stock It is considered that the proposed height, form, bulk, massing conforms well to the established character, and acts as a highly compatible neighbour to adjoining sites. The overall design including choice of materials has evolved through multiple iterations, incorporating feedback from both the Quality Review Panel (QRP) and planning officers, resulting in improvements to massing, architectural expression, and detailing. Each planning application is judged on its own merits
	Size, Scale and Design - Excessive height and scale in relation to the site - The development is not appropriate in relation to the surrounding buildings - Design and scale out character - Poor design - Eyesore - Impact on the character and appearance of the area - The building extends over the building line - Choice in materials fails to address immediate area - Insufficient streetscape context has been provided

	- The development will set a precedent - The developer may want to consider their choices of glazing and ventilation - Overdevelopment of the site - Conversion of the existing building should have been considered - Details of the balcony screening should be provided at this stage Impact on neighbours - Close proximity to the boundaries of adjoining residential properties - Overlooking/loss of privacy	Details of ventilation and glazing will be secured by the overheating condition It is considered that the proposed scheme represents sustainable development, optimising the potential of the site for a high-quality mixed use development which responds appropriately to the local context Details of the balcony screening will be secured by condition The proposal is not considered to result in an unacceptable impact on local amenity – covered in section 6.8 of the s report Loss of privacy and overlooking is covered in the main body of the

	- Loss of daylight and sunlight - Overshadowing - Poor outlook - Loss of outlook - Overbearing	report. Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking Loss of privacy and overlooking is covered in the main body of the report. Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking Impact on daylight and sunlight is covered in the body of the report. There is no significant detrimental impact on the amenity of nearby occupiers in regards to daylight/sunlight. The proposed development would see the principal use of the site changed to residential, with two commercial units

	- Commercial use detriment to residential amenity Parking, Transport and Highways - Traffic congestion - Inadequate parking provision - Parking pressure	proposed at ground floor level. The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site. A condition would be imposed limiting the hours of the commercial use to protect the amenity of neighbouring residents The Transportation Officer has assessed these points and which have been covered in section 6.9 of the report. it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway and the uncertainty in terms of parking stresses has been sufficiently

	- There is no parking provision provided for the wheelchair accessible home	addressed and includes a S106 contribution towards parking management measures. 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 This would be dedicated to the resident of the wheelchair home within the development, secured via a legal agreement The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards. This is secured by a condition The transportation team has considered highway and pedestrian safety during

	- The cycle store does not provide space for all types of cycles - Road safety concerns - Construction vehicle concerns - It is recommended that the developer engage with the Alexandra Palace & Park Charitable Trust on their Construction Management Plan regarding events held throughout the year which sometimes require the closure of Alexandra Palace Way - Concerns with delivery and servicing vehicles	demolition, and construction phase A construction logistics plan will be secured by a legal agreement to manage construction vehicle activity into and out of a proposed development in combination with other sites in the area The Alexandra Palace and Park Charitable Trust raised the issue of construction traffic and the need to occasionally close one of the local roads for major events. This concern raised will be addressed by the Demolition and Construction Logistics Plan. A Delivery and Servicing Plan is required and must also include a waste management plan which includes details

	Environment and Public Health - Noise and disturbance from on-going construction - Noise pollution from plant enclosure - Noise and disturbance from the employment floorspace	of how refuse is to be collected from the site will be secured by a condition Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non - planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition Noise pollution from the plant enclosure will be secured by a condition The increase in noise from occupants of the commercial floorspace would not be significant to neighbouring occupants given the current use of the site

	- Noise and odour from the proposal - No assessment of possible odours from the commercial use has been provided - No assessment of noise has been provided - Noise and disturbance from refuse and recycling collection - Hours of operation of commercial units - CIL money should be used towards the upgrades, maintaining and improving the local area's existing open space - Pressure on existing infrastructure - Impact on Alexandra Park - Biodiversity loss	which currently operates as a MOT Service/car repair garage Noise and odour concerns from the proposed development will be secured by condition The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection and provision The hours of operation of the commercial units will be secured by condition The scheme would provide CIL payment towards local infrastructure including the improvement of existing open space The biodiversity net gain (BNG) of the

	- The developer should ensure that their promotional material includes information on the history of the Park and Palace - No maintenance access is shown to the green roofs and green walls - Secure by design concerns	development is covered in paragraph 6.12.12 of the report Officer comments noted and will raise this with the applicant The maintenance access will be secured through the landscaping condition The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme

	Others - Poor engagement throughout the process - Failure to comply with policy or supply evidence of compliance	The planning application was submitted in September 2023. Following officer advice, the applicant agreed to follow the Council's engagement process which includes presenting the scheme to the Quality Review Panel, and to Members of the Planning Sub-Committee. This would usually have taken place before the formal submission The applicant also undertook their own public consultation exercise on the proposals The proposed development complies with policy as set out in the main body of the report The Council's Building Control Officer and planning officers are satisfied that the policy requirements have been sufficiently

	- Concerns with the fire statement submitted - No CGI views from different locations to assess visual impact - Inconsistent perspectives have been provided - Daylight/sunlight assessment provides discrepancies - Evidence should be provided to support high construction cost in the viability assessment	addressed and the fire safety information is satisfactory under London Plan Policy D12(A). A formal detailed assessment will be undertaken for fire safety at the Building Control stage CGI views from different locations to assess the visual impact has been submitted and assessed The perspectives have been updated Further information regarding the daylight/sunlight has been requested by officers. The applicant's Affordable Housing & Viability Statement (AHVS) was independently assessed by BNP

	- Design and Access statement provides inconsistencies - Planning statement provides inconsistencies - Insufficient survey carried out - No basement plan provided	Paribas on behalf of the Council. The results from the review are set out in section 6.3 of the report The Design and Access Statement has been updated to address the inconsistencies Regarding the planning statement Officers have requested further information from the applicant to carry out the assessment. This is covered in the main body of the report A survey will be carried out at the detailed design stage A basement plan has been provided on drawing number 1544/05 Rev E

	- No indication of mechanical plant size to the basement or roof - Alexandra Palace and Park Charitable Trust will make representations as part of licence applications for any outdoor café areas or late-night takeaways in the commercial space - The Quality Review Panel required further consultation prior to the application being submitted or prior to a decision - Haringey's Flood and Water Management Lead require further information	Details of the mechanical plan will be secured by the energy strategy condition Alexandra Palace and Park Charitable Trust comment noted The panel had expressed that they would welcome an opportunity to comment on the scheme again, once the design had progressed with consultation with planning officers. However, Officers are confident that the scheme has progressed positively and QRP comments addressed to an appropriate extent without the need to return for another design review. The Councils Flood and Water management Officer is satisfied that the details of surface

	- Transport for London require the applicant to demonstrate that parking onsite is not feasible to show why on street parking is necessary for a blue badge space - The applicant's presentation to committee on 4th March 2025 contained inaccuracies.	water drainage and management/ maintenance of the drainage scheme can be secured by a condition The car parping for the blue badge space is covered in paragraph 6.9.5 of the report The scheme and submissions has evolved since it was presented to the planning sub committee on 4th March 2025 incorporating feedback from the Quality Review Panel and planning officers

	Support - Positive addition to the area - The site is currently unattractive - Noise pollution concerns from existing use - Much needed development in the area - Current eyesore - The scheme is well designed - The scheme blends well into the area - The development will create jobs - Car free - The scheme provides cycle parking	Page 358

APPENDIX 4 QRP REPORT

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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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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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- 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 5 PRE-APPLICATION COMMITTEE MINUTES

Minutes:

Valerie Okeiyi, Principal Planning Officer, introduced the report for demolition of the existing building and the erection of a new mixed use development up to five storeys high with commercial uses (Use Class E) at ground level, 12 no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and photovoltaic (PV) panels at roof level.

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

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

- The comments from the QRP came back and they suggested that the development should be a single brick colour and that it would be helpful to try to find other ways to delineate the building. The applicant had taken their comments on board, and they have made a very positive contribution to the design of the building.
- The applicant would provide further detailed drawings on the elevations.
- On the rear side of the building, there would be open air corridors. These would provide access to all of the flats. In order to provide privacy to the residential block on Alexandra Park Road, it was decided to provide screening in the form of a green wall. That would entail planters at each level which would then allow for plants to grow and to be suspended vertically across the balcony corridors.
- The applicant was still in discussions with officers regarding the exact uses under the class E space, both were trying to narrow it down to an appropriate combination.
- QRP were supportive of the height of the development. The only thing officers did not take on board was replacing the zinc cladding of the top floor with a brick slip, officers thought that maintaining the zinc was better for the building but could revisit that suggestion.
- The building management company would be responsible for the upkeep of the green wall.

Appendix 6 Feedback from Applicants public consultation event

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:

Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** HGY/2024/3386**Ward:** South Tottenham**Address:** 312 High Road N15 4BN

Proposal: Planning application for refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. The scheme would retain commercial use on part of the ground floor and would provide 52 partially self-contained units, providing short term emergency accommodation.

Applicant: Mr Newton Gatoff

Agent: Mr Jerry Bell

Ownership: Private

Case Officer Contact: Kwaku Bossman-Gyamera

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 later in 2025, once officers have concluded their assessment. The applicant continues to be engaged in discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The application site is located on the eastern side of High Road, Tottenham along the busy thoroughfare with heavy traffic use - directly opposite Tottenham Green. The site is currently occupied by a 3-storey building with a commercial use at ground floor. The building has been the subject of substantial alterations to the front façade and a single storey extension towards the rear of the building.
- 3.2 The property, known as 'Excel House', is located within the Tottenham Green Conservation Area (THRHC), but does not fall within a curtilage of a listed building.



Fig 1: site location in context

- 3.3 The site has a PTAL (Public Transport Accessibility Level) value of 6B, considered 'excellent' access to public transport services, the highest value achievable with the TfL WEBCAT assessment tool. There are 12 bus services within 2 minutes' walk of the site, and multiple services from the bus stop adjacent to the site. Seven Sisters station is 7 minutes' walk away, and South Tottenham and Tottenham Hale Stations 12 minutes' walk away. There are multiple shops and services accessible also within a short walk of the site.
- 3.4 The site is also within the Seven Sisters CPZ, which operates Monday to Saturday between 0800 – 1830.
- 3.5 The property is partially vacant, and was most recently used as a community centre which could be hired for worship, learning and business meetings, prior to this it was in use as a college, providing training facilities. It is now used temporarily by a number of churches (2 or more) for services, and space for meetings - occupied by short term tenants.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal seeks planning permission for the refurbishment, conversion and extension of the existing building, alongside the construction of two new single storey buildings to the rear, to provide short-stay emergency accommodation. There would be 52 units in total: 10 in single storey new build, and 42 in the refurbished existing building, including a roof extension. The units are intended to be single occupancy, for stays of between one night and a few months. Fifteen units would have level access and be large enough to accommodate wheelchair users.
- 4.2. The ground floor would provide a commercial café/restaurant and office space for support staff, as well as a utility room and ancillary spaces. External amenity space is proposed to be provided to the rear, together with 3 accessible car

parking spaces to the rear, and 12 cycle parking spaces. Internally there would be two amenity areas within the hallway for the first and second floors. A lift would serve the upper floors of the main building.

- 4.3. Each unit is intended to be occupied by a single adult homeless person.
- 4.4. Haringey's Housing Strategy Team has confirmed that there is an identified need for this type of accommodation. The applicant has suggested that Haringey would have first refusal rights on referrals into the facility but acknowledges that there may be scenarios where they would accept referrals from other local authorities. Haringey would have a nomination rights agreement.
- 4.5. It should be noted that the site would not operate as a 'walk-in' facility. The applicant states that the Council's specialist housing team would make suitable referrals into the facility and that a robust risk-assessment will be carried out prior to the arrival of each resident, to ensure that the resident is considered as 'low-risk'. Residents will be aware that the facility provides a temporary housing placement, and they will also be required to commit to engagement with staff who will assist them in securing subsequent housing solutions.
- 4.6. The applicant states that there would be at least two staff onsite at any one time, working in a shift pattern on a 24-hour basis. There would be a reception desk at the ground floor entrance, and the site would be monitored by CCTV:

5. PLANNING AND ENFORCEMENT HISTORY

- 5.1 There is no relevant planning or enforcement history in relation to the site.

6. CONSULTATION

6.1. Engagement

The planning application was submitted with some, yet limited, engagement with the council and stakeholders. As such, 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, but as officers consider this an important part of the application process for such an application, we have been undertaking these discussions positively with the applicant. The applicant has now, had discussion with the Council, including several meetings with planning together with the Director/ Assistant Directors of supported housing and temporary accommodation, who have now had the opportunity to consider the proposal, and a similar facility run by the applicant in the London Borough of Newham. Following these discussions, and consideration of the management plans for the proposal, they support the development and consider it would help meet the borough temporary housing need. confirms the housing need which the development seeks to meet.

6.2 Consultation Responses

6.3 The responses below were received following consultation on the application to date:

Internal:

- 1) LBH Conservation Officer: *The proposed development is very welcome within the heritage context of the Tottenham Green Conservation Area, due to its potential to declutter, unveil and reinforce the historic character of the conservation area stretch comprised between Colsterworth street and Monument Way. This scheme will cause no harm to the significance of surrounding heritage assets, and will likely enhance the quality of their setting, depending on detailed design and built quality.*
- 2) LBH Design Officer: *The proposed conversion and extension is supported in principle as a good use of land, for a desperately needed purpose in a location suited to this function, and although the external design, composition and materials can generally be considered a good design, especially the conversion and extension of the main frontage building, concern was raised that the proposal should be considered by the Quality Review Panel (QRP). This has since taken place, and they considered this development would deliver a high standard of temporary accommodation.*
- 3) LBH Transport: *Overall this should result in a reduction in person and vehicle trips to and from the site and given the site's nature and location the car free/permit free arrangements are appropriate. Cycle parking is to be provided to meet London Plan numerical requirements, and a draft Construction Logistics Plan has been provided which indicates the main transportation aspects of the build out of the development.*
- 4) LBH Sustainability: *No objection in principle – additional information has been sought. (Officer note: Agent/applicant has asked his consultant to provide the additional information)*
- 5) LBH Pollution: *No objection subject to conditions and informative.*
- 6) LBH Waste Team: *no comments to date.*
- 7) LBH Housing Strategy Team: *Has confirmed that there is an identified need for this type of accommodation and as such has provided their support.*

- 8) LBH Planning Policy: *In accordance with Local Plan Policy DM15: Specialist Housing and London Plan Policy H12 Supported and specialised accommodation, there needs to be an identified/ established local need for the form of housing sought, having regard to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy. The accommodation will need to be at a standard suitable for the intended occupiers. The Housing Strategy (2024-2029) confirms there is a strong need for suitable temporary accommodation. A robust assessment demonstrating how the proposal meets local needs and standards for temporary accommodation will be required, which should be informed by the recently adopted Housing Strategy, the Temporary Accommodation Placements Policy, which is in the process of being updated, and discussions with the Housing Strategy and Adult Social Care teams. This assessment should include the affordability of the proposed accommodation. The type of needs anticipated to be met through the proposed accommodation and how this responds to local needs i.e. is it for families, people with particular healthcare needs would be required. The assessment should also demonstrate how the proposal is suitable for people with those needs and meets the relevant standards. The Housing Strategy refers to the 'Setting the Standard' document, further criteria are outlined in the Temporary Accommodation Placements Policy and the applicants have been provided with the Family Emergency Accommodation Guidance.*
- 9) The Community Safety Team have been consulted, and any comments they make will be taken into account in the assessment of the application.

External:

- 10) Historic England: *No objection subject to archaeological condition.*
- 11) Metropolitan Police: *In principle no objections; the property is located in an area with high footfalls of traffic and a college nearby, resulting in higher levels of crime and anti-social behaviour. Applicant to ensure there is ongoing dialogue with our department continues throughout the design and build process. This can be achieved by Secured by Design conditions being applied. If the conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.*

6.4 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: 17
 Objecting: 17
 Supporting: 0

6.5 The issues raised in representations are summarised as follows:

- Excel House provides safe space for many communities uses and rental spaces for small business/events. Therefore, the loss of these spaces would have a negative impact on the community and local business.

Quality Review Panel

6.6 The proposal was presented to Haringey's Quality Review Panel (QRP) on 2nd July 2025. The Panel offered their 'warm support' for the scheme, particularly the use of this site to provide much-needed emergency housing. A summary of the Panel's response is as follows:

- *The panel offers suggestions to support efficient delivery of the scheme, ensuring that resource is invested where it will add value to the residents' experience, and make management easier for the client.*
- *By rationalising the ground floor plan, the scheme could deliver more for residents and reduce both build and running costs. This will also help the café to activate the high street frontage, helping with passive surveillance over the entrance sequence, and contributing to transforming the alleyway into a safe and welcoming access route. The internal circulation and meeting spaces should be inviting and straightforward to navigate and must also comply with fire regulations. The amenity strategy should offer shared spaces with varying degrees of privacy.*
- *A landscape architect's input would be hugely beneficial at this design stage, before a planning application, as it could provide a site-wide strategy for public, private and semi-private spaces, as well as dealing with site edge conditions, and ensuring that parking, refuse, and access are best accommodated to make the most of the site opportunities.*
- *Residents' thermal comfort should be a priority for the sustainability strategy. Further work is needed to mitigate overheating across the scheme and its three conditions (heritage façade, existing building retrofit and new build). The new build structures should be far more ambitious in terms of sustainability and could work better as a single building.*
- *The focus on single occupancy is appropriate, and the room sizes and layouts are successful. To make them exemplary, further detail should be developed to create a richer living experience, building on the client's understanding of resident needs, especially regarding storage. Opportunities for residents to learn new skills could be embedded in the shared spaces, to support their journey to recovery, wellbeing and independence.*
- *The restoration of the existing building's historic façade is fully supported, and the top floor extension works well. However, the architecture of the*

extension could be developed to contribute more to the local context. The design of the new buildings could also be refined, to make them feel like home for residents.

- 6.7 Following the Quality Review Panel meeting, the agent/applicant are considering the comments and are expected to make revisions to the scheme to add value to the residents' living experience, and to make management easier for the applicant.
- 6.8 The panel has expressed that they would welcome an opportunity to comment on the scheme again, potentially at Chair's Review 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)

7. RELEVANT POLICIES

The NPPF (2024)

- 7.1 The 2024 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It promotes employment uses, and advocates policy that seeks exemptions to affordable housing requirements where the site or proposed development provides specialist accommodation for a group of people with specific needs. It also advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 7.2 Section 70(2) of the Town and Country Planning Act 1990 requires the Planning Committee have regards to the provision of the development plan so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

The London Plan (2021)

- 7.3 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 for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG3 Creating a healthy city

GG5 Growing a good economy
GG6 Increasing efficiency and resilience
D1 London's form, character and capacity for growth
D3 Optimising site capacity through the design-led approach
D4 Delivering good design
D5 Inclusive design
D11 Safety, security and resilience to emergency
D12 Fire safety
D14 Noise
H3 Meanwhile use as housing
H12 Supported and specialised accommodation
HC1 Heritage conservation and growth
S1 Developing London's social infrastructure
SD6 Town centres and high streets
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking

Haringey Local Plan - Strategy Policies (2017)

- 7.4 The Strategy Local Plan was adopted in 2017 and sets out a spatial planning framework for the development of the Borough through to 2026. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the Borough is sustainable. The following is considered particularly relevant:

SP2 Housing
SP7 Transport
SP10 Town Centres
SP11 Design
SP12 Conservation

Haringey Development Management Documents (2017)

- 7.5 The Council's Development Management Development Plan Document (DPD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DPD support the delivery of the Local Plan Strategy.

The following Development Management Document policies are considered particularly relevant:

DM1 Delivering High Quality Design
DM9 Management of the Historic Environment
DM10 Housing Supply
DM12 Housing Design and Quality
DM15 Specialist Housing
DM31 Sustainable Transport
DM32 Parking
DM42 Primary and Secondary Frontage

7.6 Other Material Considerations

Planning Practice Guidance

London Plan Housing SPG

8. MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 8.1 The loss of the existing use would be weighed against the benefits of the proposed use. The proposed use would retain some employment generating capacity; however the primary use of the property would be to house people who are homeless. The Homelessness Act 2002 places a duty on local authorities to formulate a homelessness strategy, which must include provisions for securing satisfactory support for people who are homeless or those who have been housed and who need support to prevent them becoming homeless again.
- 8.2 In Haringey, the estimated total number of homeless people is 7,954, according to Shelter England. This figure is based on a report from December 2023, and Haringey has the fourth highest number of homeless individuals among London Borough. Additionally, Haringey Council received more than 4,000 homeless applications last year and. This year, in March 2025 119 families were recorded as living in emergency bed and breakfast (B&B) accommodation such hotels, compared to 103 in September 2023.
- 8.3 More recently Haringey has recently been experiencing a particularly acute homelessness crisis and rough sleeping levels in Haringey remain high for a London borough.
- 8.4 Officers note that corroboration of support for the proposed emergency accommodation for homeless was expressed by the Council's Adults and Health, Commissioning Health & Social Care services. The proposed accommodation would complement the Council's Homelessness and Rough Sleeping Strategy to reduce homelessness and rough sleeping across the borough.
- 8.5 The proposal would not only provide much needed accommodation for homeless people in the borough but would also improve the internal and external quality of the site which is currently in a poor state. The proposed improved accommodation would be adjusted to the needs of a homeless individual and the overall improvements to the building and the site would provide for a safer environment. The proposed accommodation would benefit from a range of facilities such as a café enabling residents to socialise. In addition to that, a centrally located landscape garden is proposed which would contribute to social interactions and provide the opportunity for engagement among the residents.

- 8.6 The acceptability of this facility in principle however also hinges on securing that it primarily serves ordinarily Haringey residents in line with Policy DM15. The application has outlined that the LB Haringey's Housing Department will be contacted first when space in the emergency accommodation becomes available and only if that space is not taken by LB Haringey in a timely manner, it will then be offered to other local authorities. Such commitment however needs to be effectively secured in any permission. If the proposal were to be recommended for approval, this requirement would be secured as such via a legal agreement. Please see Appendix III.
- 8.7 Overall, the provision of emergency accommodation in this location would accord with the Local Plan's aspirations for ensuring mixed and balanced communities exist.

Design and Appearance and Heritage Impacts

- 8.8 Given the high prominence of this site on this key intersection within the Tottenham Green Conservation Area, it is fundamental that any development of this site contributes positively to the improvement of the quality of the site and public realm and pays special regard to conserving and enhancing the surrounding historic environment.
- 8.9 The Council's conservation and design officers are satisfied that the design of the proposed development can be supported, subject to recommended conditions, including minor changes suggested by QRP and detailing to secure a high-quality development.

Quality of Accommodation

- 8.10 All of the proposed units would benefit from an en-suite wc, washbasin and a shower designed as a wet room. The proposed larger, self-contained rooms will also have a kitchenette for the preparation of simple meals and snacks.
- 8.11 Overall officers are satisfied that the facility would provide an appropriate standard of accommodation for temporary accommodation for homeless individuals including for wheelchair users.

Transportation and Parking

- 8.12 The site has a public transport accessibility level (PTAL) rating of 6B, which is considered to have excellent access to public transport services; and is within a controlled parking zone (CPZ).
- 8.13 Transportation officers state that the proposed use for homeless adult people does not have a specific parking requirement set out in the London Plan or in local policy. They state that use as a homeless facility is unlikely to generate a high level of parking demand from the residents of the facility, and no concerns are raised about traffic impacts. It is noted that staff numbers for the facility will

be lower than were staff numbers for the previous office, when it was in use. The development would provide 18 cycle parking spaces and 3 accessible car parking spaces.

Impacts on Amenity of Surrounding Residents

- 8.14 As the rear of the proposed building faces onto the rear gardens of the properties on Saltram Close, 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. Separation distance between the application and the immediate adjoining neighbours would also help mitigate any potential impact on the amenities of the adjoining neighbours.
- 8.15 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 be reviewed.

Sustainability

- 8.16 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.
- 8.17 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.
- 8.18 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
- 8.19 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.

Appendices

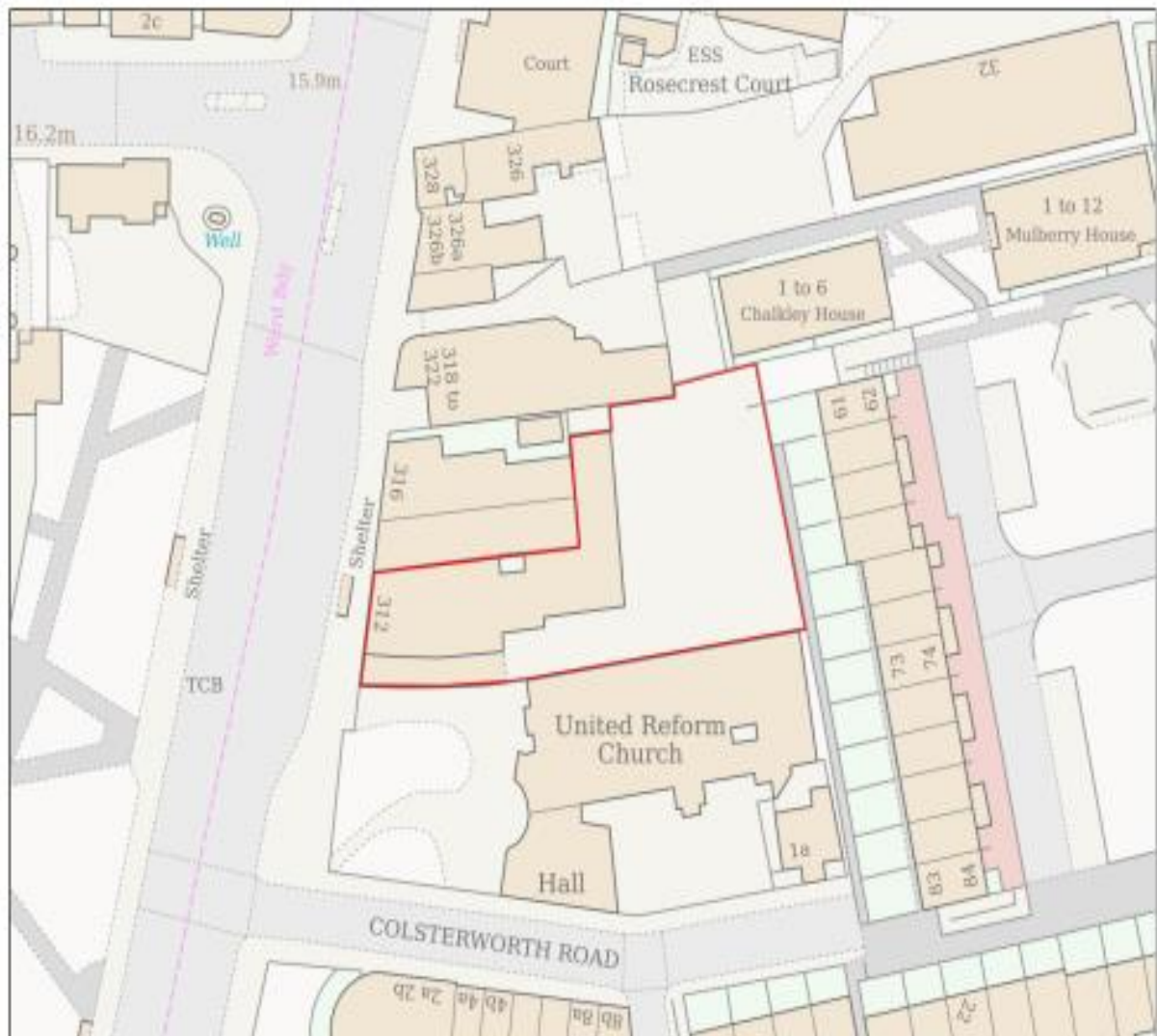
- 1 - Plans and Images
- 2 – Quality Review Panel report

3 – Draft Heads of Terms

Appendix I

PLANS AND IMAGES

Site location plan



Aerial view of the site and surroundings



The Tottenham High Road elevation of the site, with pink and grey cladding

Side elevation of the application property, with adjacent church and grounds



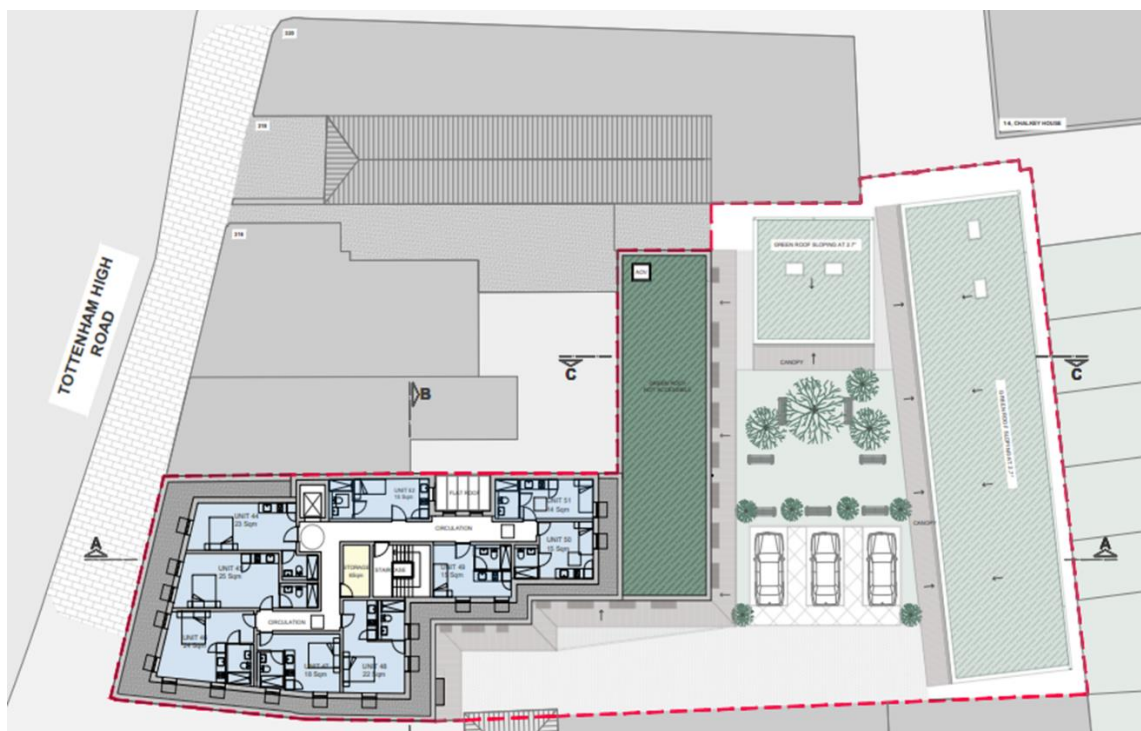
Rear elevation of 312 High Road, with area of car parking to the rear

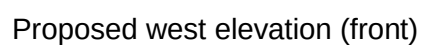


Proposed second floor plan

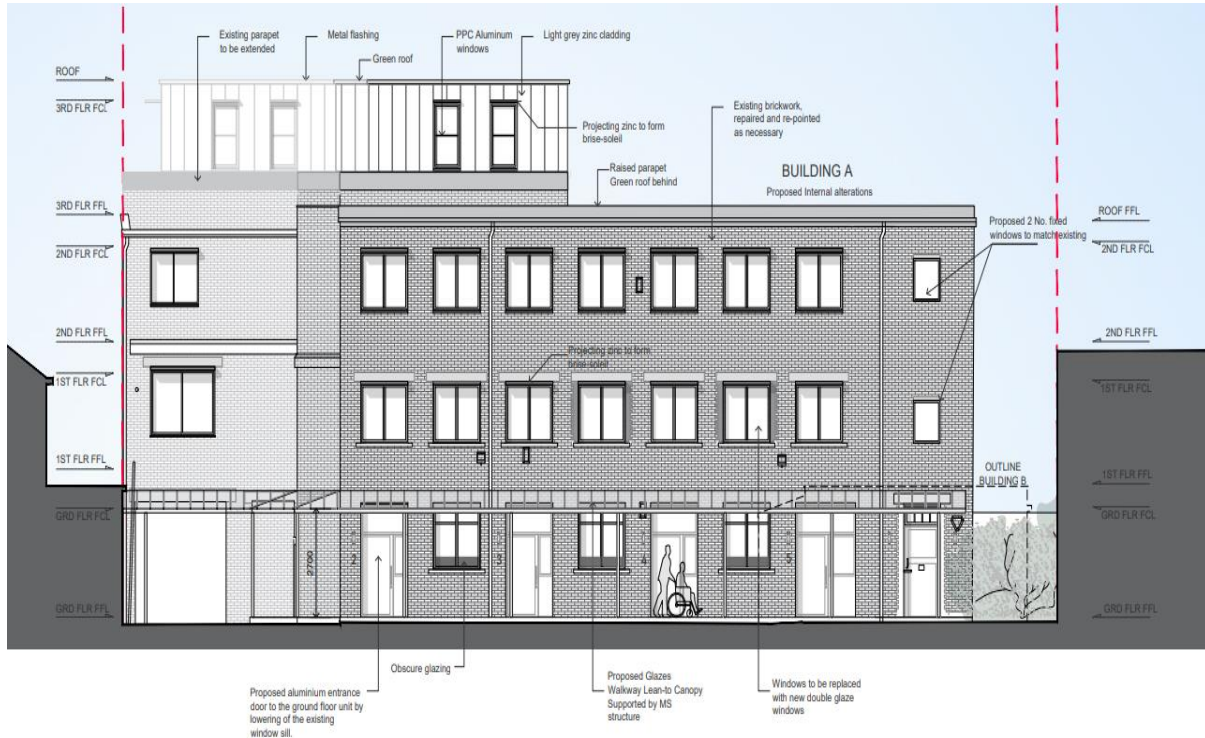


Proposed third floor



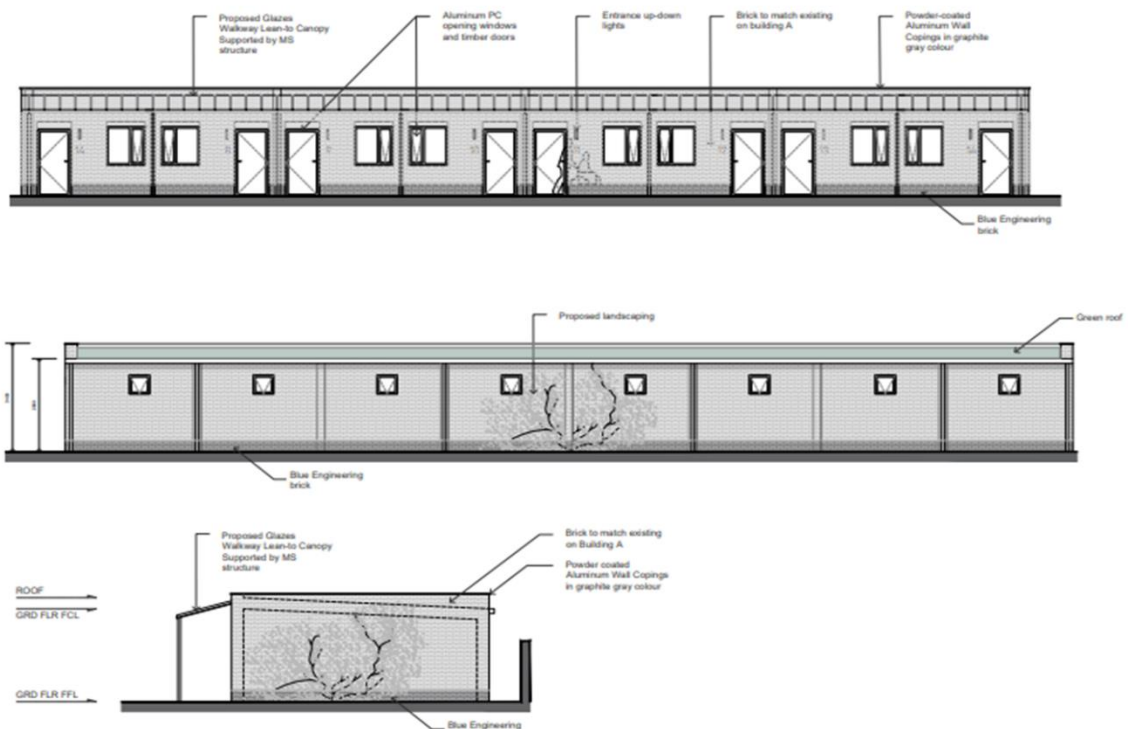
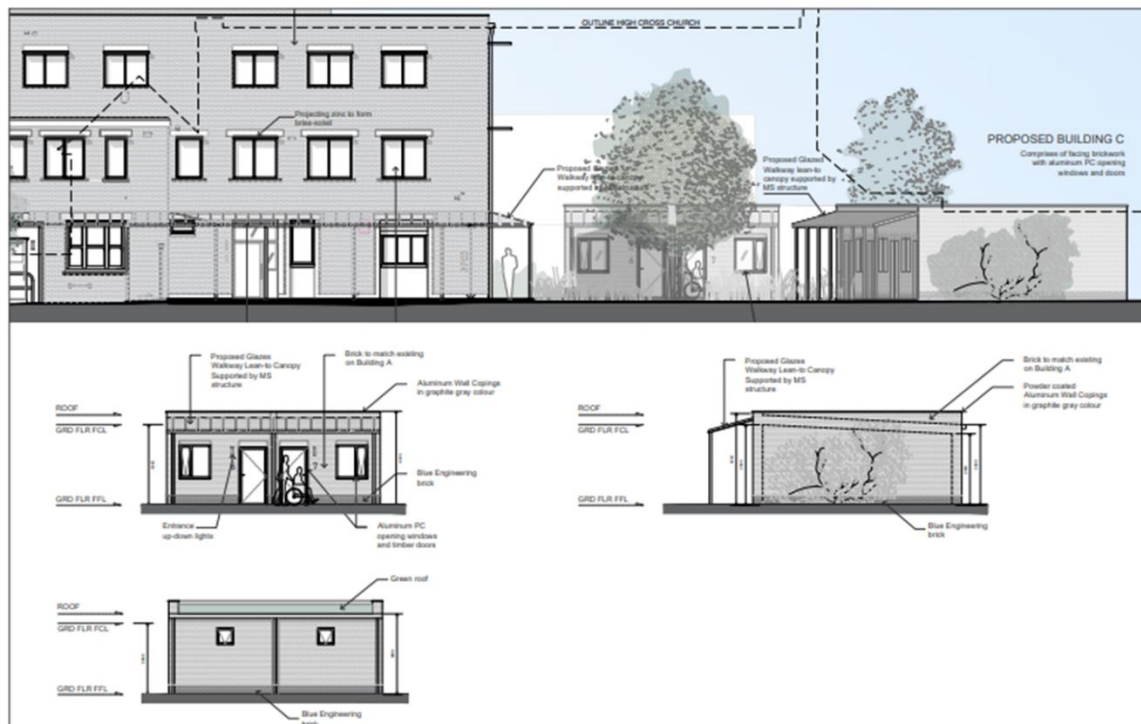


Proposed north elevation



Proposed east elevation

Proposed elevations – Building B



Elevations – single storey structures – Building C



Extension on the roof to have vertical stand and seam zinc cladding in natural colour.



The windows will be reinstated at their original size and replaced slim line, double glaze, timber frame windows. All windows to be 6 over 6 as original design.

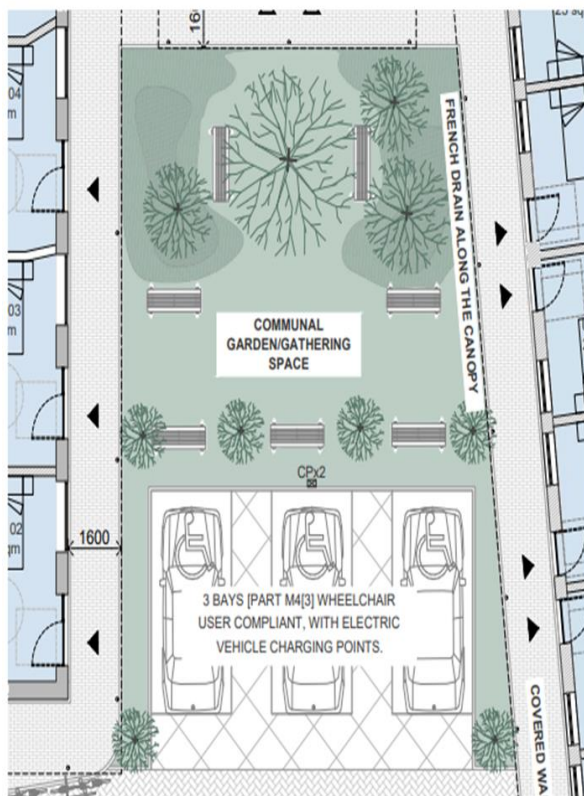


The existing bricks will be repointed where needed and made good overall.



The existing stone cladding is to be reinstated where possible and replaced with sand cement render matching existing in colour and texture.

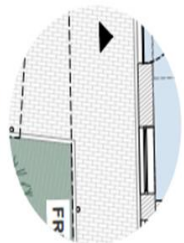
Materials Details



The landscaped courtyard is proposed as a 'natural oasis'—a communal outdoor space intended to be used as a meeting place, a spot for decompression, interaction, and revitalisation. The design incorporates low shrubbery, and the proposal includes planting several trees.

A covered walkway is introduced to provide dry access to all ground floor entrances. The canopy is used as an architectural element, proposed to visually connect the existing Building A with the proposed Buildings B and C.

The canopy runoff water is proposed to be drained via a French drain.



Proposed Landscape Design

CGI -Street view



CGI – Street view

Appendix II – Quality Review Panel report

CONFIDENTIAL**London Borough of Haringey Quality Review Panel**

Report of Intermediate Review Meeting: 312 High Road

Wednesday 2 July 2025

Level 6 Collaboration Space, Alexandra House, 10 Station Road, London N22 7TY

Panel

Esther Everett (chair)
 Dieter Kleiner
 Miranda MacLaren

Attendees

Kwaku Bossman-Gyamera	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Alice Tsoi	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Ashley Sin-Yung	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Report of Intermediate Review Meeting
 2 July 2025
 HQP148_312 High Road

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1. Project name and site address

Excel House, 312 High Road, London N15 4BN

2. Presenting team

Milan Babic
Jerry Bell

Milan Babic Architects
CQPlanning

3. Planning authority briefing

The site is opposite Tottenham Green on the eastern side of High Road. It is located within the Tottenham High Road Historic Corridor/Tottenham Green Conservation Area, but it is not a listed building.

This site accommodates a three-storey building, known as Excel House, with a commercial use at ground floor. There have been substantial alterations to the front façade, as well as a single storey extension to the rear. The building is partially vacant and is currently occupied by short term tenants. It was previously used as a college training facility and events venue.

The proposal is for the refurbishment, conversion and extension of the existing building, alongside the construction of two new single storey buildings to the rear, to provide short-stay emergency accommodation. There will be 52 dwellings in total: ten in the single storey new buildings, and 42 in the refurbished existing building. The dwellings are intended to be single occupancy, for stays of between one night and a few months. The ground floor accommodates a public café, alongside office space for support staff, a utility room and ancillary spaces. External amenity space is provided to the rear.

Haringey's Housing Strategy Team has confirmed that there is an identified need for this type of accommodation. The provider has suggested that Haringey would have first refusal rights on referrals into the facility, but acknowledged that there may be scenarios where they would accept referrals from other local authorities. Haringey would have a nomination rights agreement.

Officers asked for the panel's comments on the quality of accommodation and amenity space, and whether this meets the needs of the user group; impact on the townscape and heritage setting; and sustainability, including internal thermal comfort for residents.

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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel thanks the project team for engaging with the review process, and warmly welcomes the use of this site to provide much-needed emergency housing. The panel offers suggestions to support efficient delivery of the scheme, ensuring that resource is invested where it will add value to the residents' experience, and make management easier for the client.

By rationalising the ground floor plan, the scheme could deliver more for residents and reduce both build and running costs. This will also help the café to activate the high street frontage, helping with passive surveillance over the entrance sequence, and contributing to transforming the alleyway into a safe and welcoming access route. The internal circulation and meeting spaces should be inviting and straightforward to navigate, and must also comply with fire regulations. The amenity strategy should offer shared spaces with varying degrees of privacy.

A landscape architect's input would be hugely beneficial at this design stage, before a planning application, as it could provide a site-wide strategy for public, private and semi-private spaces, as well as dealing with site edge conditions, and ensuring that parking, refuse, and access are best accommodated to make the most of the site opportunities.

Residents' thermal comfort should be a priority for the sustainability strategy. Further work is needed to mitigate overheating across the scheme and its three conditions (heritage façade, existing building retrofit and new build). The new build structures should be far more ambitious in terms of sustainability and could work better as a single building.

The focus on single occupancy is appropriate, and the room sizes and layouts are successful. To make them exemplary, further detail should be developed to create a richer living experience, building on the client's understanding of resident needs, especially regarding storage. Opportunities for residents to learn new skills could be embedded in the shared spaces, to support their journey to recovery, wellbeing and independence.

The restoration of the existing building's historic façade is fully supported, and the top floor extension works well. However, the architecture of the extension could be developed to contribute more to the local context. The design of the new buildings could also be refined, to make them feel like home for residents.

Ground floor

- The panel supports the provision of a café. This will address the lack of café options in the local area, activate the High Road frontage, and help with passive surveillance. It will also offer residents a convenient place to gain confidence in their ability to socialise in public spaces.



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- The panel has significant concerns about the safety of the pedestrian and vehicle entrance off High Road, which is via an enclosed alleyway. While this will have CCTV, the undercroft space is dark even during daylight hours, and the café use will not provide additional overlooking at night. Locating the entrance foyer/waiting room adjacent to the alleyway will help with both daytime and nighttime surveillance.
- The alleyway will be gated for resident access only, but could still present a risk for vulnerable residents arriving home. It is important that it does not encourage antisocial behaviour or enable people to linger undetected.
- Further work is critical to improve the condition of the alleyway and ensure a safe and welcoming entrance experience. If possible, the bin store should be relocated as part of this so that residents do not have to walk past it on their way home.
- There should be an active, open entrance foyer with natural surveillance created by a series of communal and support spaces, becoming more private as residents move eastwards towards their individual rooms.
- At present, the location of the café prevents this arrangement and compromises the layout by subdividing the ground floor. This means that staff must manage three separate entrances: the first entry point from High Road into the waiting room to the north of the café, the residents' regular entrance via the alleyway to the south of the café, and the communal entrance to the east of the bin store.
- The panel recommends moving the café to the northern side of the High Road frontage, moving the waiting room and associated staff and communal spaces to the south, combining the entrances, and rationalising the circulation spaces.
- This would allow surveillance of a single shared point of entry, improving safety and building management. It would also reduce the amount of space given over to corridors.
- The panel understands that the complex ground floor layout is a result of working with an existing building. However, it is important in an emergency housing scheme that the internal layout is not challenging to navigate, and creates a place of sanctuary for residents.
- The bicycle store also takes up valuable indoor space. This should be relocated to a secure outdoor structure so that the internal ground floor space can be prioritised for support services.
- For example, the ground floor should have a crisis space with a shower and bathroom to address the needs of residents on first arrival, potentially direct from sleeping rough.

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Landscape and amenity

- The panel recommends looking at the site from first principles in terms of constraints and opportunities. There should be a site-wide strategy to deal with parking, entrance sequence, refuse, bike storage, maintenance, staff, visitor and resident access. The panel recommends appointing a landscape architect who can help develop the site strategy.
- Access to green outdoor amenity space will be essential to resident wellbeing, improving their physical and mental health. A landscape architect will be able to design for variety and richness, while ensuring that the spaces can be managed effectively and maintained easily, to make the most of the communal garden to the rear – which is a positive feature.
- Given that the three parking spaces are for servicing, maintenance of the building and social worker visits, they are unlikely to all be in use at the same time for long stays. The panel therefore suggests rationalising the parking strategy, so it has less impact on the landscaping.
- The project team should test solutions where parking is moved to the south, away from the central garden; or where parking is more integrated into the landscape design.
- The panel is concerned that the gap between the rear of Buildings B and C and the site boundary will create a strip of wasted space. This is likely to gather litter, and could be a vermin, security and fire risk, particularly if residents smoke and drop cigarettes into this gap.
- While the requirement for maintenance access is understood, the panel also thinks that this strip of land could cause issues with the existing neighbours with private gardens immediately to the east.
- The panel asks for further work to develop a strategy for the site edges that will address these concerns. These areas could be gated, offering managed biodiversity. Alternatively, the building footprints could be positioned right up to the site boundary. The level change between the private gardens and the site would be a benefit for this solution.
- The panel understands that this user group has varied, but specific and complex needs, with many of those accessing emergency housing leading solitary lives. The amenity strategy should clearly respond this.
- The panel suggests developing a diagram to demonstrate the range of spaces from the public café to the private rooms, and the shared spaces in between. This will show how the scheme offers residents opportunities to interact with others in spaces of different degrees of intimacy, helping them to build up their confidence and social skills.



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- The panel understands that too many amenity spaces would be difficult to manage. It recommends providing spaces within the garden that briefly bring people together enroute to their private rooms for moments of interaction.
- The panel encourages the project team to add some defensible space outside residents' ground floor windows. A small strip of planting would move people using the footpaths away from individual windows, offering some protection and privacy, which is particularly important for this user group.
- The covered walkways do not represent good value for money. The extent of the canopies should be reduced to only cover the areas directly over residential entrances. Alternatively, they could be removed, and the entrances could be recessed. This will create a moment of generosity for residents arriving home when it is raining, while saving costs.

Sustainability

- The panel asks for more detail on the sustainability strategy to be included in the planning submission materials. This will provide Haringey Council with confidence that sustainability has been fully considered and integrated. It should include the daylight and sunlight testing of the internal rooms and external amenity spaces.
- Given the potential for residents to have complex needs or to have experienced challenging living conditions, it is essential that the rooms provide a safe, comfortable, private environment to aid their recovery and wellbeing.
- As many of the rooms are single aspect, overheating is likely in some locations. The panel asks for more work to develop an effective overheating strategy, in balance with natural light.
- The application of brise soleil needs further thought as it is likely to conflict with heritage requirements, especially on the western High Road elevation. The panel suggests developing a diagram to inform the location of brise soleil, helping to ensure comfortable internal conditions.
- The rooms facing west in the top floor extension are particularly at risk of overheating due to their orientation and full height windows. Windows with a higher sill would allow sufficient daylight into the rooms but with a greatly reduced risk of overheating.
- There is an opportunity for the new build parts of the scheme to achieve far more in terms of sustainability, as they do not need to be retrofitted or to address heritage concerns. The panel asks for further work on this.
- The panel suggests rationalising Buildings B and C into a single 'L'-shaped building. This would reduce the extent of external envelope, reducing cost, improving thermal efficiency, and working with the site layout. This option



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should be tested alongside the panel's suggestions for the courtyard landscaping and parking arrangement to ensure that they work together.

- There is potential to find efficiencies in the retrofit of the existing building. The project team should overlay the existing and proposed plans to scrutinise where money and materials could be saved by working closely with the existing layout.

Internal circulation and shared spaces

- The panel is concerned that the internal layouts do not meet current fire regulations. For example, there is no fire protected lobby around the lifts and no secondary means of escape from all internal spaces. The project team should check that the fire strategy has been fully addressed and integrated into the floor plans.
- The meeting rooms should allow views out, perhaps through glazed panels to ensure those inside feel safe while offering them privacy.
- The panel asks for further work to make the internal circulation more inviting, particularly the ground floor arrival sequence. The internal routes should be as straightforward as possible, corridor widths should be more generous, and consideration should be given to views at the end of corridors, helping with orientation and making them less intimidating.

Quality of accommodation

- It is positive that the project team is focusing on single occupancy rather than family accommodation, as it is not appropriate to mix the two user groups, and the scheme is not suitable for families in its current arrangement.
- The dimensions of the rooms and internal furniture layouts work well. The sample scheme completed by the same applicant also shows a quality of internal fit-out beyond the norm for emergency accommodation.
- The client has extensive experience delivering and managing emergency housing, and demonstrates a deep understanding of the occupants' needs. It is important that this is communicated in the planning submission, or in any future review materials, to build council and panel confidence in the proposal.
- To make the scheme exemplary, the project team is encouraged to invest more time developing the detail of the room layouts. These should build on the client's experience of how residents will live here, offering an environment where they can recover and gain independence.
- The project team should consider providing more storage for belongings, and spaces for activities such as drying clothes, eating, reading, and writing job applications within the privacy of their individual rooms.



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- With careful design, these ambitions could be achieved in a low-cost way within the same room sizes – for example, by building in storage under the window sills. This would create a transformational experience for residents who may have previously been homeless. It would also provide a richer living experience, encouraging residents to feel pride in the spaces they inhabit.
- The panel also recommends embedding opportunities for residents to learn and develop in the communal spaces. For instance, if residents were allowed to use the laundry room, it would offer those who are willing and able the agency to look after themselves, and meet other people in the process.
- This would help to address the stigma often associated with emergency accommodation tenants and support them on their journey into settled sustainable housing.

Response to heritage

- The panel welcomes the removal of the 1970s cladding from the front and side elevations of the existing building, and the restoration of these façades to their original historic condition. This will contribute to the local townscape and the setting of the Tottenham High Road Historic Corridor/Tottenham Green Conservation Area.
- It would be good to understand the project team's analysis of the wider area, to ensure that the heritage response is informed by contextual research. This should also aid decision making, ensuring that money is invested where it will contribute the most value in terms of the building's character and context.
- Special attention should be placed on ensuring resident comfort within the rooms facing the High Road, to deal with sustainability considerations including overheating, given the heritage context.

Architecture

- The panel is comfortable with the proposed architecture, but suggests including a fuller explanation of the design approach as part of the planning submission documents.
- The setback and mansard roof of the single storey extension are successful.
- Further detailing to give the top floor extension more character and refinement would improve the building's external appearance and the way it sits in the High Road heritage setting.
- The detailing and material quality of the new build elements could also be improved, especially as they are not prefabricated. This would help to create a sense of pride for residents.

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Next steps

- The Haringey Quality Review Panel would welcome the opportunity to comment on the scheme again, potentially at a Chair's Review, if helpful to officers and practical within the project programme.

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Next steps

- The Haringey Quality Review Panel would welcome the opportunity to comment on the scheme again, potentially at a Chair's Review, if helpful to officers and practical within the project programme.



Appendix III – Draft Heads of Terms

Draft heads of terms would be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) if the proposal were considered to be acceptable and were to be recommended for approval:

Service Users:

- Nominations agreement to secure the occupation of the rooms within the facility in favour of Haringey residents based upon the following terms:
 - a. Any vacancy within the facility shall first be offered to the London Borough of Haringey Council.
 - b. Subject to paragraph (a) should the applicant receive written correspondence from the London Borough of Haringey Council that they have no need for any vacancy within the facility, or the London Borough of Haringey fails to provide a timely response, the applicant may market the vacancy more widely, to adjacent London boroughs.

Local Housing Allowance (LHA):

- Secure affordable housing subject to Local Housing Allowance (LHA) rates.

Transport and Highways matters:

- Car parking permit free agreement with monitoring and administration fee of £4,000 payable prior to first occupation/use of the development.

Carbon Mitigation

- Carbon offset financial contribution



Report for:	Planning Sub Committee Date: 29 July 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				
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 public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
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, N17 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
Land adjacent to Seven Sisters Road	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	Members resolved to grant planning permission subject to the signing of legal agreement.	Gareth Prosser	John McRory

and St Ann's Road, N15 HGY/2024/3315	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.	Negotiations on Directors Letter are ongoing.		
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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Eunice Huang	Tania Skelli
Former Mary Feilding Guild Care Home 103-107 North Hill, N6 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	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
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 public, communal, and private amenity space	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory

	and landscaping; and all associated plant and servicing infrastructure.			
APPLICATIONS SUBMITTED TO BE DECIDED				
13 Bedford Road, N22 HGY/2023/2584	Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level.	Application to be reported at 29 July Planning Sub Committee	Valerie Okeiyi	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
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.	Roland Sheldon	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	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli

	ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the 3rd floor.			
44-48 Garman Road, Tottenham, N17	Change of use of an existing industrial unit including an external yard to a recycling facility and operating depot.	Application submitted and under assessment.	Kwaku Bossman-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 Bossman-Gyamera	Tania Skelli
Drapers Almshouses, Edmansons Close, Bruce Grove, N17 HGY/2022/4319 & HGY/2022/4320	Planning and listed building consent for the redevelopment of the site consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional buildings on the site to provide of a mix of 1, 2 and 3 bedroom units.	Applications submitted and under assessment.	Gareth Prosser	John McRory
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	Applications submitted and under assessment. Finished client led consultation	Samuel Uff	John McRory

Berol Quarter, Ashley Road , Tottenham Hale , London, N17 9LJ HGY/2025/0930	Section 73 application to alter drawings to show inward opening doors at the roof level of 2 Berol Yard and alter the permitted level of affordable housing.	Application submitted and under assessment. Financial viability assessment to be independently reviewed.	Philip Elliott	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 which has been granted.	Philip Elliott	John McRory
Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 HGY/2022/4310	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children's play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4 HGY/2023/0570	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory

Newstead, Denewood Road, N6 HGY/2024/2168	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
St Ann's New Neighbourhood, N15 HGY/2025/1348	Phase 3 Reserved Matters application for all matters other than 'access' to be determined	Application submitted and under assessment.	Samuel Uff	John McRory
'The Printworks' 819-829 High Road, Tottenham, N17	Submission made pursuant to Section 106a (S106a) of the Town and Country Planning Act 1990 - which allows for the modification of a planning obligation by agreement between the local planning authority (LPA) and the Applicant. The obligation(s) relate to a legal agreement signed in relation to planning permission HGY/2023/2306 for student accommodation and commercial use.	Application submitted and under assessment. Financial viability assessment reviewed by independent surveyor.	Philip Elliott	John McRory
The Goods Yard, 36 and 44-52 White Hart Lane, Tottenham, N17 HGY/2025/1298	Full planning application for the temporary change of use to provide car parking and construction compound, including associated works	Application submitted and under assessment.	Philip Elliott	John McRory
THFC Stadium, N17 HGY/2025/1405	Plot 5 Reserved Matters for 'appearance' for the residential towers	Application submitted and under assessment.	Samuel Uff	John McRory
Timber merchants, 289-295 High Road, Wood Green, N22	Demolition of the existing (B8) buildings and structures and erection of three residential (C3) buildings of three to five storeys comprising 36	Application submitted and under assessment.	Samuel Uff	John McRory

HGY/2025/1769	new residential units, with landscaping including child play space, cycle parking, parking, removal of 8 trees and planting of 14 trees			
37-39 West Road, Tottenham, London, N17 HGY/2025/0617	Demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.	Application submitted and under assessment.	Sarah Madondo	Tania Skelli
505-511 Archway Road, Hornsey, N6 HGY/2025/1220	Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker's Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping.	Application submitted and under assessment.	Mark Chan	Matthew Gunning
Woodridings Court, Crescent Road, Wood Green, N22	Variation of Condition 2 (Approved plans, specifications and documents) of planning permission ref: HGY/2022/2354 (Redevelopment of the site to provide 33 new Council rent homes in four and five storey buildings. Approval is sought comprise the following: - Internal and external alterations to the approved design - The creation of 4 no. additional flats	Application submitted and under assessment.	Valerie Okeiyi	John McRory
1-6 Crescent Mews, N22	Revised application for demolition of the existing buildings and redevelopment of the site	Application Invalid	Eunice Huang	John McRory

HGY/2023/1620	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 parking and landscaping			
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
IN PRE-APPLICATION DISCUSSIONS				
Clarendon Square/Alexandra Gate Phase 5, N8	Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings G1, G2, J1, J2 & F1 forming Phase 5 of the Northern Quarter, including the construction of residential units (Use Class C3), commercial floorspace and associated landscaping pursuant to planning permission HGY/2017/3117 dated 19th April 2018	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory
Chocolate Factory Phase 2, Mallard Place, N22	Council House mixed use scheme	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory
Lotus Site / former Jewson Site, Tottenham lane, N8	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	Pre-application discussions taking place	Valerie Okeiyi	John McRory

	accommodate purpose built student accommodation.			
28-42 High Road, Wood Green, N22	Demolition of existing buildings for co-living accommodation (Sui Generis) led scheme of circa 400 units and 854 sqm of commercial (Use Class E) floorspace	Meeting held April 2025. Extant permission HGY/2018/3145 was approved for circa 200 dwellings for wider site 22-42 High Road. Part of that site is CR2 safeguarded. This proposes alternative development on part of the site	Samuel Uff	John McRory
Wood Green Central, N22	Initial discussions for Station Road sites designated as SA8 of the Site Allocations Development Plan Document (DPD).	Initial meeting held March 2025. Discussion of heights (around 35 storey maximum outline proposed), uses, siting and relationship to adjacent site allocations.	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	TBC	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.	Pre-application discussions stalled, site is for sale, initial informal discussions taking place with prospective buyers.	Phil Elliott	John McRory
Lynton Road, N8 (Part Site Allocation SA49)	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
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
Bernard Works	Seeking to add phasing of development to planning approval HGY/2017/3584	Will require NMA and DoV to S106.	Samuel Uff	John McRory
YMCA, 184 Tottenham Lane, Hornsey, London, N8 8SG	YMCA London City and North (YLCAN) owns the Crouch End Site on 184 Tottenham Lane, which is an existing hostel building comprising 155 individual bedrooms, with shared shower rooms and toilets and offering specialist services for young people. The scheme will provide over 150 bed spaces, configured into cluster flats and 'move-on' flats	Initial meeting planned for August	Phil Elliott	John McRory

	to meet the growing demand for affordable housing in the area, as well as communal spaces, support facilities and ground floor spaces for commercial or community.			
CURRENT APPEALS				
Site	Description	Type of Appeal	Case Officer	Manager



Report for:	Planning Sub Committee Date: 29th July 2025	Item Number:	13
Title:	Applications decided under delegated powers between 01.05.2025 – 30.06.2025		
Report Authorised by:	Catherine Smyth		
Lead Officer:	Ahmet Altinsoy		
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 applications decided under delegated powers from 01.05.2025 to 30.06.2025.

2. Recommendations

- 2.1 That the report be noted.

3. Local Government (Access to Information) Act 1985

- 3.1 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.

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Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Full planning permission	HGY/2024/1211	Not Determined	27/06/2025	Ground Floor Flat, 236 Victoria Road, Wood Green, London, N22 7XQ	Proposed ground floor rear extension and internal alterations to existing ground floor flat.	Eunice Huang
Alexandra Park	Householder planning permission	HGY/2024/3419	Approve with Conditions	09/05/2025	13 Donovan Avenue, Hornsey, London, N10 2JU	Removal of non original side and rear dormers. Construction of new side and rear dormers. Installation of conservation type rooflights in front slope. Replacement of non	Eunice Huang
Alexandra Park	Householder planning permission	HGY/2025/0220	Approve with Conditions	07/05/2025	107 Victoria Road, Wood Green, London, N22 7XG	Erection of single storey rear/side infill extension	Matthew Gunning
Alexandra Park	Householder planning permission	HGY/2025/0569	Approve with Conditions	13/05/2025	11 Donovan Avenue, Hornsey, London, N10 2JU	Replacement of non original side and rear dormers with new side and rear dormers and Installation of rooflights.	Sion Asfaw
Alexandra Park	Householder planning permission	HGY/2025/0574	Approve with Conditions	06/05/2025	66 Alexandra Park Road, Hornsey, London, N10 2AD	Erection of a single storey rear extension replacing the existing; rear dormer alterations and formation of roof terrace with balustrade at principal roof level; replacement of existing	Emily Whittredge
Alexandra Park	Householder planning permission	HGY/2025/0596	Approve with Conditions	09/05/2025	29 Crescent Rise, Wood Green, London, N22 7AW	Erection of a single-storey rear wraparound extension and erection of a standalone garden room.	Sabelle Adjagboni
Alexandra Park	Householder planning permission	HGY/2025/0690	Approve with Conditions	16/05/2025	166 Dukes Avenue, Hornsey, London, N10 2QB	Proposed enlargement of existing rear dormer on rear roof slope.	Ben Coffie
Alexandra Park	Listed building consent (Alt/Ext)	HGY/2025/0701	Approve with Conditions	05/06/2025	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	The installation of 29 No. small cells (Dot antenna) positioned internally within the building, the installation of 1 No. external Dot antenna and 1No. GPS node externally	Adam Silverwood
Alexandra Park	Householder planning permission	HGY/2025/0704	Approve with Conditions	02/06/2025	75 Muswell Road, Hornsey, London, N10 2BS	Erection of outbuilding in rear garden	Nathan Keyte
Alexandra Park	Approval of details reserved by a condition	HGY/2025/0707	Approve	23/05/2025	20 Donovan Avenue, Hornsey, London, N10 2JX	Application for the discharge of Condition 4 (Refuse and Waste Storage) as placed upon application HGY/2020/0354 for: Conversion of 2x flats to 4x flats involving a depth increase	Adam Silverwood
Alexandra Park	Full planning permission	HGY/2025/0714	Approve with Conditions	13/05/2025	Flat 1, 271 Alexandra Park Road, Wood Green, London, N22 7BJ	Erection of a single storey ground floor rear side infill extension, increased depth and footprint of existing basement area to create habitable space, creation of front and rear	Roland Sheldon
Alexandra Park	Householder planning permission	HGY/2025/0721	Approve with Conditions	22/05/2025	80 Palace Gates Road, Wood Green, London, N22 7BL	Erection of single-storey side return infill and rear extension	Neil McClellan

Alexandra Park	Removal/variation of conditions	HGY/2025/0725	Approve with Conditions	20/05/2025	34 The Avenue, Hornsey, London, N10 2QL	Removal/variation of condition 2 (Approved plans) to change the rear extension cladding from charred black timber cladding to black brick. Ref: HGY/2023/0012	Josh Parker
Alexandra Park	Full planning permission	HGY/2025/0755	Approve with Conditions	23/05/2025	199 Albert Road, Wood Green, London, N22 7AQ	Enlargement of existing dormer extension over main rear roofslope and new dormer extension over part of the rear outrigger's roof.	Neil McClellan
Alexandra Park	Full planning permission	HGY/2025/0801	Approve with Conditions	20/05/2025	Garden Flat, 53 Dukes Avenue, Hornsey, London, N10 2PY	Addition of a new single storey garden room.	Sion Asfaw
Alexandra Park	Householder planning permission	HGY/2025/0833	Refuse	22/05/2025	113 Rosebery Road, Hornsey, London, N10 2LD	Proposed single storey rear extension, enlargement of existing basement, remodelling of two rear upper floor window to clerestory aluminium windows, rear dormer	Ben Coffie
Alexandra Park	Approval of details reserved by a condition	HGY/2025/0845	Approve	20/05/2025	20 Crescent Road, Wood Green, London, N22 7RS	Approval of details reserved by a condition 3 (Detail of all external materials) attached to planning application Ref: HGY/2024/2672.	Sion Asfaw
Alexandra Park	Lawful development: Proposed use	HGY/2025/0851	Permitted Development	22/05/2025	22 Princes Avenue, Wood Green, London, N22 7SA	Lawful development: Proposed use. Amalgamation of two flats back into single dwelling does not constitute development.	Ben Coffie
Alexandra Park	Full planning permission	HGY/2025/0875	Approve with Conditions	28/05/2025	Ground Floor Flat, 77 Rosebery Road, Hornsey, London, N10 2LE	Erection of an infill single-storey extension to the side and replacement of external rear doors.	Ben Coffie
Alexandra Park	Full planning permission	HGY/2025/0966	Approve with Conditions	04/06/2025	265 Albert Road, Wood Green, London, N22 7XL	Demolition of an existing single-storey car garage and the construction of a three-storey, three-bedroom infill family home.	Oskar Gregersen
Alexandra Park	Householder planning permission	HGY/2025/1044	Approve with Conditions	29/05/2025	75 Muswell Road, Hornsey, London, N10 2BS	Replacement of the existing rear extension with a new single storey flat roof rear extension.	Nathan Keyte
Alexandra Park	Full planning permission	HGY/2025/1115	Approve with Conditions	23/06/2025	Flat A, 36 Alexandra Park Road, Hornsey, London, N10 2AD	Single-storey rear and side extension, along with a new traditional canopy to the entrance of No. 36A, designed to match the original canopy along the front façade (AMENDED)	Ben Coffie
Alexandra Park	Lawful development: Proposed use	HGY/2025/1158	Permitted Development	25/06/2025	2 Princes Avenue, Wood Green, London, N22 7SA	Certificate of lawfulness for proposed rear dormer with linked roof extension above outrigger projection, insertion of 3 front rooflights.	Sion Asfaw
Alexandra Park	Lawful development: Proposed use	HGY/2025/1273	Permitted Development	23/05/2025	137 Durnsford Road, Wood Green, London, N11 2EL	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion with associated front rooflights	Laina Levassor
Alexandra Park	Non-Material Amendment	HGY/2025/1282	Approve	10/06/2025	48 Vallance Road, Hornsey, London, N22 7UB	Non-Material Amendment to planning permission HGY/2022/1678 to amend main gable roof on front elevation by adding 1no. rooflight on the side roof slope.	Daniel Boama

Alexandra Park	Consent under Tree Preservation Orders	HGY/2025/1376	No Objection	27/05/2025	56 Harcourt Road, Wood Green, London, N22 7XW	Five day notice to remove a dying dangerous tree- T1- Silver Birch tree with 70% crown dieback and active growth showing low vitality (13m) - cut to ground level. There are also	Daniel Monk
Bounds Green	Full planning permission	HGY/2024/1534	Approve with Conditions	13/05/2025	First Floor Flat, 83 Whittington Road, Wood Green, London, N22 8YR	Replacement of 5 existing timber sash windows with double glazed sash uPCV windows to the front and top opening double glazed uPVC windows to the rear.	Sabelle Adjagboni
Bounds Green	Full planning permission	HGY/2025/0550	Approve with Conditions	16/05/2025	124 Myddleton Road, Wood Green, London, N22 8NQ	Alterations and extension of existing single storey rear projection serving ground floor commercial unit and conversion of space into habitable accommodation to serve existing	Roland Sheldon
Bounds Green	Householder planning permission	HGY/2025/0590	Approve with Conditions	30/06/2025	69 Whittington Road, Wood Green, London, N22 8YR	Proposed ground floor wraparound rear extension with rooflights.	Alicia Croskery
Bounds Green	Lawful development: Proposed use	HGY/2025/0713	Permitted Development	13/05/2025	21 Durnsford Road, Wood Green, London, N11 2EP	Certificate of Lawfulness proposed use: Erection of a rear dormer extension including the insertion of rooflights on the front roof slope and a side window on the top floor.	Sabelle Adjagboni
Bounds Green	Lawful development: Proposed use	HGY/2025/0723	Permitted Development	13/05/2025	7 Rhys Avenue, Wood Green, London, N11 2EG	Certificate of Lawfulness proposed use: Erection of a hip to gable extension, rear dormer extension, and insertion of 2 rooflights in the front roof slope.	Sabelle Adjagboni
Bounds Green	Full planning permission	HGY/2025/0738	Approve with Conditions	05/06/2025	46 Eleanor Road, Wood Green, London, N11 2QS	Change of use of ground floor from office to residential dwelling house (C3) and removal of secondary front door.	Alicia Croskery
Bounds Green	Householder planning permission	HGY/2025/0819	Approve with Conditions	28/05/2025	24 Marlborough Road, Wood Green, London, N22 8NB	Erection of a single storey ground floor rear side return rear extension..	Oskar Gregersen
Bounds Green	Householder planning permission	HGY/2025/0873	Approve with Conditions	13/06/2025	24 Torrington Gardens, Wood Green, London, N11 2AB	The proposed single-storey rear extension. The design has been informed by the previous application (Ref: HGY/2022/1495).	Josh Parker
Bounds Green	Non-Material Amendment	HGY/2025/0905	Approve	01/05/2025	44 Blake Road, Wood Green, London, N11 2AE	Non-Material Amendment for the relocation of the bike store and the introduction of a bin store, rationalising window dimensions on the Front (South) and Side (East) Elevations,	Sarah Madondo
Bounds Green	Householder planning permission	HGY/2025/0964	Approve with Conditions	22/05/2025	25 Cornwall Avenue, Wood Green, London, N22 7DA	Erection of a single-storey ground floor rear extension and replacement of an existing garden room.	Sion Asfaw
Bounds Green	Approval of details reserved by a condition	HGY/2025/1014	Approve	11/06/2025	2 Woodfield Way, Wood Green, London, N11 2PH	Approval of details reserved by a condition 2 (Secure and covered cycle parking facilities), condition 3 (Waste storage and recycling facilities) attached to planning application	Kwaku Bossman-Gyamera
Bounds Green	Approval of details reserved by a condition	HGY/2025/1022	Approve	26/06/2025	Land Rear of No 24 & 26, Maidstone Road, London, N11 2TL	Details pursuant to parts a) (Site investigation design) and b) (risk assessment and refined Conceptual model) of condition 11 (Site investigation) of planning permission	Roland Sheldon

Bounds Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1050	Not Required	03/06/2025	2 Blake Road, Wood Green, London, N11 2AA	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the	Eunice Huang
Bounds Green	Approval of details reserved by a condition	HGY/2025/1216	Approve	04/06/2025	Land Rear of No 24 & 26, Maidstone Road, London, N11 2TL	Approval of details pursuant to condition 18 (Carbon offset contribution) of planning permission HGY/2024/2246	Roland Sheldon
Bounds Green	Approval of details reserved by a condition	HGY/2025/1217	Approve	11/06/2025	Land Rear of No 24 & 26, Maidstone Road, London, N11 2TL	Details pursuant to condition 17 (chartered civil engineer) of planning permission HGY/2024/2246, for redevelopment of vacant site and erection of 3 single family dwellings	Roland Sheldon
Bruce Castle	Approval of details reserved by a condition	HGY/2024/0235	Approve	20/05/2025	313 The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Condition 40 (Listed Boundary Wall Assessment) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.	Adam Silverwood
Bruce Castle	Approval of details reserved by a condition	HGY/2024/1240	Approve	27/06/2025	313 The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Conditions 9 (Hard and soft landscaping) 18 (playspace) and 33 (part (a) only - living roofs) attached to Planning Permission Ref: HGY/2022/0967	Adam Silverwood
Bruce Castle	Listed building consent (Alt/Ext)	HGY/2024/2092	Approve with Conditions	30/05/2025	819 High Road, Tottenham, London, N17 8ER	Application to vary Condition 2 (Approved Plans and Documents) of listed building consent HGY/2023/2307 under Section 19 of the Planning (Listed Buildings and	Philip Elliott
Bruce Castle	Non-Material Amendment	HGY/2024/2095	Approve	30/05/2025	'Printworks' 819 High Road, Tottenham, London, N17 8ER	Application for a Non-Material Amendment (NMA) to vary Condition 2 (Approved Plans and Documents) of planning permission HGY/2023/2306 to enable: Elevational	Philip Elliott
Bruce Castle	Full planning permission	HGY/2024/3057	Approve with Conditions	01/05/2025	523 High Road, Tottenham, London, N17 6SB	Alterations to shop front to enable the subdivision of the existing ground floor Class E commercial unit into two separate Class E commercial units.	Alicia Croskery
Bruce Castle	Change of use	HGY/2024/3178	Refuse	11/06/2025	221 Mount Pleasant Road, Tottenham, London, N17 6JH	Change of use from a 4-bedroom single dwellinghouse (Class C3) to a small HMO with 4 bedrooms for 4 persons (Class C4) and associated bicycle storage. (Retrospective)	Daniel Boama
Bruce Castle	Approval of details reserved by a condition	HGY/2025/0234	Approve	16/06/2025	313, The Roundway, Tottenham, London, N17 7AB	Application for the discharge of Condition 5 (Roof Level Plant and Machinery) as placed upon application HGY/2022/0967 for: ?Demolition of existing buildings and erection	Adam Silverwood
Bruce Castle	Approval of details reserved by a condition	HGY/2025/0360	Approve	13/06/2025	807 High Road, Tottenham, London, N17 8ER	Partial approval of details (limited to partial demolition works only) reserved by part (b) [final demolition] of Condition 30 (Construction Logistics Plan) attached to	Philip Elliott
Bruce Castle	Full planning permission	HGY/2025/0491	Refuse	12/05/2025	41 Cavell Road, Tottenham, London, N17 7BJ	Change of use of Class C3 (dwellinghouses) to Class C2 (residential institutions) to provide care for children with live-in staffing.	Oskar Gregersen
Bruce Castle	Lawful development: Proposed use	HGY/2025/0702	Refuse	12/05/2025	237 Mount Pleasant Road, Tottenham, London, N17 6HD	Certificate of lawfulness: proposed single storey rear extension.	Sion Asfaw

Bruce Castle	Listed building consent (Alt/Ext)	HGY/2025/0793	Refuse	30/06/2025	581 High Road, Tottenham, London, N17 6SB	Refurbishment including internal reconfiguration of the extension to optimize the layout for its proposed use as a nursery.	Sabelle Adjagboni
Bruce Castle	Full planning permission	HGY/2025/0816	Refuse	30/06/2025	581 High Road, Tottenham, London, N17 6SB	Replacement of existing steps and railings fixed to the top of the existing boundary walls, and replacement of vehicular barrier. Alterations on boundary walls.	Sabelle Adjagboni
Bruce Castle	Householder planning permission	HGY/2025/0874	Approve with Conditions	13/06/2025	27 Woodside Gardens, Tottenham, London, N17 6UY	Single storey side extension to form granny annexe with front garden.	Emily Whittredge
Bruce Castle	Householder planning permission	HGY/2025/0898	Approve with Conditions	09/06/2025	40 Wimborne Road, Tottenham, London, N17 6HH	Erection of a ground floor single storey side extension to allow for a disable bedroom to the ground floor.	Daniel Boama
Bruce Castle	Lawful development: Proposed use	HGY/2025/0906	Permitted Development	20/05/2025	17 Pretoria Road, Tottenham, London, N17 8DX	Certificate of lawfulness for the proposed conversion of the loft including an L-shaped rear dormer extension.	Sion Asfaw
Bruce Castle	Householder planning permission	HGY/2025/0926	Approve with Conditions	30/05/2025	38 Lordsmead Road, Tottenham, London, N17 6EY	Erection of single storey rear infill extension.	Emily Whittredge
Bruce Castle	Lawful development: Existing use	HGY/2025/1094	Refuse	19/06/2025	118 Great Cambridge Road, Tottenham, London, N17 8LT	Certificate of lawfulness for the existing use of the property as two separate self-contained flats.	Ben Coffie
Bruce Castle	Full planning permission	HGY/2025/1100	Approve with Conditions	20/06/2025	643 High Road, Tottenham, London, N17 8AA	Formation of rear dormer window	Kwaku Bossman-Gyamera
Bruce Castle	Approval of details reserved by a condition	HGY/2025/1109	Approve	20/06/2025	Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU	Approval of details reserved by a condition 2 (a. Detailed programme of works, b. Method statement for installing of propping structure throughout, c. Method statement for	Kwaku Bossman-Gyamera
Bruce Castle	Householder planning permission	HGY/2025/1142	Approve with Conditions	24/06/2025	30 Lordship Lane, Tottenham, London, N17 8NS	Replacement of existing rear door with new door and side window, including repositioning of soil pipe	Sabelle Adjagboni
Bruce Castle	Prior notification: Development by telecoms operators	HGY/2025/1184	Permitted Development	02/05/2025	52 Lordship Lane, Tottenham, London, N17 7QG	Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications in accordance with Regulation 5 of the Electronic	Kwaku Bossman-Gyamera
Bruce Castle	Non-Material Amendment	HGY/2025/1314	Approve with Conditions	11/06/2025	The Goods Yard and The Depot, 36 & 44-52 White Hart Lane (and land to the rear), and, 867-879 High Road (and land to the rear), London, N17 8ER	Application for a Non-Material Amendment (NMA) to add Condition 55 (Boundary treatment details to western site boundary) of planning permission HGY/2022/0563 to	Philip Elliott
Bruce Castle	Approval of details reserved by a condition	HGY/2025/1435	Approve	27/06/2025	313, The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Conditions 25 (Stage 2 Road Safety Audit) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.	Adam Silverwood

Crouch End	Change of use	HGY/2023/3302	Approve with Conditions	20/06/2025	Land to rear of 3 New Road, Hornsey, London, N8 8TA	Change of use and conversion of part ground floor, and upper floors first and second from (vacant) office use to provide 5 no. self-contained flats, insertion of a new ground	Roland Sheldon
Crouch End	Full planning permission	HGY/2024/3278	Approve with Conditions	12/06/2025	The Hornsey Club, Tivoli Road, Hornsey, London, N8 8RG	Installation of four Padel courts on existing hardstanding.	Adam Silverwood
Crouch End	Approval of details reserved by a condition	HGY/2024/3281	Approve	26/06/2025	3 Aubrey Road, Hornsey, London, N8 9HH	Approval of details reserved by condition (3) Screening design and materials	Josh Parker
Crouch End	Householder planning permission	HGY/2024/3508	Approve with Conditions	02/05/2025	54 Carysfort Road, Hornsey, London, N8 8RB	Excavation of existing void below site to create basement room, with the addition of a new front light well.	Oskar Gregersen
Crouch End	Approval of details reserved by a condition	HGY/2025/0362	Approve	13/05/2025	Hornsey Town Hall, The Broadway, Hornsey, London, N8 9BQ	Approval of details pursuant to condition 48 (Cycle storage) attached to planning permission HGY/2017/2220	Samuel Uff
Crouch End	Householder planning permission	HGY/2025/0369	Approve with Conditions	20/05/2025	25A Hurst Avenue, Hornsey, London, N6 5TX	Landscape changes proposed to the front garden and rear garden terraces.	Eunice Huang
Crouch End	Full planning permission	HGY/2025/0405	Approve with Conditions	13/05/2025	Shop, 60 Crouch End Hill, Hornsey, London, N8 8AG	Proposed removal of rear lean-to roof; removal and alterations to boundary wall, insertion of new gates; changes to vehicle crossover. (amended description)	Nathan Keyte
Crouch End	Consent under Tree Preservation Orders	HGY/2025/0533	Approve with Conditions	12/05/2025	St Aloysius College Sports Field, Hurst Avenue, Hornsey, London, N6 5TX	Works to trees protected by the Haringey (St Aloysius College Sports Field, Hurst Avenue, N6) TPO 1987, as detailed in the submitted Tree Condition Report	Daniel Monk
Crouch End	Householder planning permission	HGY/2025/0558	Approve with Conditions	19/06/2025	27 Elm Grove, Hornsey, London, N8 9AH	Single storey rear extension to side of existing kitchen	Eunice Huang
Crouch End	Full planning permission	HGY/2025/0564	Approve with Conditions	01/05/2025	Flat 3, 35 Hurst Avenue, Hornsey, London, N6 5TW	Replacement of two existing timber framed double leaf rear patio doors with two timber framed single leaf patio doors, on the ground floor elevation facing Hurst Avenue.	Neil McClellan
Crouch End	Full planning permission	HGY/2025/0616	Approve with Conditions	15/05/2025	Ground Floor Flat 1, 7 Aubrey Road, Hornsey, London, N8 9HH	Construction of a rear garden office.	Josh Parker
Crouch End	Removal/variation of conditions	HGY/2025/0706	Approve with Conditions	12/05/2025	22 Cecile Park, Hornsey, London, N8 9AS	Variation of condition 2 (Approved plans) attached to planning permission HGY/2024/3493 to allow relocation of the heat pumps.	Kwaku Bossman-Gyamera
Crouch End	Full planning permission	HGY/2025/0737	Refuse	13/05/2025	46 Cecile Park, Hornsey, London, N8 9AS	Extension of the existing first-floor terrace at Flat B, erection of a single-storey ground floor rear infill extension with one rooflight (rear extension as approved under planning	Alicia Croskery

Crouch End	Householder planning permission	HGY/2025/0790	Approve with Conditions	17/06/2025	35 Bryanstone Road, Hornsey, London, N8 8TN	Rear dormer and installation of 2 front rooflights.	Josh Parker
Crouch End	Consent under Tree Preservation Orders	HGY/2025/0928	Approve with Conditions	01/05/2025	9 Elder Avenue, Hornsey, London, N8 9TE	Works to trees protected by a TPO. T1: Plane (10m): Re-pollard to previous points removing 3m of growth as part of regular maintenance and to keep tree at a size suitable for its	Daniel Monk
Crouch End	Consent under Tree Preservation Orders	HGY/2025/0974	Approve with Conditions	22/05/2025	141 Hornsey Lane, Hornsey, London, N6 5NH	Works to tree protected by a TPO. Rear Garden: Right hand boundary: T1: Mature Sycamore: Approximately 15.00m: Reduce crown by approximately 1.50m-2.25m all	Daniel Monk
Crouch End	Approval of details reserved by a condition	HGY/2025/0997	Approve	13/05/2025	Midhurst Court, Haslemere Road, Hornsey, London, N8 9QR	Approval of details pursuant to condition 3 (Tree Protection Method Statement) attached to planning permission ref. HGY/2023/0700 for the erection of a bin store granted on 5 May	Nathan Keyte
Crouch End	Householder planning permission	HGY/2025/1002	Approve with Conditions	19/05/2025	8 Wolseley Road, Hornsey, London, N8 8RP	Demolition of the existing single-storey rear lean-to and projection, construction of a new single-storey rear extension; removal of tree.	Nathan Keyte
Crouch End	Householder planning permission	HGY/2025/1034	Approve with Conditions	17/06/2025	8 Harefield Road, Hornsey, London, N8 8QY	Erection of a single storey rear wraparound extension	Sabelle Adjagboni
Crouch End	Consent under Tree Preservation Orders	HGY/2025/1056	Approve with Conditions	13/06/2025	Flat 2, Westcott, 23 Stanhope Road, Hornsey, London, N6 5AW	Works to trees protected by a TPO. T007 - Sycamore, height 17m, crown radius 10m, crown reduction back to previous reduction points, approximately 2.5m leaving 14.5m	Daniel Monk
Crouch End	Consent under Tree Preservation Orders	HGY/2025/1083	Approve with Conditions	13/06/2025	3 Fairfield Road, Hornsey, London, N8 9HG	Works to trees protected by TPOs. T1) Ash: Reduce sides overhanging neighbouring property on Elder Avenue by up to 2 metres; remove any dead and defective branchwood;	Daniel Monk
Crouch End	Approval of details reserved by a condition	HGY/2025/1088	Approve	06/06/2025	137 Ferme Park Road, Hornsey, London, N8 9SG	Submission of details pursuant to Condition 4 (privacy screen) of planning permission reference HGY/2024/1846.	Neil McClellan
Crouch End	Householder planning permission	HGY/2025/1133	Approve with Conditions	16/06/2025	11 Womersley Road, Hornsey, London, N8 9AE	Existing basement extension with new front lightwell	Kwaku Bossman-Gyamera
Crouch End	Lawful development: Proposed use	HGY/2025/1201	Permitted Development	27/06/2025	5 Coleridge Road, Hornsey, London, N8 8EH	Certificate of lawfulness: proposed use insertion of 3no. rooflights.	Sion Asfaw
Crouch End	Consent under Tree Preservation Orders	HGY/2025/1369	Approve with Conditions	16/06/2025	Panorama Court, 56 Shepherds Hill, Hornsey, London, N6 5RP	Works to trees protected by a TPO. T1- Holm Oak tree- crown reduction of approximately 4m , back to previous pruning points, prune back from building by up to 3m. T2- Beech	Daniel Monk
Fortis Green	Householder planning permission	HGY/2024/2853	Approve with Conditions	16/05/2025	63 Curzon Road, Hornsey, London, N10 2RB	Erection of rear dormer including the insertion of 3x front rooflights and insertion of solar panels on the flat roof above dormer.	Mark Chan

Fortis Green	Householder planning permission	HGY/2025/0538	Approve with Conditions	12/05/2025	9 Curzon Road, Hornsey, London, N10 2RB	Formation of a hip-to-gable loft extension, with rear dormer and front roof lights to facilitate loft conversion.	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2025/0565	Approve with Conditions	13/05/2025	94 Barrenger Road, Hornsey, London, N10 1JA	Erection of a single-storey ground floor rear and side canopy (retrospective application).	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2025/0593	Approve with Conditions	29/05/2025	8 Western Road, Hornsey, London, N2 9HX	Demolition of existing rear extension and conservatory and addition of new single storey rear extension with two rooflights.	Alicia Croskery
Fortis Green	Householder planning permission	HGY/2025/0629	Approve with Conditions	06/05/2025	50 Great North Road, Hornsey, London, N6 4LT	Addition of rear garden room extension and replacement ground floor roof lantern.	Sion Asfaw
Fortis Green	Householder planning permission	HGY/2025/0650	Approve with Conditions	07/05/2025	36 Fortis Green Avenue, Hornsey, London, N2 9NA	Single storey rear extension.	Josh Parker
Fortis Green	Lawful development: Proposed use	HGY/2025/0735	Permitted Development	14/05/2025	11 Hill Road, Hornsey, London, N10 1JE	Lawful development (Proposed development) Erection of a single-storey rear extension	Sabelle Adjagboni
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0746	Not Required	01/05/2025	18 Woodside Avenue, Hornsey, London, N6 4SS	Erection of single storey extension which extends beyond the rear wall of the original house by 5.75m, for which the maximum height would be 3.87m and for which the	Sabelle Adjagboni
Fortis Green	Lawful development: Proposed use	HGY/2025/0785	Permitted Development	19/05/2025	32 Fordington Road, Hornsey, London, N6 4TJ	Certificate of lawfulness of proposed use: Extension to existing rear dormer with a dormer inc. 1no. rooflight above rear outrigger and replacement of rear window on existing	Daniel Boama
Fortis Green	Full planning permission	HGY/2025/0814	Approve with Conditions	10/06/2025	119 & 121 Coppetts Road, Hornsey, London, N10 1JL	Amalgamation of two properties into one four-bedroom dwelling incorporating previously approved extensions under replanning permissions HGY/2023/0113,	Ben Coffie
Fortis Green	Householder planning permission	HGY/2025/0852	Approve with Conditions	23/05/2025	25 Muswell Road, Hornsey, London, N10 2BS	Erection of a ground floor single storey wraparound rear extension, erection of a loft conversion with rear dormer and 1no. rear rooflight 3no. front rooflights, floor plan	Daniel Boama
Fortis Green	Approval of details reserved by a condition	HGY/2025/0858	Approve	23/05/2025	St Matthews Court 7b, Coppetts Road, Hornsey, London, N10 1NW	Approval of details pursuant to Condition 2 (Materials) of Appeal ref: APP/Y5420/W/22/3308350 dated 03/05/2023 The development proposed is described as	Ben Coffie
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0882	Not Required	13/05/2025	38 Osier Crescent, Hornsey, London, N10 1QW	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the	Eunice Huang
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/0892	Approve with Conditions	09/05/2025	19, Greenfield Drive, Hornsey, London, N2 9AF	Trees in adjacent garden overhanging 19 Greenfield Drive T1 Horse Chestnut, reduce lateral and vertical growth by 2-3 M approx back to most recent previous pruning points,	Daniel Monk

Fortis Green	Lawful development: Proposed use	HGY/2025/0894	Permitted Development	28/05/2025	10 Ringwood Avenue, London N2 9NS	Certificate of Lawfulness for the proposed erection of an outbuilding in the garden to facilitate a gym under Schedule 2, Part 1, Class E of the General Permitted	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2025/0903	Approve with Conditions	16/06/2025	186 Creighton Avenue, Hornsey, London, N2 9BJ	Replace existing with new front boundary gate and fence	Josh Parker
Fortis Green	Householder planning permission	HGY/2025/0919	Approve with Conditions	09/06/2025	11 Ringwood Avenue, Hornsey, London, N2 9NT	Erection of a single storey outbuilding with a dual pitched roof at the far end of the rear garden.	Daniel Boama
Fortis Green	Full planning permission	HGY/2025/0921	Approve with Conditions	30/05/2025	Flat 3, Westside, 68 Fortis Green, Hornsey, London, N2 9ES	Relocation of gas meter from internal 1st floor bathroom to eastern exterior ground floor wall.	Alicia Croskery
Fortis Green	Householder planning permission	HGY/2025/0935	Approve with Conditions	03/06/2025	40 Lynmouth Road, Hornsey, London, N2 9LS	Alterations to approved cycle store to accommodate full size bicycles, as well as an air source heat pump. Replacement of brick boundary wall with steel wall to match finish	Oskar Gregersen
Fortis Green	Non-Material Amendment	HGY/2025/0936	Approve	02/05/2025	40 Lynmouth Road, Hornsey, London, N2 9LS	Non-material amendment to approved development HGY/2024/1335 (Erection of a single-storey rear extension, dormer to the rear, deck in the rear garden, new glazing,	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2025/0942	Approve with Conditions	25/06/2025	53 Twyford Avenue, Hornsey, London, N2 9NR	Erection of a zinc clad single storey rear extension with an aluminium framed rooflight/side window to create a new kitchen, dining, and living area, featuring an external	Daniel Boama
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/0943	Refuse	22/05/2025	11 Ringwood Avenue, Hornsey, London, N2 9NT	Works to tree protected by a TPO. English oak T1 - fell due to poor condition. Tree is approximately 13m tall with a 600mm diameter. The crown is significantly	Daniel Monk
Fortis Green	Approval of details reserved by a condition	HGY/2025/0967	Approve	12/06/2025	Tudor House, 45 Lanchester Road, Hornsey, London, N6 4SX	Approval of details reserved by Condition 5 (foundations to outbuilding) attached to permission HGY/2024/2894.	Sabelle Adjagboni
Fortis Green	Non-Material Amendment	HGY/2025/0973	Approve	08/05/2025	Tudor House, 45 Lanchester Road, Hornsey, London, N6 4SX	Non-Material Amendment to planning permission HGY/2024/2894 for the change of cladding material to the rear (eastern) and side (northern) elevations with brown fire	Sabelle Adjagboni
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/1008	Refuse	17/06/2025	41 Lanchester Road, Hornsey, London, N6 4SX	Works to tree protected by a TPO. Hornbeam - Cut to ground level. The tree is an inappropriate species for its location being too large for the small garden and in close	Daniel Monk
Fortis Green	Householder planning permission	HGY/2025/1015	Approve with Conditions	11/06/2025	65 Windermere Road, Hornsey, London, N10 2RD	Loft conversion comprising rear dormer extensions to the main rear roof slope and outrigger and the installation of two rooflights to the front roof slope.	Neil McClellan
Fortis Green	Full planning permission	HGY/2025/1063	Approve with Conditions	16/06/2025	Flat A, 58 Coniston Road, Hornsey, London, N10 2BN	Erection of garden room.	Emily Whittredge

Fortis Green	Approval of details reserved by a condition	HGY/2025/1064	Approve	30/06/2025	Flat 11, The Gables, Fortis Green, Hornsey, London, N10 3EA	Approval of details pursuant to condition 3 (materials and details) attached to planning permission HGY/2025/0134.	Eunice Huang
Fortis Green	Lawful development: Proposed use	HGY/2025/1104	Permitted Development	20/06/2025	20 Fordington Road, Hornsey, London, N6 4TJ	Certificate of lawfulness for the proposed installation of two front rooflights and a L-shaped rear dormer.	Mark Chan
Fortis Green	Lawful development: Proposed use	HGY/2025/1166	Permitted Development	22/05/2025	141 Coppetts Road, Hornsey, London, N10 1JP	Certificate of Lawfulness for proposed single storey rear extension	Laina Levassor
Fortis Green	Lawful development: Proposed use	HGY/2025/1382	Permitted Development	02/06/2025	49 Twyford Avenue, Hornsey, London, N2 9NR	Certificate of lawfulness: proposed roof extensions, including side dormer and rear hip-to-gable extension, rooflights and removal of chimney.	Eunice Huang
Harringay	Full planning permission	HGY/2024/2068	Refuse	16/06/2025	15 Duckett Road, Hornsey, London, N4 1BJ	Change of use from Class C3 (b) (former Family Assessment Centre for up to 6 people living together as a single household and receiving care) to a large House in Multiple	Sabelle Adjagboni
Harringay	Lawful development: Proposed use	HGY/2025/0218	Approve	08/05/2025	Shop, 11 Turnpike Lane, Wood Green, London, N8 0EP	Certificate of Lawfulness for the proposed amalgamation of the ground floor commercial units of nos. 11 and 13 Turnpike Lane, involving the change of use of unit 13 from	Josh Parker
Harringay	Full planning permission	HGY/2025/0386	Approve with Conditions	08/05/2025	62 Sydney Road, Hornsey, London, N8 0EX	Conversion of single dwelling house into two self contained flats	Eunice Huang
Harringay	Householder planning permission	HGY/2025/0425	Approve with Conditions	25/06/2025	82 Fairfax Road, Hornsey, London, N8 0NL	Erection of a single storey rear extension.	Sabelle Adjagboni
Harringay	Lawful development: Proposed use	HGY/2025/0457	Permitted Development	27/06/2025	82 Fairfax Road, Hornsey, London, N8 0NL	Certificate of Lawfulness: Proposed development of loft conversion	Sabelle Adjagboni
Harringay	Consent under Tree Preservation Orders	HGY/2025/0530	Approve with Conditions	07/05/2025	28 Lausanne Road, Hornsey, London, N8 0HN	Tree Number - T1 Tree Type - Lime (Tilia cordata) Approx. Diameter at 1.5m - 0.3m. Approx. Height - 16m. Approx. Crown Spread Diameter - 8m. Location - See map Service -	Daniel Monk
Harringay	Lawful development: Proposed use	HGY/2025/0673	Approve	15/05/2025	135 Lothair Road North, Hornsey, London, N4 1ER	Loft Conversion with rear dormer and front rooflights.	Josh Parker
Harringay	Householder planning permission	HGY/2025/0675	Approve with Conditions	05/06/2025	135 Lothair Road North, Hornsey, London, N4 1ER	Single storey side and rear ground floor extension.	Josh Parker
Harringay	Householder planning permission	HGY/2025/0747	Approve with Conditions	19/05/2025	112 Hewitt Road, Hornsey, London, N8 0BN	Erection of a single-storey side infill extension and associated alterations.	Neil McClellan

Harringay	Lawful development: Existing use	HGY/2025/0761	Approve	16/05/2025	79 Allison Road, Hornsey, London, N8 0AP	Lawful development: Existing use of property as 2x2bed self-contained flats (Class C3)	Ben Coffie
Harringay	Lawful development: Existing use	HGY/2025/0843	Approve	22/05/2025	5 Cavendish Road, Hornsey, London, N4 1RP	Certificate of lawfulness for the existing use of 5 Cavendish Road N4 1RP as three separate self-contained flats.	Daniel Boama
Harringay	Householder planning permission	HGY/2025/0846	Approve with Conditions	22/05/2025	31 Hewitt Road, Hornsey, London, N8 0BS	Erection of a ground floor rear wraparound extension, raised ridge roof extension complete with L-shaped dormer, roof terrace, internal alterations and all associated works	Josh Parker
Harringay	Lawful development: Existing use	HGY/2025/0876	Approve	22/05/2025	47 Turnpike Lane, Wood Green, London, N8 0EP	Certificate of lawfulness: existing use as two self contained units.	Sion Asfaw
Harringay	Full planning permission	HGY/2025/0908	Approve with Conditions	27/05/2025	143 Wightman Road, Hornsey, London, N8 0BB	Erection of a single storey infill extension, insertion of dormer it rooflights and conversion of dwelling house into 2 flats.	Sabelle Adjagboni
Harringay	Householder planning permission	HGY/2025/0934	Approve with Conditions	20/06/2025	18 Lothair Road South, Hornsey, London, N4 1EL	Creation of a lightwell and installation of a platform lift and staircase in the front garden and new front doors at basement level to access the basement.	Mark Chan
Harringay	Householder planning permission	HGY/2025/0999	Approve with Conditions	10/06/2025	113 Beresford Road, Hornsey, London, N8 0AG	The proposed is for the demolition of the existing part side infill and linked rear conservatory and erection of a single storey side infill wraparound rear extension.	Daniel Boama
Harringay	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/1024	Approve with Conditions	11/06/2025	47 Turnpike Lane, Wood Green, London, N8 0EP	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	Josh Parker
Harringay	Lawful development: Existing use	HGY/2025/1078	Approve	23/06/2025	38 Frobisher Road, Hornsey, London, N8 0QX	Certificate of lawfulness: existing use as four self-contained units.	Sion Asfaw
Harringay	Householder planning permission	HGY/2025/1125	Approve with Conditions	23/06/2025	84 Fairfax Road, Hornsey, London, N8 0NL	Erection of a single storey rear extension	Sabelle Adjagboni
Harringay	Lawful development: Proposed use	HGY/2025/1226	Permitted Development	27/06/2025	59 Umfreville Road, Hornsey, London, N4 1RZ	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion with associated rooflights to front roofslope	Laina Levassor
Harringay	Householder planning permission	HGY/2025/1243	Approve with Conditions	30/06/2025	3 Venetia Road, Hornsey, London, N4 1EJ	Erection of single storey ground floor rear/side infill extension.	Laina Levassor
Harringay	Lawful development: Proposed use	HGY/2025/1244	Permitted Development	27/06/2025	3 Venetia Road, Hornsey, London, N4 1EJ	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion with associated rooflights to front roofslope.	Laina Levassor

Harringay	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1271	Refuse	23/06/2025	42 Seymour Road, Hornsey, London, N8 0BE	Erection of single storey extension which extends beyond the rear wall of the original house by 1.5m, for which the maximum height would be 3.3m and for which the height of the	Daniel Boama
Harringay	Lawful development: Proposed use	HGY/2025/1428	Permitted Development	27/06/2025	118 Seymour Road, Hornsey, London, N8 0BG	Certificate of Lawfulness for proposed rear dormer and outrigger extension with associated front rooflights to facilitate loft conversion.	Laina Levassor
Harringay	Prior notification: Development by telecoms operators	HGY/2025/1495	Permitted Development	04/06/2025	Altitude Point, Hampden Road, Hornsey, London, N8 0EH	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations	Kwaku Bossman-Gyamera
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/2878	Approve	12/05/2025	Florentia Clothing Village, 108 Vale Road, Haringey, N4 1TD	Approval of details reserved by a condition 24 (Tree Planting) attached to planning to reference HGY/2022/0044	Sarah Madondo
Hermitage & Gardens	Full planning permission	HGY/2024/3219	Approve with Conditions	03/06/2025	Shop, 33 Salisbury Road, Tottenham, London, N4 1JY & 405 St Ann's Road, Haringey, London, N15 3JL	Installation of external commercial extractor flue and associated changes	Nathan Keyte
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3391	Approve	05/06/2025	Haringey Ward, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (of the outline application for phases 2 and 3) pursuant to Conditions 75 (DEMP) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July	Samuel Uff
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3396	Approve	05/06/2025	Haringey Ward, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details pursuant to Condition 27 (Arborocultural Method Statement) for Phase 3 attached to Planning Permission Ref: HGY/2022/1833 dated 10 July	Samuel Uff
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3565	Approve	05/06/2025	Haringey Ward, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details pursuant to Condition 10 (CLP) for Phase 1B and 2 only attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	Samuel Uff
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/3569	Approve	05/06/2025	Haringey Ward, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details pursuant to Condition 11 (CEMP) for Phases 1B and 2 only attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	Samuel Uff
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0662	Approve	23/05/2025	Unit 1, Cotton Mill, Overbury Road, London, N15 6RH	Certificate of Lawfulness: Existing use for the use of Unit 1 Cotton Mill, as a large HMO (sui-generis)	Oskar Gregersen
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0670	Approve	23/05/2025	Unit 5, Cotton mill, 10 Overbury Road, London, N15 6RH	Certificate of Lawfulness: Existing use for the use of Unit 5 Cotton Mill as a dwellinghouse (use class c3)	Oskar Gregersen
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0683	Approve	23/05/2025	Unit 3, Cotton mill, 10 Overbury Road, London, N15 6RH	Certificate of Lawfulness: Existing use for the use of Unit 3 Cotton Mill as an HMO (use class c4)	Oskar Gregersen
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0684	Approve	23/05/2025	Unit 4, Cotton mill, 10 Overbury Road, London, N15 6RH	Certificate of Lawfulness: Existing use for the use of Unit 4 Cotton Mill as an HMO (use class c4)	Oskar Gregersen

Hermitage & Gardens	Householder planning permission	HGY/2025/0733	Approve with Conditions	06/05/2025	21 Warwick Gardens, Tottenham, London, N4 1JD	Proposed single storey ground floor infill side and single storey rear extension.	Ben Coffie
Hermitage & Gardens	Lawful development: Proposed use	HGY/2025/0795	Permitted Development	20/05/2025	7A Beechfield Road, Tottenham, London, N4 1PD	Erection of rear dormer, installation of 2 front rooflights.	Sion Asfaw
Hermitage & Gardens	Full planning permission	HGY/2025/0869	Approve with Conditions	30/05/2025	Ground Floor Flat, 47 Warwick Gardens, Tottenham, London, N4 1JD	Erection of a single storey rear and side infill extension.	Neil McClellan
Hermitage & Gardens	Full planning permission	HGY/2025/0913	Refuse	30/05/2025	56 Hermitage Road, Tottenham, London, N4 1LY	Conversion of single family dwellinghouse into 3no. self contained flats.	Oskar Gregersen
Hermitage & Gardens	Lawful development: Proposed use	HGY/2025/1124	Permitted Development	23/06/2025	8 Vale Road, Tottenham, London, N4 1PZ	Lawful development: Proposed use for the erection of an L-shaped rear dormer extension with rooflights, including the installation of 1 rooflight on the front roof slope (AMENDED)	Sabelle Adjagboni
Hermitage & Gardens	Householder planning permission	HGY/2025/1276	Approve with Conditions	26/06/2025	4 Roseberry Gardens, Tottenham, London, N4 1JJ	Construction of a ground floor rear and side infill (wraparound) extension.	Nathan Keyte
Hermitage & Gardens	Non-Material Amendment	HGY/2025/1295	Approve	16/06/2025	Unit M, Arena Business Centre, 71 Ashfield Road, Tottenham, London, N4 1FF	Non-material amendment to planning permission HGY/2022/0211 to increase the approved first floor terrace black painted steel balustrade height from approximately 0.7m to	Valerie Okeiyi
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0682	Approve	23/05/2025	Unit 2, Cotton mill, 10 Overbury Road, London, N15 6RH	Certificate of Lawfulness: Existing use for the use of Unit 2 Cotton Mill as a large HMO (sui-generis)	Oskar Gregersen
Highgate	Approval of details reserved by a condition	HGY/2024/2220	Approve	01/05/2025	14-37, Aylmer Parade, Hornsey, London, N2 0PE	Approval of details reserved by condition (9) Refuse management plan ref: HGY/2024/0325.	Josh Parker
Highgate	Householder planning permission	HGY/2024/2393	Approve with Conditions	03/06/2025	16 Sheldon Avenue, Hornsey, London, N6 4JT	Erection of a part single, part two-storey side extension and rear extension, front, rear and side dormers. Roof extension by raising ridge height. Creation of a lower ground floor,	Mark Chan
Highgate	Approval of details reserved by a condition	HGY/2024/2573	Approve	07/05/2025	14-37, Aylmer Parade, Hornsey, London, N2 0PE	Approval of details pursuant to Condition 3 (Materials) attached to planning application HGY/2024/0325.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2024/2574	Approve	08/05/2025	14-37 Aylmer Parade, Hornsey, London, N2 0PE	Approval of details reserved condition 4 (CMP) attached to planning application HGY/2024/0325	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2024/2721	Approve	07/05/2025	14-37, Aylmer Parade, Hornsey, London, N2 0PE	Approval of details pursuant to Condition 12 (Lighting) attached to planning application HGY/2024/0325.	Josh Parker

Highgate	Approval of details reserved by a condition	HGY/2024/3166	Refuse	07/05/2025	14-37, Aylmer Parade, Hornsey, London, N2 0PE	Approval of details pursuant to Condition 8 (Car Club Scheme) attached to planning application HGY/2024/0325.	Josh Parker
Highgate	Non-Material Amendment	HGY/2024/3222	Approve	06/05/2025	24 Stanhope Road, Hornsey, London, N6 5NG	Non-Material Amendment to gate positions in front garden wall (street elevation) and front door glazed proportions revised. Ref: HGY/2023/2251	Josh Parker
Highgate	Householder planning permission	HGY/2024/3351	Approve with Conditions	21/05/2025	16 Wood Lane, Hornsey, London, N6 5UB	Erection of single storey rear extension with enlarged rear patio decking, replacement of lower ground floor front window with front door.	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2024/3504	Approve	28/05/2025	24 Cholmeley Crescent, Hornsey, London, N6 5HA	Approval of details reserved by a conditions 3 (Material Samples), 4 (Window Detail), 5 (Brickwork Detail), 6 (Roof Detail), and 8 (Refuse store material details) associated	Oskar Gregersen
Highgate	Householder planning permission	HGY/2025/0003	Approve with Conditions	14/05/2025	11 Sheldon Avenue, Hornsey, London, N6 4JS	Replacement outbuilding	Mark Chan
Highgate	Householder planning permission	HGY/2025/0124	Approve with Conditions	16/05/2025	56A North Hill, Hornsey, London, N6 4RH	Replacement of existing windows and doors with double-glazed units, installation of a new front entrance door, removal of the side entrance door and bricking up to match	Ben Coffie
Highgate	Approval of details reserved by a condition	HGY/2025/0171	Approve	30/05/2025	St Michaels School, North Road, Hornsey, London, N6 4BG	Approval of details pursuant to Condition 3 (Further details of alterations) of planning permission reference HGY/2024/0639 and Condition 3 (Further details of alterations) of	Neil McClellan
Highgate	Householder planning permission	HGY/2025/0176	Approve with Conditions	06/06/2025	44 Sheldon Avenue, Hornsey, London, N6 4JR	Construction of sliding gates, increase in height of front boundary wall and brick piers and installation of railings.	Ben Coffie
Highgate	Non-Material Amendment	HGY/2025/0248	Approve	06/05/2025	24 Stanhope Road, Hornsey, London, N6 5NG	Non-Material Amendment to change the access for vehicles and the glazing elements for the entrance ref: HGY/2023/2251	Josh Parker
Highgate	Householder planning permission	HGY/2025/0271	Approve with Conditions	20/06/2025	4 Sheldon Avenue, Hornsey, London, N6 4JT	Demolition of existing brick front boundary walls & piers, construction of new walls, gate posts, installation of metal railings with vehicular and pedestrian gates, including new	Alicia Croskery
Highgate	Lawful development: Existing use	HGY/2025/0274	Refuse	09/05/2025	293 Archway Road, Hornsey, London, N6 5AA	Certificate of Lawfulness for existing use as 8 self-contained flats	Sion Asfaw
Highgate	Householder planning permission	HGY/2025/0319	Approve with Conditions	06/05/2025	Second Floor Flat, 47 Cromwell Avenue, Hornsey, London, N6 5HP	Installation of roof light to front elevation.	Nathan Keyte
Highgate	Householder planning permission	HGY/2025/0347	Approve with Conditions	21/05/2025	Flat 1, 14 Hillside Gardens, Hornsey, London, N6 5ST	Erection of a ground floor single-storey rear extension with a flat roof and a rear facing oriel window. (AMENDED DESCRIPTION)	Daniel Boama

Highgate	Householder planning permission	HGY/2025/0365	Approve with Conditions	30/05/2025	43 Wood Lane, Hornsey, London, N6 5UD	Partial removal of rear wall and associated works, erection of a single storey rear extension, and addition of window on the lower ground floor. Replacement of rear	Mark Chan
Highgate	Removal/variation of conditions	HGY/2025/0412	Approve with Conditions	09/05/2025	13 Bishops Road, Hornsey, London, N6 4HP	Minor material amendment under section 73 to condition 2 (approved plans) of approved application HGY/2024/2673 to increase the depth of the rear extension by 250mm.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2025/0430	Refuse	25/06/2025	7 Aylmer Road, Hornsey, London, N2 0BS	Erection of a single-storey rear and side infill extension. Change of material of the front façade and front porch redesign. Replacement of all windows to property and	Sabelle Adjagboni
Highgate	Approval of details reserved by a condition	HGY/2025/0447	Approve	05/06/2025	57 & 59 Cholmeley Crescent, Hornsey, London, N6 5EX	Approval of details pursuant to Conditions 3 (materials) and 4 (chimney details) of HGY/2024/1034	Eunice Huang
Highgate	Listed building consent (Alt/Ext)	HGY/2025/0452	Approve with Conditions	27/06/2025	St Michaels School, North Road, Hornsey, London, N6 4BG	Listed Building Consent is sought for alterations to the former caretaker's house to facilitate its conversion to a school office. The proposed alterations include a replacement	Neil McClellan
Highgate	Householder planning permission	HGY/2025/0469	Approve with Conditions	12/05/2025	2 Regency Terrace, 66 North Hill, Hornsey, London, N6 4RP	Demolition of existing conservatory and addition of rear single storey extension with rooflight.	Alicia Croskery
Highgate	Householder planning permission	HGY/2025/0526	Approve with Conditions	01/05/2025	47 Stanhope Gardens, Hornsey, London, N6 5TT	Single-storey rear/side extension. Replacement of existing timber doors to match the existing. Provision of new ramped access to the dwelling.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2025/0555	Approve with Conditions	16/06/2025	19 Broadlands Road, Hornsey, London, N6 4AE	Removal of the front garage door and replacement with timber casement windows, insertion of door to side projection front elevation, removal of existing first floor rear	Roland Sheldon
Highgate	Householder planning permission	HGY/2025/0568	Approve with Conditions	19/05/2025	41 Sheldon Avenue, Hornsey, London, N6 4JP	Removal of rear boundary security mesh fencing and proposed new 2.4m mesh fencing.	Nathan Keyte
Highgate	Consent under Tree Preservation Orders	HGY/2025/0582	Approve	22/05/2025	11 Shepherds Hill, Hornsey, London, N6 5QJ	Works to tree protected by a TPO. Front garden area: Sycamore T1 (18M high, 1000mm dia.) - Reduce crown overall by up to 2.5 metres to form a balanced crown. Remove	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2025/0587	Approve with Conditions	12/05/2025	41 Sheldon Avenue, Hornsey, London, N6 4JP	Works to tree protected by a TPO. T1: Silver leaf Lime - crown reduce by 2-3m back to previous pruning points. Remove epicormic growth at crown break.	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2025/0589	Approve	03/06/2025	26 Sheldon Avenue, Hornsey, London, N6 4JT	Approval of details reserved by a condition 6 (Landscaping), and condition 11 (Location of water butt) attached to planning application Ref: HGY/2023/0630	Kwaku Bossman-Gyamera
Highgate	Householder planning permission	HGY/2025/0598	Approve with Conditions	21/05/2025	32 Southwood Avenue, Hornsey, London, N6 5RZ	Loft conversion including erection of rear dormer, re-tiling of roof, insertion of 3 No. conservation rooflights and construction of glazed gable with surrounding vertical tiles at	Daniel Boama

Highgate	Approval of details reserved by a condition	HGY/2025/0606	Approve	08/05/2025	Fairway Highgate Golf Club, Denewood Road, Hornsey, London, N6 4AH	Approval of details pursuant to conditions 4 (WSI) attached to planning permission ref: HGY/2024/2564.	Mark Chan
Highgate	Consent under Tree Preservation Orders	HGY/2025/0612	Approve with Conditions	12/05/2025	12 Hampstead Lane, Hornsey, London, N6 4SB	Works to trees protected by a TPO. Front Garden: Roadside: Western Corner: T2: Mature Beech: Approximately 12.00m: Reduce back to previous and most recent	Daniel Monk
Highgate	Full planning permission	HGY/2025/0627	Approve with Conditions	06/06/2025	39 Holmesdale Road, Hornsey, London, N6 5TH	Erection of a rear garden outbuilding.	Mark Chan
Highgate	Non-Material Amendment	HGY/2025/0630	Approve	06/06/2025	32 Holmesdale Road, Hornsey, London, N6 5TQ	Non-material amendment to planning application ref: HGY/2022/2260 (as amended by NMA ref: HGY/2024/1527) to raise height of ground floor rear extension by 75mm and first-	Mark Chan
Highgate	Consent under Tree Preservation Orders	HGY/2025/0688	Approve with Conditions	01/05/2025	43 Wood Lane, Hornsey, London, N6 5UD	Works to trees protected by a TPO. Sycamore. Large tree to the rear of the garden, it consists of a main trunk with 2 large leaders giving the appearance of 3 separate trees. It has been	Daniel Monk
Highgate	Full planning permission	HGY/2025/0708	Refuse	13/05/2025	Flat B, 300 Archway Road, Hornsey, London, N6 5AU	Installation of timber framed window and Juliette balcony on first floor rear façade.	Alicia Croskery
Highgate	Full planning permission	HGY/2025/0711	Approve with Conditions	13/05/2025	9 Hornsey Lane Gardens, Hornsey, London, N6 5NX	Fenestration alterations including new doors to rear and glazed roof section to porch	Oskar Gregersen
Highgate	Approval of details reserved by a condition	HGY/2025/0734	Approve	28/05/2025	34 Cholmeley Park, Hornsey, London, N6 5ER	Approval of details reserved by a condition 4 (green roof) attached to planning application Ref: HGY/2022/1034.	Kwaku Bossman-Gyamera
Highgate	Approval of details reserved by a condition	HGY/2025/0765	Approve	16/05/2025	14 Southwood Avenue, Hornsey, London, N6 5RZ	Approval of details pursuant to conditions 5 (Chartered Engineer) and 6 (Method Statement) attached to planning permission HGY/2024/3411	Ben Coffie
Highgate	Approval of details reserved by a condition	HGY/2025/0767	Approve	26/06/2025	Guildens Development Site, Courtenay Avenue, Hornsey, London, N6 4LP	Details pursuant to condition 6 (Construction Management Statement) and 15 (Sustainability Strategy) of planning permission HGY/2023/2929, for demolition of	Roland Sheldon
Highgate	Listed building consent (Alt/Ext)	HGY/2025/0770	Refuse	27/05/2025	32-34 Highgate High Street, Hornsey, London, N6 5JG	Listed building consent is sought to install 1x New internal digital/connected Screen	Ben Coffie
Highgate	Approval of details reserved by a condition	HGY/2025/0798	Approve	26/06/2025	3 View Close, Hornsey, London, N6 4DD	Approval of details pursuant to conditions 3 (External Material) attached to planning permission ref: HGY/2024/1423.	Mark Chan
Highgate	Householder planning permission	HGY/2025/0806	Refuse	19/06/2025	Flat 35, Alford House, Stanhope Road, Hornsey, London, N6 5AL	Extend current balcony by 1.5 meters to include a raised planter bed and bench seat on the northern side of the balcony for flat 35.	Alicia Croskery

Highgate	Full planning permission	HGY/2025/0817	Approve with Conditions	28/05/2025	Flat 1, 15 Northwood Road, Hornsey, London, N6 5TL	Formation of a rear garden room to provide space incidental to the enjoyment of the main dwellinghouse (amended plans)	Oskar Gregersen
Highgate	Approval of details reserved by a condition	HGY/2025/0820	Approve	20/06/2025	Fairway Highgate Golf Club, Denewood Road, Hornsey, London, N6 4AH	Approval of details pursuant to conditions 5 (Biodiversity Gain Plan) attached to planning permission ref: HGY/2024/2564.	Mark Chan
Highgate	Full planning permission	HGY/2025/0854	Approve with Conditions	23/05/2025	Ground Floor Flat A, 33 Stanhope Gardens, Hornsey, London, N6 5TT	Erection of a single storey rear extension at ground floor and insertion of a window into the flank wall	Kwaku Bossman-Gyamera
Highgate	Full planning permission	HGY/2025/0886	Approve with Conditions	23/05/2025	Courtenay Avenue Security Hut, Courtenay Avenue, London, N6 4LP	Replacement of existing gatehouse and barrier.	Roland Sheldon
Highgate	Consent to display an advertisement	HGY/2025/0916	Refuse	02/06/2025	32-34 Highgate High Street, Hornsey, London, N6 5JG	Advertisement consent is sought to install 1x New internal digital/connected Screen.	Ben Coffie
Highgate	Listed building consent (Alt/Ext)	HGY/2025/0923	Approve with Conditions	02/06/2025	96 North Road, Hornsey, London, N6 4AA	Listed Building Consent for the replacement of one existing single-glazed timber window, and two single-glazed timber French Door sets located to the rear ground floor elevation with	Ben Coffie
Highgate	Householder planning permission	HGY/2025/0940	Approve with Conditions	27/05/2025	61 Wood Lane, Hornsey, London, N6 5UD	Replacement of Existing Conservatory with a Modern Glass Extension	Nathan Keyte
Highgate	Consent under Tree Preservation Orders	HGY/2025/0944	Refuse	22/05/2025	14 Bloomfield Road, Hornsey, London, N6 4ET	Works to tree protected by a TPO. T1 Magnolia of the MWA Arboricultural Report Works: Remove (fell) to near ground level and treat stumps to inhibit regrowth. Reason: Clay	Daniel Monk
Highgate	Householder planning permission	HGY/2025/0946	Approve with Conditions	27/06/2025	9 Southwood Avenue, Hornsey, London, N6 5RY	Proposed installation of one air source heat pump in the rear garden of the property	Eunice Huang
Highgate	Householder planning permission	HGY/2025/0959	Approve with Conditions	17/06/2025	7 Dukes Point, Dukes Head Yard, Hornsey, London, N6 5JQ	Proposed single storey rear extension; removal of garage door; changes to fenestration.	Nathan Keyte
Highgate	Consent under Tree Preservation Orders	HGY/2025/1049	Approve with Conditions	16/06/2025	21 Shepherds Hill, Hornsey, London, N6 5QJ	Works to trees protected by a Group TPO. T1. Horse Chestnut - Front - Large mature tree overhanging road and driveway, previously reduced. To maintain cyclical pruning in	Daniel Monk
Highgate	Listed building consent (Alt/Ext)	HGY/2025/1057	Approve with Conditions	25/06/2025	28 Wood Lane, Hornsey, London, N6 5UB	Listed building consent. This application is for opening up works only, including trial pits at lower ground floor to establish the foundation structure of the existing house. Some limited	Adam Silverwood
Highgate	Non-Material Amendment	HGY/2025/1290	Approve	10/06/2025	Basement Flat, 62 Southwood Lane, Hornsey, London, N6 5DY	Non-Material Amendment to development to replace the glazing on the flank wall of the side extension with brickwork, of approved planning permission reference	Ben Coffie

Highgate	Non-Material Amendment	HGY/2025/1315	Approve	04/06/2025	Flat A, Alexandra House, 21 Jacksons Lane, Hornsey, London, N6 5SR	Non-material amendment to planning permission HGY/2024/2244 to add an obscured window to the rear elevation of the outbuilding.	Nathan Keyte
Highgate	Consent under Tree Preservation Orders	HGY/2025/1342	Approve with Conditions	16/06/2025	41 Sheldon Avenue, Hornsey, London, N6 4JP	Works to tree protected by a TPO. T11: Birch - Crown lift over the garden by 4-5m and thin out crown by 10%.	Daniel Monk
Highgate	Lawful development: Existing use	HGY/2025/1457	Approve	26/06/2025	136 Archway Road, Hornsey, London, N6 5BH	Certificate of Lawfulness for the existing use of the property as six separate self-contained flats. (Comprising one 2-bedroom flat on the ground floor, two 1-bedroom and one studio	Neil McClellan
Hornsey	Householder planning permission	HGY/2024/1101	Approve with Conditions	27/06/2025	6 Rathcoole Avenue, Hornsey, London, N8 9NA	Installation of air source heat pump.	Emily Whittredge
Hornsey	Full planning permission	HGY/2024/1601	Approve with Conditions	30/05/2025	1 Ferrestone Road, Hornsey, London, N8 7BX	Demolition of an existing single storey domestic garage and the erection of a two-storey, one-bedroom with study room dwellinghouse (revised description).	Roland Sheldon
Hornsey	Approval of details reserved by a condition	HGY/2024/2183	Approve	20/05/2025	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 23 (Noise Management Plan) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Full planning permission	HGY/2025/0321	Approve with Conditions	23/05/2025	Flat 1, 89 Priory Road, Hornsey, London, N8 8LY	Rear and side return extension to ground floor flat.	Eunice Huang
Hornsey	Approval of details reserved by a condition	HGY/2025/0392	Approve	20/05/2025	Hornsey Police Station, 94-98 Tottenham Lane, London, N8 7EJ	Approval of details pursuant to condition 26 (Energy Monitoring) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2025/0397	Approve	01/05/2025	143 Tottenham Lane, Hornsey, London, N8 9BJ	Approval of details pursuant to condition 3 (Construction Management Plan) attached to planning permission reference HGY/2022/0783.	Josh Parker
Hornsey	Full planning permission	HGY/2025/0542	Approve with Conditions	28/05/2025	88 Rathcoole Gardens, Hornsey, London, N8 9PG	Replacement of existing timber frame windows with like-for-like timber frame double glazed units.	Matthew Gunning
Hornsey	Full planning permission	HGY/2025/0543	Approve with Conditions	28/05/2025	Ground Floor Flat A, 65 Rathcoole Gardens, Hornsey, London, N8 9NE	Replacement of existing timber frame windows with like-for-like timber frame double glazed units.	Matthew Gunning
Hornsey	Full planning permission	HGY/2025/0544	Approve with Conditions	20/05/2025	45 Rathcoole Gardens, Hornsey, London, N8 9ND	Replacement of the existing timber frame windows with like for like timber frame double glazed units.	Oskar Gregersen
Hornsey	Householder planning permission	HGY/2025/0547	Approve with Conditions	14/05/2025	290 Park Road, Hornsey, London, N8 8JY	Ground Floor Side / Rear extension with internal alterations	Adam Silverwood

Hornsey	Full planning permission	HGY/2025/0646	Approve with Conditions	27/05/2025	Ground Floor Flat, 136 Middle Lane, Hornsey, London, N8 7JP	Replacement of front room's wooden single sash windows with like for like uPvc double glazed.	Sion Asfaw
Hornsey	Full planning permission	HGY/2025/0732	Approve with Conditions	22/05/2025	143 Tottenham Lane, Hornsey, London, N8 9BJ	Conversion of 1x 3x bedroom flat on upper floors to create 3 new units (2x 1 bed, 1 person units & 1x 1 bed, 2 person unit) with associated works comprising erection of first	Josh Parker
Hornsey	Approval of details reserved by a condition	HGY/2025/0803	Approve	11/06/2025	Hornsey Police Station, 94-98 Tottenham Lane, London, N8 7EJ	Approval of details pursuant to condition 3c ? partial discharge (Details of windows) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Householder planning permission	HGY/2025/0827	Approve with Conditions	28/05/2025	18 Harold Road, Hornsey, London, N8 7DE	Replacement of the flat roof over the property's existing ground floor rear infill extension with a new glazed sloping roof, and the replacement of the existing patio windows	Neil McClellan
Hornsey	Lawful development: Proposed use	HGY/2025/0837	Permitted Development	20/05/2025	9 Priory Avenue, Hornsey, London, N8 7RP	Certificate of lawfulness for proposed single storey ground floor extension.	Sion Asfaw
Hornsey	Householder planning permission	HGY/2025/0878	Approve with Conditions	27/05/2025	5 Rathcoole Avenue, Hornsey, London, N8 9LY	Erection of a rear dormer roof extension next to the existing rear outrigger terrace including the replacement of second floor rear windows. Erection of ground floor single	Sabelle Adjagboni
Hornsey	Lawful development: Proposed use	HGY/2025/0899	Permitted Development	27/05/2025	55 Rathcoole Avenue, Hornsey, London, N8 9LY	Lawful development: Proposed rear dormer and installation of 2 x front and 1 rear rooflights.	Alicia Croskery
Hornsey	Householder planning permission	HGY/2025/0990	Approve with Conditions	20/06/2025	97 Lightfoot Road, Hornsey, London, N8 7JL	Replacement of existing shed in front garden with new outbuilding to be used as a home office.	Neil McClellan
Hornsey	Consent to display an advertisement	HGY/2025/1011	Approve with Conditions	12/06/2025	Shop, 5 High Street, Hornsey, London, N8 7PS	Retrospective application for display of 1no. externally illuminated fascia sign.	Mark Chan
Hornsey	Householder planning permission	HGY/2025/1048	Approve with Conditions	17/06/2025	15 Linzee Road, Hornsey, London, N8 7RG	Proposed terrace at loft floor level	Ben Coffie
Hornsey	Full planning permission	HGY/2025/1191	Approve with Conditions	26/06/2025	Flat A, 288 Park Road, Hornsey, London, N8 8JY	Erection of single storey rear wrap around extension.	Alicia Croskery
Hornsey	Householder planning permission	HGY/2025/1236	Approve with Conditions	30/06/2025	52 Hermiston Avenue, Hornsey, London, N8 8NP	Erection of single storey rear extension and replacement of existing windows	Sion Asfaw
Hornsey	Lawful development: Proposed use	HGY/2025/1317	Permitted Development	27/06/2025	52 Hermiston Avenue, Hornsey, London, N8 8NP	Certificate of lawfulness: Proposed use rear dormer extension with insertion of 3no. rooflights.	Sion Asfaw

Hornsey	Lawful development: Proposed use	HGY/2025/1344	Permitted Development	27/06/2025	49 Warner Road, Hornsey, London, N8 7HB	Certificate of Lawfulness for proposed rear dormer extension and associated front rooflights to facilitate loft conversion	Laina Levassor
Hornsey	Non-Material Amendment	HGY/2025/1353	Approve	27/06/2025	89 Nightingale Lane, Hornsey, London, N8 7QY	Non-Material Amendment to planning permission HGY/2024/0342 to amend the height of the kitchen extension to 2.4m on side boundaries and ridge height to 3.3m.	Matthew Gunning
Muswell Hill	Listed building consent (Alt/Ext)	HGY/2024/0079	Approve with Conditions	09/05/2025	107 Muswell Hill Road, Hornsey, London, N10 3HS	Listed building consent for the refitting of interior and installation of new external signage.	Mark Chan
Muswell Hill	Householder planning permission	HGY/2024/2756	Approve with Conditions	13/06/2025	4 Rookfield Avenue, Hornsey, London, N10 3TS	Erection of two rear dormers and installation of two rear rooflights.	Mark Chan
Muswell Hill	Full planning permission	HGY/2024/3075	Approve with Conditions	16/05/2025	336-338 Muswell Hill Broadway, Hornsey, London, N10 1DJ	Shopfront Alterations including: Replacement of the existing timber shopfront with new timber frames; Installation of 1300mm wide automatic sliding door with disabled access	Sabelle Adjagboni
Muswell Hill	Full planning permission	HGY/2024/3293	Approve with Conditions	06/06/2025	Flat A, 15 Princes Avenue, Hornsey, London, N10 3LS	Construction of outbuilding in rear garden	Eunice Huang
Muswell Hill	Consent to display an advertisement	HGY/2024/3355	Approve with Conditions	16/05/2025	336-338 Muswell Hill Broadway, Hornsey, London, N10 1DJ	Consent to display an advertisement for 1no. 500mm projecting signage and 1no. internally illuminated fascia panel.	Sabelle Adjagboni
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0267	Approve	26/06/2025	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 11 (New wall / Parapet Muswell Hill Road) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing	Tania Skelli
Muswell Hill	Householder planning permission	HGY/2025/0449	Approve with Conditions	08/05/2025	17 Grand Avenue, Hornsey, London, N10 3AY	Loft alteration with the erection of a new rear dormer by replacing existing rear dormer. Erection of a Garden Room outbuilding at the rear end of the rear garden. Replacement of Reinstating two external windows from ATM points to match existing external windows, replacement of existing doorset to entrance. New advertisement to external facade	Daniel Boama
Muswell Hill	Full planning permission	HGY/2025/0503	Approve with Conditions	02/05/2025	223 Muswell Hill Broadway, Hornsey, London, N10 1DE	Excavation of existing void below site to create habitable space, with the addition of front and rear lightwells. Demolition of existing single storey ground floor side addition, replaced	Josh Parker
Muswell Hill	Full planning permission	HGY/2025/0625	Approve with Conditions	26/06/2025	59 Hillfield Park, Hornsey, London, N10 3QU	Replacement of principle entrance doors on a like for like basis.	Alicia Croskery
Muswell Hill	Full planning permission	HGY/2025/0659	Approve with Conditions	06/05/2025	88 Muswell Hill Broadway, Hornsey, London, N10 3RX	Non-Material Amendment to planning permission HGY/2023/3202 to amend the footprint of the rear extension and amend the pitched roof to a flat roof.	Ben Coffie
Muswell Hill	Non-Material Amendment	HGY/2025/0661	Approve	06/05/2025	68 Etheldene Avenue, Hornsey, London, N10 3QB		Eunice Huang

Muswell Hill	Consent under Tree Preservation Orders	HGY/2025/0731	Refuse	19/05/2025	Cinema, Fortis Green Road, Hornsey, London, N10 3HP	Works to trees protected by a TPO. T1/T2 Lime trees - Remove to ground level T1 is a Semi Mature lime, its pushing over the large wall to the neighbouring property, tree has previously	Daniel Monk
Muswell Hill	Lawful development: Proposed use	HGY/2025/0779	Permitted Development	14/05/2025	58 Woodland Gardens, Hornsey, London, N10 3UA	Certificate of lawfulness (Proposed development) rear dormer and rooflights	Sion Asfaw
Muswell Hill	Full planning permission	HGY/2025/0780	Approve with Conditions	27/06/2025	Muswell Hill Public Library, Queens Avenue, Hornsey, London, N10 3PE	Replacement and repairs to roof with associated works	Emily Whittredge
Muswell Hill	Listed building consent (Alt/Ext)	HGY/2025/0781	Approve with Conditions	27/06/2025	Muswell Hill Public Library, Queens Avenue, Hornsey, London, N10 3PE	Listed building consent for replacement and repairs to roof with associated works.	Emily Whittredge
Muswell Hill	Non-Material Amendment	HGY/2025/0783	Approve	22/05/2025	139 Fortis Green Road, Hornsey, London, N10 3LX	Non-material amendment sought to listed building consent (LB consent) ref: HGY/2024/1420 dated 21 November 2024 under Section 19 of the Planning (Listed	Roland Sheldon
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0860	Approve	19/05/2025	Cranwood Development Site, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 4 (Materials and elevations) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and	Tania Skelli
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0877	Approve	22/05/2025	139 Fortis Green Road, Hornsey, London, N10 3LX	Details pursuant to part of condition 3 (materials/decorative mouldings) of listed building consent HGY/2024/1420 for part retrospective application for internal	Roland Sheldon
Muswell Hill	Full planning permission	HGY/2025/0994	Approve with Conditions	10/06/2025	14-20 Fortis Green Road, Hornsey, London, N10 3HN	Relocation of gas meter and associated gas pipework on the roof and side elevation.	Mark Chan
Muswell Hill	Lawful development: Proposed use	HGY/2025/1019	Approve with Conditions	11/06/2025	29 Woodland Rise, Hornsey, London, N10 3UP	Proposed loft conversion comprising the formation of dormer on the rear roof slope.	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2025/1020	Approve with Conditions	11/06/2025	29 Woodland Rise, Hornsey, London, N10 3UP	Proposed front lightwell and basement enlargement with single storey rear extension at basement level and terrace above.	Ben Coffie
Muswell Hill	Consent under Tree Preservation Orders	HGY/2025/1118	Approve with Conditions	13/06/2025	First Floor Rear Flat 4, 1 Queens Avenue, Hornsey, London, N10 3PE	Works to tree protected by a TPO. T001 - Ash - Pollard at approximately 8m to reduce loading on defect.	Daniel Monk
Muswell Hill	Full planning permission	HGY/2025/1135	Approve with Conditions	23/06/2025	Flat A, 49 Queens Avenue, Hornsey, London, N10 3PE	Loft conversion incorporating two rear dormers with two rooflights on the rear facade and three on the front facade.	Alicia Croskery
Muswell Hill	Non-Material Amendment	HGY/2025/1146	Approve	28/05/2025	Telephone Box, Queens Avenue, London, N10 1DD	Non-Material Amendment to vary the application details approved under planning permission Ref: HGY/2022/1316 (Proposed change to applicant details to reflect new	Kwaku Bossman-Gyamera

Muswell Hill	Householder planning permission	HGY/2025/1189	Approve with Conditions	27/06/2025	9 Woodland Rise, Hornsey, London, N10 3UP	Single storey infill extension.	Sion Asfaw
Noel Park	Removal/variation of conditions	HGY/2022/2452	Approve with Conditions	26/06/2025	Former Petrol Filling Station, 76, Mayes Road, London, N22 6SY	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with planning consent (Ref: HGY/2020/0795) and the updated condition	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2023/0517	Approve	08/05/2025	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works,	Approval of details pursuant to condition 31 - partial discharge of (CON2 - completion of remediation) of planning permission HGY/2017/3117 in relation to Block D1-D2	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2023/0922	Approve	13/05/2025	44-46 High Road, London N22 6BX	Approval of details pursuant to condition 13 (Hard and Soft landscaping on High Road and Bury Road) attached to planning appeal reference APP/Y/5420/W/18/3218865	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/3345	Approve	04/06/2025	707-725 Lordship Lane, Wood Green, London, N22 5JY	Approval of details pursuant to condition 14 ? (CEMP / DEMP) attached to planning permission HGY/2024/0450	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/3384	Approve	16/06/2025	707-725 LORDSHIP LANE, WOOD GREEN, LONDON, N22 5JY	Approval of details pursuant to condition 45a partial discharge (Circular Economy (Pre-Construction report, Post-Completion report)) attached to planning permission	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2025/0113	Approve	20/05/2025	707-725 LORDSHIP LANE, WOOD GREEN, LONDON, N22 5JY	Approval of details pursuant to condition 42 ? (partial discharge part (a) only (Living roof) attached to planning permission HGY/2024/0450	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2025/0139	Approve	16/06/2025	707-725 LORDSHIP LANE, WOOD GREEN, LONDON, N22 5JY	Approval of details pursuant to Part B of condition 45- partial discharge (Circular Economy Statement including a site waste management) attached to planning	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2025/0224	Approve with Conditions	06/06/2025	40 Malvern Road, Wood Green, London, N8 0LA	Proposed alterations to increase ridge height of roof. Construction of rear dormer extension, outrigger extension and front rooflights. Installation of air conditioning unit	Josh Parker
Noel Park	Householder planning permission	HGY/2025/0287	Approve with Conditions	14/05/2025	61 Farrant Avenue, Wood Green, London, N22 6PD	Ground floor rear infill extension with three rooflight and replacement of windows and addition of rooflight at roof level on the rear façade.	Alicia Croskery
Noel Park	Householder planning permission	HGY/2025/0343	Approve with Conditions	22/05/2025	43 Farrant Avenue, Wood Green, London, N22 6PD	Insertion of 2no. conservation style rooflights to the rear roof slope.	Daniel Boama
Noel Park	Householder planning permission	HGY/2025/0441	Approve with Conditions	24/06/2025	15 Gladstone Avenue, Wood Green, London, N22 6JU	Installation of 2 conservation rooflights on the rear roof slope including internal alterations at loft level	Sabelle Adjagboni
Noel Park	Change of use	HGY/2025/0505	Refuse	27/05/2025	35B Gladstone Avenue, Wood Green, London, N22 6JX	Change of Use from dwelling house (C3) to Small HMO (C4).	Alicia Croskery

Noel Park	Householder planning permission	HGY/2025/0586	Approve with Conditions	23/05/2025	30 Morley Avenue, Wood Green, London, N22 6LY	Replacement of existing timber sash windows with like-for-like timber sash frames	Oskar Gregersen
Noel Park	Approval of details reserved by a condition	HGY/2025/0591	Approve	01/05/2025	Maisonette, 12 Lymington Avenue, Wood Green, London, N22 6JA	Approval of details reserved by a condition 2 (Secure & covered cycle parking facilities)) and condition 4 (Details of refuse and waste storage and recycling facilities) attached to	Kwaku Bossman-Gyamara
Noel Park	Lawful development: Proposed use	HGY/2025/0638	Approve with Conditions	12/05/2025	28 Coombe Road, Wood Green, London, N22 5LB	Lawful development: Proposed outbuilding at the rear of the garden.	Ben Coffie
Noel Park	Lawful development: Existing use	HGY/2025/0639	Approve	10/06/2025	28 Coombe Road, Wood Green, London, N22 5LB	Certificate of lawfulness for the existing ground floor extension built to the rear of the main house and used continuously as living room, kitchen and dining since before 1998.	Ben Coffie
Noel Park	Householder planning permission	HGY/2025/0651	Approve with Conditions	19/05/2025	3 Moselle Avenue, Wood Green, London, N22 6ES	Replacement of the existing non-original porch with a new original style porch and the erection of a rear infill extension.	Neil McClellan
Noel Park	Householder planning permission	HGY/2025/0672	Approve with Conditions	20/05/2025	17 Meads Road, Wood Green, London, N22 6RN	Erection of rear dormer including outrigger addition. Roof windows to front roof slope. Single storey side extension to rear.	Josh Parker
Noel Park	Householder planning permission	HGY/2025/0736	Refuse	13/05/2025	59 Russell Avenue, Wood Green, London, N22 6QB	Erection of rear dormer and insertion of 3no. front rooflights on main roof.	Daniel Boama
Noel Park	Householder planning permission	HGY/2025/0740	Approve with Conditions	02/06/2025	21 Hewitt Avenue, Wood Green, London, N22 6QH	Demolition of existing conservatory and erection of a new single storey rear extension.	Mark Chan
Noel Park	Full planning permission	HGY/2025/0759	Approve with Conditions	28/05/2025	First Floor Flat 1, 31 Westbury Avenue, Wood Green, London, N22 6BS	Provision of rear roof terrace for the use of the first floor flat.	Neil McClellan
Noel Park	Full planning permission	HGY/2025/0787	Approve with Conditions	28/05/2025	93 High Road, Wood Green, N22 6BB	Second floor rear extension, rear dormer extension, remodelling of rear outrigger to a flat roof, creation of rear roof terraces at first and second floor level, provision of refuse and	Neil McClellan
Noel Park	Lawful development: Proposed use	HGY/2025/0839	Permitted Development	20/05/2025	7 Vernon Road, Wood Green, London, N8 0QD	Certificate of lawfulness for the proposed conversion of the loft extension including an L-shaped dormer extension to the rear, removal of the rear chimney and new rooflights to the	Sion Asfaw
Noel Park	Householder planning permission	HGY/2025/0840	Approve with Conditions	29/05/2025	7 Vernon Road, Wood Green, London, N8 0QD	Erection of ground floor side infill extension.	Sion Asfaw
Noel Park	Full planning permission	HGY/2025/0904	Approve with Conditions	30/05/2025	Unit 3, Hollywood Green, 180 High Road, Wood Green, London, N22 6EJ	Refurbishment and redecoration of shopfront including installation of replacement entrance doors and glazing, installation of internally illuminated entrance soffit, repainting of	Emily Whittredge

Noel Park	Approval of details reserved by a condition	HGY/2025/0925	Approve	13/06/2025	Chocolate Factory, 5 Clarendon Road Off Coburg Road, Wood Green, London, N22 6KJ	Approval of details pursuant to condition 25 partial discharge (Secure by Design Certification) of planning permission HGY/2023/2436 in relation to Block A	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2025/1154	Approve with Conditions	25/06/2025	40 Burghley Road, Wood Green, London, N8 0QE	Use as 7 bed HMO with shared kitchen and lounge area	Kwaku Bossman-Gyamara
Noel Park	Lawful development: Proposed use	HGY/2025/1233	Permitted Development	27/06/2025	69 Mayes Road, Wood Green, London, N22 6TN	Certificate of lawfulness proposed for the erection of a rear dormer extension including the insertion of two roof lights on the front roof slope.	Sabelle Adjagboni
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1238	Refuse	19/06/2025	69 Mayes Road, Wood Green, London, N22 6TN	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2m and for which the height of the	Sabelle Adjagboni
Noel Park	Consent to display an advertisement	HGY/2025/1249	Approve with Conditions	30/05/2025	Unit 3, Hollywood Green, 180 High Road, Wood Green, London, N22 6EJ	Display of internally illuminated fascia signs with internally illuminated entrance soffit.	Emily Whittredge
Noel Park	Non-Material Amendment	HGY/2025/1251	Approve	06/06/2025	Land to the rear of Vera Court, Lordship Lane, London, N22 5LH	Non-Material Amendment to planning permission reference HGY/2021/3568 dated 24/01/2024 for the redevelopment of backland garage site to provide 5 new	Neil McClellan
Northumberland Park	Listed building consent (Alt/Ext)	HGY/2024/3420	Approve with Conditions	07/05/2025	Dial House, 790 & 792 High Road, Tottenham, London, N17 0DH	Listed Building Consent for internal and external alterations to 790 High Road, consisting of external alterations to the rear (east) elevation; internal alteration to	Alicia Croskery
Northumberland Park	Full planning permission	HGY/2024/3441	Approve with Conditions	07/05/2025	Dial House, 790 & 792 High Road, Tottenham, London, N17 0DH	Change of use of no.790 from residential (C3) to office (E(g)(i)) and external alterations to the rear elevations	Alicia Croskery
Northumberland Park	Consent to display an advertisement	HGY/2025/0247	Refuse	21/05/2025	Unit A, Brantwood Road, Tottenham, N17 0YD	Retrospective consent to display of 1no. illuminated gateway sign above entrance and 1no. illuminated totem sign along the side of building.	Sion Asfaw
Northumberland Park	Full planning permission	HGY/2025/0451	Refuse	02/05/2025	117 Northumberland Park, Tottenham, London, N17 0TL	Proposed dropped curb with white line to create off street parking, paved drive way, a new front and side boundary with a sliding gate.	Oskar Gregersen
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0504	Approve	21/05/2025	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 14b (Solar PV Air Source Heat Pumps) and c (GLA Be Seen Energy) attached to planning permission HGY/2022/0664	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0585	Approve	01/05/2025	18 West Road & Unit 4 West Mews, Tottenham, London, N17 0RP	Approval of details reserved by a condition 10 (Details of the type and location of secure and covered cycle parking facilities for each building) attached to planning application	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0663	Approve	12/05/2025	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 13 (Secured by Design) attached to planning permission HGY/2022/0664	Sarah Madondo

Northumberland Park	Householder planning permission	HGY/2025/0687	Approve with Conditions	24/06/2025	20 Tilson Road, Tottenham, London, N17 9UY	Construction of a single storey side infill and side to rear 'wrap-around' extension.	Eunice Huang
Northumberland Park	Lawful development: Proposed use	HGY/2025/0695	Refuse	12/05/2025	9 Bromley Road, Tottenham, London, N17 0AR	Certificate of lawfulness: Proposed use, infill extension and L-shaped dormer extension.	Sion Asfaw
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0742	Approve	07/05/2025	18 West Road & Unit 4 West Mews , Tottenham, London, N17 0RP	Approval of details reserved by a condition 18 (Boundary treatment) attached to planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0743	Approve	02/05/2025	18 West Road & Unit 4 West Mews , Tottenham, London, N17 0RP	Approval of details reserved by a condition 20 (existing road surface condition) attached to planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0744	Approve	13/05/2025	18 West Road & Unit 4 West Mews , Tottenham, London, N17 0RP	Approval of details reserved by a condition 27a (Details of the living roofs for the associated cycle shelter building) attached to planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0760	Approve	13/05/2025	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 16 (Circular Economy) attached to planning permission HGY/2022/0664	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0969	Approve	24/06/2025	Sheba Court, Altair Close, Tottenham, London, N17 0DE	Approval of details pursuant to condition 3 (Cycle Parking) attached to planning permission HGY/2024/0477	Gareth Prosser
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1016	Approve	29/05/2025	18 West Road & Unit 4 West Mews, West Road, Tottenham, London, N17 0RP	Approval of details reserved by a condition 3 (Materials) attached to planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Full planning permission	HGY/2025/1164	Refuse	25/06/2025	41 Baronet Road, Tottenham, London, N17 0LY	Erection of a rear dormer extension and the change of use from a single dwellinghouse (Class C3) to an 8-bed HMO (Sui-Generis), including the provision of refuse and cycle	Sabelle Adjagboni
Northumberland Park	Non-Material Amendment	HGY/2025/1183	Approve	14/05/2025	73 Poynton Road, Tottenham, London, N17 9SJ	Non-Material Amendment to planning permission reference HGY/2024/3401 dated 07/02/2025 for the erection of a single storey outbuilding in rear garden; namely to replace	Neil McClellan
Northumberland Park	Lawful development: Proposed use	HGY/2025/1549	Permitted Development	16/06/2025	Floor 3, Lilywhite House, 780 High Road, Tottenham, London, N17 0BX	Lawful development certificate for rooftop canopy	Samuel Uff
Seven Sisters	Removal/variation of conditions	HGY/2024/1825	Approve with Conditions	19/05/2025	Land rear of Plevna Crescent, London N15 6DW	Variation to Conditions 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 including the addition of conditions 38, 39, 40, 41, 42, 43,	Valerie Okeiyi
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0498	Approve	25/06/2025	245 and 247-9, High Road, Tottenham, London, N15 5BT	Approval of details pursuant to condition 5 (Cycle Parking) attached to planning permission HGY/2022/0280	Gareth Prosser

Seven Sisters	Approval of details reserved by a condition	HGY/2025/0499	Approve	24/06/2025	245 and 247-249, High Road, Tottenham , London, N15 5BT	Approval of details pursuant to condition 4 (Temporary Market and Community Space Management Plan (MP)) attached to planning permission HGY/2022/0280	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0500	Approve	24/06/2025	Vacant Land and Car Park adjacent to Suffield Road and High Road, London N15	Approval of details pursuant to condition 5 (Cycle Parking) attached to planning permission HGY/2023/0075	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0501	Approve	24/06/2025	Vacant Land and Car Park adjacent to Suffield Road and High Road, London N15	Approval of details pursuant to condition 11 (Market Management Plan) attached to planning permission HGY/2023/0075	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0637	Approve	24/06/2025	Vacant Land and Car Park adjacent to Suffield Road and High Road, London N15	Approval of details pursuant to condition 12 (External Lighting) attached to planning permission HGY/2023/0075	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0667	Approve	07/05/2025	718 to 722, Seven Sisters Road, Tottenham, London, N15 5NH	Approval of details reserved by a condition 3 (Detail of all external materials) attached to planning application Ref: HGY/2024/2254	Kwaku Bossman-Gyamera
Seven Sisters	Full planning permission	HGY/2025/0681	Approve with Conditions	09/06/2025	20 Ermine Road, Tottenham, London, N15 6DB	Conversion of dwelling house into 2 self contained flats consisting of 1 x 1b2p and 1 x 5b9p	Alicia Croskery
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0729	Approve	24/06/2025	245 and 247-249, High Road, Tottenham, London, N15 5BT	Approval of details pursuant to condition 7 (Servicing & Delivery Management Plan) attached to planning permission HGY/2022/0280	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0789	Approve	19/05/2025	718 to 722, Seven Sisters Road, Tottenham, London, N15 5NH	Approval of details reserved by a condition 3 (Loading and associated drawings) attached to planning application Ref: HGY/2024/2260.	Kwaku Bossman-Gyamera
Seven Sisters	Householder planning permission	HGY/2025/0794	Approve with Conditions	23/06/2025	31 Seaford Road, Tottenham, London, N15 5DU	Single storey rear infill extension to the side of the property's outrigger and associated internal works.	Neil McClellan
Seven Sisters	Non-Material Amendment	HGY/2025/1039	Approve	30/06/2025	247-249 High Road, Tottenham, London, N15 5BT	Non-Material Amendment to application ref. HGY/2023/0075 for the provision of an outdoor food and retail market (Sui Generis) consisting of market stalls and outdoor	Gareth Prosser
Seven Sisters	Non-Material Amendment	HGY/2025/1040	Approve	27/06/2025	245-249 High Road, Tottenham, London N15 5BT	Non-Material Amendment to application ref. HGY/2022/0280 for the amalgamation of ground floor units at 245 and 247-249 High Road into a single unit and use as a retail	Gareth Prosser
Seven Sisters	Full planning permission	HGY/2025/1091	Approve with Conditions	19/06/2025	1 Howard Court, Howard Road, Tottenham, London, N15 6NS	Erection of a single storey ground floor rear extension.	Oskar Gregersen
Seven Sisters	Householder planning permission	HGY/2025/1161	Approve with Conditions	26/06/2025	190 Seaford Road, Tottenham, London, N15 5DS	Erection of a first floor rear extension (amended plans)	Oskar Gregersen

Seven Sisters	Approval of details reserved by a condition	HGY/2025/1207	Approve	25/06/2025	245 and 247-249, High Road, Tottenham, London, N15 5BT	Approval of details pursuant to condition 8 (Fire Statement) attached to planning permission HGY/2025/0068.	Gareth Prosser
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1365	Not Required	30/06/2025	13 Franklin Street, Tottenham, London, N15 6QH	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	Sabelle Adjagboni
Seven Sisters	Lawful development: Proposed use	HGY/2025/1367	Permitted Development	30/06/2025	29 Berkeley Road, Tottenham, London, N15 6HH	Certificate of Lawfulness for proposed rear dormer and outrigger extension with associated front rooflights to facilitate loft conversion.	Laina Levassor
South Tottenham	Approval of details reserved by a condition	HGY/2024/2452	Approve	22/05/2025	47 Grovelands Road, Tottenham, London, N15 6BT	Submission of details reserved by a condition 11 (Sound attenuation details) of planning permission reference HGY/2022/1199	Josh Parker
South Tottenham	Householder planning permission	HGY/2024/3144	Approve with Conditions	30/06/2025	40 Riverside Road, Tottenham, London, N15 6DA	Erection of Type 3 roof extension and ground floor rear extension.	Eunice Huang
South Tottenham	Householder planning permission	HGY/2024/3341	Approve with Conditions	10/06/2025	54 Craven Park Road, Tottenham, London, N15 6AB	Erection of an additional storey (?Type 3? extension) and rear extension.	Eunice Huang
South Tottenham	Approval of details reserved by a condition	HGY/2024/3448	Approve	16/05/2025	27 Harold Road, Tottenham, London, N15 4PL	Approval of details pursuant to conditions 3 (Refuse Storage) and 4 (Cycle Parking) attached to planning permission ref: HGY/2024/0790.	Mark Chan
South Tottenham	Full planning permission	HGY/2024/3481	Approve with Conditions	22/05/2025	24 Rostrevor Avenue, Tottenham, London, N15 6LR	Erection of a front porch extension (part-retrospective application).	Neil McClellan
South Tottenham	Householder planning permission	HGY/2025/0028	Approve with Conditions	01/05/2025	139 Castlewood Road, Tottenham, London, N15 6BD	Excavation of a basement under the footprint of the house with a front and side lightwell (amended).	Josh Parker
South Tottenham	Householder planning permission	HGY/2025/0187	Approve with Conditions	17/06/2025	23 Earlsmead Road, Tottenham, London, N15 4DA	Erection of single-storey side/rear wrap-around extension	Neil McClellan
South Tottenham	Full planning permission	HGY/2025/0191	Approve with Conditions	16/06/2025	47 Hanover Road, Tottenham, London, N15 4DL	Erection of a ground floor extension, and L-shape dormer extension including the installation of rooflights on the front roof slope. Conversion of a single dwelling house	Sabelle Adjagboni
South Tottenham	Householder planning permission	HGY/2025/0238	Approve with Conditions	15/05/2025	85 Wargrave Avenue, Tottenham, London, N15 6TU	Erection of basement floor extension with front and rear lightwells.	Roland Sheldon
South Tottenham	Householder planning permission	HGY/2025/0371	Approve with Conditions	13/05/2025	84 Gladesmore Road, Tottenham, London, N15 6TD	Erection of a type 3 roof extension with front and rear rooflights.	Neil McClellan

South Tottenham	Householder planning permission	HGY/2025/0506	Approve with Conditions	19/06/2025	25 & 27 Craven Park Road, Tottenham, London, N15 6AA	Erection of a single storey ground floor full-width rear extension to both properties	Nathan Keyte
South Tottenham	Householder planning permission	HGY/2025/0618	Approve with Conditions	16/06/2025	22 Clifton Gardens, Tottenham, London, N15 6AP	Erection of a basement and the creation of a front lightwell.	Mark Chan
South Tottenham	Approval of details reserved by a condition	HGY/2025/0640	Approve	22/05/2025	19 Norfolk Avenue, Tottenham, London, N15 6JX	Approval of details reserved by a condition 6 (Chartered Civil Engineer) attached to planning reference HGY/2023/1591	Sarah Madondo
South Tottenham	Householder planning permission	HGY/2025/0644	Approve with Conditions	21/05/2025	93 Gladesmore Road, Tottenham, London, N15 6TL	Erection of a Type 3 loft extension and erection of single storey rear wrap around extension	Emily Whittredge
South Tottenham	Householder planning permission	HGY/2025/0745	Approve with Conditions	15/05/2025	13 Talbot Road, Tottenham, London, N15 4DF	Erection of a Single Storey Rear Extension 3.65m in depth, 3.45m in width, and 3m in height.	Oskar Gregersen
South Tottenham	Approval of details reserved by a condition	HGY/2025/0764	Approve	29/05/2025	19 Norfolk Avenue, Tottenham, London, N15 6JX	Approval of details reserved by a condition 7 (Construction Management Plan) attached to planning permission HGY/2023/1591	Sarah Madondo
South Tottenham	Lawful development: Proposed use	HGY/2025/0809	Approve	27/05/2025	22 Clifton Gardens, Tottenham, London, N15 6AP	Certificate of Lawfulness for the proposed erection of a front porch.	Nathan Keyte
South Tottenham	Lawful development: Proposed use	HGY/2025/0830	Refuse	21/05/2025	87 Gladesmore Road, Tottenham, London, N15 6TL	Certificate of lawfulness for proposed use: Erection of a dormer extension above rear outrigger	Daniel Boama
South Tottenham	Householder planning permission	HGY/2025/0832	Approve with Conditions	30/05/2025	13 Lockmead Road, Tottenham, London, N15 6BX	First floor rear extension.	Neil McClellan
South Tottenham	Householder planning permission	HGY/2025/0838	Approve with Conditions	27/05/2025	30 Riverside Road, Tottenham, London, N15 6DA	Erection of additional storey at roof level (type 3 extension)	Alicia Croskery
South Tottenham	Householder planning permission	HGY/2025/0844	Approve with Conditions	22/05/2025	36 Craven Park Road, Tottenham, London, N15 6AB	Erection of increased depth single storey infill extension with sukkah roof and ?Type 3? extension with rooflights to the front and rear slopes	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2025/0896	Approve with Conditions	28/05/2025	77 Lealand Road, London N15 6JT	Erection of a single-storey side infill rear extension	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2025/0910	Approve with Conditions	30/06/2025	33 Norfolk Avenue, Tottenham, London, N15 6JX	Erection of additional storey - type 3 loft extension to existing roof.	Sabelle Adjagboni

South Tottenham	Full planning permission	HGY/2025/0938	Approve with Conditions	03/06/2025	31 and 33 , Norfolk Avenue, South Tottenham , Haringey , N15 6JX	Erection of part single, part two storey rear extension to no. 33 and first floor rear extension to no. 31	Kwaku Bossman-Gyamera
South Tottenham	Full planning permission	HGY/2025/0948	Approve with Conditions	03/06/2025	29 Ferndale Road, Tottenham, London, N15 6UF	Conversion of the property from two flats back to a single family dwellinghouse.	Ben Coffie
South Tottenham	Non-Material Amendment	HGY/2025/0958	Refuse	08/05/2025	88 Tynemouth Road, Tottenham, London, N15 4AX	Non Material Amendment to development to install a new air source heat pump to approved planning permission with reference HGY/2024/2679: Erection of a single storey	Ben Coffie
South Tottenham	Full planning permission	HGY/2025/0975	Approve with Conditions	10/06/2025	9 Elm Park Avenue, Tottenham, London, N15 6AL	Removal of existing wooden structure and replacement with single storey addition to the front, and re-arrangement of the bin storage area at the front of the building.	Josh Parker
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0978	Not Required	20/05/2025	20 Lockmead Road, Tottenham, London, N15 6BX	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	Sabelle Adjagboni
South Tottenham	Householder planning permission	HGY/2025/1171	Refuse	26/06/2025	20 Lockmead Road, Tottenham, London, N15 6BX	Erection of a hip to gable and rear dormer extension (type 2 Loft)	Sabelle Adjagboni
South Tottenham	Lawful development: Proposed use	HGY/2025/1180	Permitted Development	27/06/2025	157 Gladesmore Road, Tottenham, London, N15 6TJ	Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion with associated rooflights to front roofslope	Laina Levassor
South Tottenham	Householder planning permission	HGY/2025/1181	Approve with Conditions	27/06/2025	85 Wargrave Avenue, Tottenham, London, N15 6TU	Erection of a first-floor rear extension	Sabelle Adjagboni
South Tottenham	Lawful development: Proposed use	HGY/2025/1196	Permitted Development	19/05/2025	113 Yarmouth Crescent, Tottenham, London, N17 9PH	Certificate of Lawfulness: Proposed use for formation of rear dormer roof extension, installation of roof lights to front slope, replacement of windows to match, erection of	Oskar Gregersen
South Tottenham	Lawful development: Proposed use	HGY/2025/1228	Approve	30/06/2025	171 Broad Lane, Tottenham, London, N15 4QT	Certificate of Lawfulness (Proposed) for use as Class C3(b) (small care home for up to four people living together as a single household and receiving care including a permanent full-	Alicia Croskery
South Tottenham	Consent under Tree Preservation Orders	HGY/2025/1297	Approve with Conditions	13/06/2025	38 Talbot Road, Tottenham, London, N15 4DH	Works to tree protected by a TPO. Tree location - front garden. T1 - Approx. H16 S12 78DBH Sycamore. Crown reduce height and sides by 1-2m (regrowth). Thin 15%.	Daniel Monk
South Tottenham	Prior notification: Development by telecoms operators	HGY/2025/1499	Permitted Development	05/06/2025	Warren Court, High Cross Road, Tottenham, London, N17 9PE	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations	Kwaku Bossman-Gyamera
South Tottenham	Non-Material Amendment	HGY/2025/1555	Approve	30/06/2025	30 Riverside Road, Tottenham, London, N15 6DA	Non-Material Amendment to planning application HGY/2025/0838 to square off the bay windows on the front elevation.	Alicia Croskery

St Ann's	Lawful development: Proposed use	HGY/2025/0115	Permitted Development	04/06/2025	72 Avondale Road, Tottenham, London, N15 3SH	Lawful development: Proposed use. The proposal is for a single storey side return which does not exceed 4m in height, is less than 3 meters at the eaves and is less than	Alicia Croskery
St Ann's	Approval of details reserved by a condition	HGY/2025/0338	Approve	08/05/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Approval of details pursuant to condition 10 (Satellite Dish) attached to planning permission HGY/2018/1806	Valerie Okeiyi
St Ann's	Approval of details reserved by a condition	HGY/2025/0489	Approve	16/06/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Approval of details pursuant to condition 8 ? partial discharge (Boundary treatment) attached to planning permission HGY/2018/1806.	Valerie Okeiyi
St Ann's	Householder planning permission	HGY/2025/0529	Approve with Conditions	08/05/2025	20 Harringay Road, Tottenham, London, N15 3JD	Single storey rear/side infill extension.	Neil McClellan
St Ann's	Approval of details reserved by a condition	HGY/2025/0724	Approve	14/05/2025	Shop, 445 West Green Road, Tottenham, London, N15 3PL	Approval of details pursuant to Condition 5 (Site Contamination) of prior approval reference HGY/2024/3260.	Neil McClellan
St Ann's	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0774	Not Required	02/05/2025	72 Avondale Road, Tottenham, London, N15 3SH	Erection of single storey extension which extends beyond the rear wall of the original house by 5.96m, for which the maximum height would be 3.34m and for which the	Oskar Gregersen
St Ann's	Householder planning permission	HGY/2025/0797	Approve with Conditions	28/05/2025	48 Cranleigh Road, Tottenham, London, N15 3AD	Removal of ground floor timber rear extension and replacement with brick built ground floor rear extension on extended footprint (revised plans)	Oskar Gregersen
St Ann's	Lawful development: Proposed use	HGY/2025/0808	Refuse	20/05/2025	34 Harringay Road, Tottenham, London, N15 3JD	Certificate of lawfulness for proposed use: Loft conversion with the erection of a rear L-shaped dormer extension and insertion of 2no. front rooflights on main roof.	Daniel Boama
St Ann's	Householder planning permission	HGY/2025/0811	Approve with Conditions	19/05/2025	34 Harringay Road, Tottenham, London, N15 3JD	Erection of a single storey wraparound rear extension with 3no. rooflights.	Daniel Boama
St Ann's	Approval of details reserved by a condition	HGY/2025/0871	Approve	20/05/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Approval of details pursuant to Part (D) of condition 14 (Remediation of contamination) attached to planning permission HGY/2018/1806	Valerie Okeiyi
St Ann's	Lawful development: Proposed use	HGY/2025/0902	Permitted Development	20/05/2025	15 Harringay Road, Tottenham, London, N15 3JB	Certificate of lawfulness for a proposed rear dormer extension, rooflights to the front roof slope and a part rear/part side single storey extension.	Sion Asfaw
St Ann's	Lawful development: Proposed use	HGY/2025/0947	Permitted Development	29/05/2025	61 Etherley Road, Tottenham, London, N15 3AL	Certificate of Lawfulness for proposed construction of rear dormer and outrigger extensions to facilitate a loft conversion and rooflights	Alicia Croskery
St Ann's	Approval of details reserved by a condition	HGY/2025/0957	Approve	10/06/2025	5A Woodlands Park Road, Tottenham, London, N15 3RS	Approval of details pursuant to condition 4 (waste management) of planning permission HGY/2024/1855 for Application to determine if prior approval is required for a proposed:	Alicia Croskery

St Ann's	Lawful development: Proposed use	HGY/2025/0960	Permitted Development	21/05/2025	40 Ritches Road, Tottenham, London, N15 3TB	Certificate of lawfulness: proposed use dormer extension and removal of chimney	Sion Asfaw
St Ann's	Approval of details reserved by a condition	HGY/2025/1120	Approve	16/06/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Approval of details pursuant to condition 32 (Noise levels) attached to planning permission HGY/2018/1806	Valerie Okeiyi
St Ann's	Full planning permission	HGY/2025/1190	Refuse	27/06/2025	17 Avenue Road, Tottenham, London, N15 5JG	Conversion of the exiting dwellighthouse into two self contained units and erection of upward extension including a mansard roof and rebuilding the rear extension and rear	Alicia Croskery
St Ann's	Lawful development: Existing use	HGY/2025/1245	Approve	19/05/2025	37 Brampton Road, Tottenham, London, N15 3SX	Certificate of Lawfulness for existing use as 2 x self-contained flats	Laina Levassor
St Ann's	Non-Material Amendment	HGY/2025/1345	Approve	23/05/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Non-material amendment to planning permission HGY/2018/1806 to change the entry points to flats B1 and B2 to ensure compliance with Approved Document Part	Valerie Okeiyi
St Ann's	Non-Material Amendment	HGY/2025/1352	Approve	22/05/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Non-material amendment to planning permission HGY/2018/1806 to amend the type of cycle store approved under HGY/2024/2920	Valerie Okeiyi
St Ann's	Lawful development: Proposed use	HGY/2025/1470	Permitted Development	10/06/2025	92 Harringay Road, Tottenham, London, N15 3HX	Certificate of Lawfulness to create a loft conversion with a rear L-shaped dormer with one window and one set of French doors with Juliet guard and three Velux windows on front	Sarah Madondo
Stroud Green	Approval of details reserved by a condition	HGY/2023/2291	Approve	28/05/2025	33, Dagmar Road, Hornsey, London, N4 4NY	Approval of details reserved by condition 7 (remediation of contamination on the site) attached to planning consent HGY/2021/2968	Roland Sheldon
Stroud Green	Full planning permission	HGY/2024/0980	Approve with Conditions	22/05/2025	Ground Floor Flat, 4 Nelson Road, Hornsey, London, N8 9RU	Construction of a single storey outbuilding in rear garden.	Eunice Huang
Stroud Green	Full planning permission	HGY/2024/1382	Refuse	10/06/2025	Land at Weston Park r/o 110 Nelson Road, Crouch End, London, N8 9RT	Demolition of existing buildings, erection of part single, part three-storey dwellinghouse.	Roland Sheldon
Stroud Green	Full planning permission	HGY/2024/2034	Not Determined	19/05/2025	Flat A, 55 Victoria Road, Hornsey, London, N4 3SN	Full width rear wrap around extension to existing living room and kitchen together with the creation of a small courtyard	Emily Whittredge
Stroud Green	Full planning permission	HGY/2024/2747	Approve with Conditions	21/05/2025	Flat 3, 32 Lancaster Road, Hornsey, London, N4 4PR	Rear dormer extension and the creation of a roof terrace/balcony at second floor level on the property's rear outrigger (AMENDED PLANS).	Adam Silverwood
Stroud Green	Full planning permission	HGY/2024/3174	Approve with Conditions	20/06/2025	Flat A, 93 Mount View Road, Hornsey, London, N4 4JA	Demolition of existing conservatory and rear bathroom extension, and the construction of new a full-width rear extension incorporating a small internal courtyard.	Eunice Huang

Stroud Green	Householder planning permission	HGY/2024/3367	Approve with Conditions	12/05/2025	Flat A, 27 Oakfield Road, Hornsey, London, N4 4NP	Erection of a single storey side and rear ?wraparound? extension. (AMENDED PLANS).	Mark Chan
Stroud Green	Full planning permission	HGY/2025/0121	Approve with Conditions	06/06/2025	Lower Flat, 192 Stapleton Hall Road, Hornsey, London, N4 4QL	Erection of a single-storey rear extension, including alterations to the side 'store' extension and insertion of 2x new side windows at lower ground level. Erection of a	Tania Skelli
Stroud Green	Householder planning permission	HGY/2025/0446	Approve with Conditions	27/06/2025	14 Oxford Road, Hornsey, London, N4 3HA	Alterations to existing roof tiles for purposes of roof repair.	Laina Levassor
Stroud Green	Full planning permission	HGY/2025/0566	Approve with Conditions	13/06/2025	Flat A, 80 Victoria Road, Hornsey, London, N4 3SW	Erection of a single storey wraparound extension to ground floor flat, including like-for-like replacement and thermal upgrade of existing front bay window frames and glazing	Sabelle Adjagboni
Stroud Green	Full planning permission	HGY/2025/0664	Approve with Conditions	08/05/2025	10 Beatrice Road, Hornsey, London, N4 4PD	Conversion of existing split level flat occupying the ground and lower ground floor into two separate self-contained 1-bedroom flats.	Neil McClellan
Stroud Green	Householder planning permission	HGY/2025/0685	Approve with Conditions	13/06/2025	8 Ossian Road, Hornsey, London, N4 4EA	Construction of rear dormer with installation of 3 rooflights at the front and 2 at the rear.	Eunice Huang
Stroud Green	Householder planning permission	HGY/2025/0763	Approve with Conditions	20/05/2025	103 Inderwick Road, Hornsey, London, N8 9LA	Removal of existing single storey ground floor rear infill extension, replacement with ground floor single storey side to rear wrap-around extension.	Oskar Gregersen
Stroud Green	Householder planning permission	HGY/2025/0784	Approve with Conditions	16/06/2025	74 Ridge Road, Hornsey, London, N8 9LH	Replacement of roof of the rear extension and alteration to side elevation.	Mark Chan
Stroud Green	Householder planning permission	HGY/2025/0918	Approve with Conditions	10/06/2025	Flat D, 68 Stroud Green Road, Hornsey, London, N4 3ER	Loft conversion with rear and side dormers with two rooflights to the front elevation.	Adam Silverwood
Stroud Green	Full planning permission	HGY/2025/0989	Approve with Conditions	25/06/2025	Ground Floor Flat, 10 Albert Road, Hornsey, London, N4 3RW	Single storey side extension.	Eunice Huang
Stroud Green	Full planning permission	HGY/2025/1042	Approve with Conditions	18/06/2025	First And Second Floor Flat, 140 Stroud Green Road, Hornsey, London, N4 3RZ	Erection of rear dormer, installation of one front and two rear rooflights.	Oskar Gregersen
Stroud Green	Lawful development: Proposed use	HGY/2025/1043	Permitted Development	16/06/2025	43 Nelson Road, Hornsey, London, N8 9RS	Certificate of Lawfulness: Proposed use dormer extension and juliet balcony.	Sion Asfaw
Stroud Green	Householder planning permission	HGY/2025/1052	Approve with Conditions	28/05/2025	Flat A, 6 Perth Road, Hornsey, London, N4 3HB	Addition of external window to intermediate landing on rear stairwell	Nathan Keyte

Stroud Green	Full planning permission	HGY/2025/1102	Approve with Conditions	20/06/2025	Flat 1, 113 Stapleton Hall Road, Hornsey, London, N4 4RD	Proposed outbuilding at the rear of the garden.	Ben Coffie
Stroud Green	Householder planning permission	HGY/2025/1157	Approve with Conditions	19/06/2025	16 Cornwall Road, Hornsey, London, N4 4PH	Demolition of existing single storey rear addition and construction of a single storey ground floor rear and infill extension.	Nathan Keyte
Stroud Green	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/1176	Approve with Conditions	30/06/2025	84 Stroud Green Road, Hornsey, London, N4 3EN	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	Mark Chan
Stroud Green	Non-Material Amendment	HGY/2025/1208	Approve	15/05/2025	44, Blythwood Rd, London, N4 4EX (located adjacent to no. 46)	Non-material amendment to planning permission HGY/2021/2612 to move a window on the first floor front elevation.	Nathan Keyte
Stroud Green	Lawful development: Existing use	HGY/2025/1339	Approve	30/06/2025	23 Ferme Park Road, Hornsey, London, N4 4DS	Certificate of lawfulness: Existing use 4 self-contained units.	Sion Asfaw
Stroud Green	Lawful development: Existing use	HGY/2025/1629	Approve	27/06/2025	Flat B, 61 Stapleton Hall Road, Hornsey, London, N4 3QF	Certificate of Lawfulness for existing rear roof terrace.	Laina Levassor
Tottenham Central	Householder planning permission	HGY/2024/3531	Approve with Conditions	09/05/2025	64 Grove Park Road, Tottenham, London, N15 4SN	Replacement of timber frame windows with new double glazed timber units to the front elevation and uPVC units to the rear elevation.	Josh Parker
Tottenham Central	Full planning permission	HGY/2025/0602	Approve with Conditions	07/05/2025	82 Greyhound Road, Tottenham, London, N17 6XN	Rear dormer and roof extension and insertion of 3no. rooflights to front and rear roof slopes and alteration of existing ground floor rear window.	Sion Asfaw
Tottenham Central	Lawful development: Existing use	HGY/2025/0658	Refuse	15/05/2025	108 The Avenue, Tottenham, London, N17 6TG	Certificate of Lawfulness for the existing use of the property as a House in Multiple Occupation (HMO) for up to six residents (Class C4 Use).	Alicia Croskery
Tottenham Central	Lawful development: Proposed use	HGY/2025/0676	Permitted Development	07/05/2025	84 Higham Road, Tottenham, London, N17 6NP	Certificate of lawfulness (proposed development): Erection of rear dormer and insertion of 3no. front rooflights on front roof slope	Daniel Boama
Tottenham Central	Full planning permission	HGY/2025/0739	Refuse	30/06/2025	41 Woodside Gardens, Tottenham, London, N17 6UN	Conversion of dwelling (Class C3 Use) into a 6-bedroom/6-person House in Multiple Occupation (HMO) (Class C4 Use) [Retrospective]	Neil McClellan
Tottenham Central	Full planning permission	HGY/2025/0836	Approve with Conditions	20/06/2025	Left Flat, 18 Sperling Road, Tottenham, London, N17 6UH	Replacement windows to all elevations, timber to uPVC.	Oskar Gregersen
Tottenham Central	Full planning permission	HGY/2025/0939	Approve with Conditions	20/06/2025	70 Chester Road, Tottenham, London, N17 6BZ	Change of use from a single family dwelling (Use Class C3) to a five bedroom five persons small HMO (Use Class C4)	Ben Coffie

Tottenham Central	Lawful development: Proposed use	HGY/2025/1010	Permitted Development	12/06/2025	5 Belton Road, Tottenham, London, N17 6YF	Certificate of lawful development for: Rear dormer and outrigger extensions, front roof light.	Emily Whittredge
Tottenham Central	Full planning permission	HGY/2025/1013	Approve with Conditions	11/06/2025	19B Marden Road, Tottenham, London, N17 6NE	Erection of garden room for use as a home office. Located (approx. 200 mm) to the rear boundary with 2 Chester Road) and will be 2.5 m in height, 5m wide and 3m deep.	Oskar Gregersen
Tottenham Central	Lawful development: Proposed use	HGY/2025/1070	Permitted Development	22/05/2025	84 Higham Road, Tottenham, London, N17 6NP	Certificate of Lawfulness for proposed single storey rear extension (for which prior approval was not required under reference HGY/2025/0677)	Laina Levassor
Tottenham Central	Approval of details reserved by a condition	HGY/2025/1080	Approve	25/06/2025	1 Spur Road, Tottenham, London, N15 4AA	Approval of details reserved by a condition 6 (Details of the existing party ceilings/floors and walls construction) attached to planning reference HGY/2025/0149.	Sion Asfaw
Tottenham Central	Lawful development: Proposed use	HGY/2025/1082	Permitted Development	26/06/2025	8 Handsworth Road, Tottenham, London, N17 6DE	Certificate of lawfulness: Proposed development of rear loft extension.	Sion Asfaw
Tottenham Central	Full planning permission	HGY/2025/1141	Approve with Conditions	24/06/2025	13 Chester Road, Tottenham, London, N17 6EA	Replacement of existing window units with double glazed timber sash windows.	Ben Coffie
Tottenham Central	Full planning permission	HGY/2025/1175	Approve with Conditions	26/06/2025	Dental Surgery, 111 Philip Lane, Tottenham, London, N15 4JR	Erection of a dormer roof rear extension	Nathan Keyte
Tottenham Central	Lawful development: Existing use	HGY/2025/1182	Approve	25/06/2025	111 Philip Lane, Tottenham, London, N15 4JR	Lawful development: Existing building works; ground floor rear wrap around extension related to dental practice.	Nathan Keyte
Tottenham Central	Lawful development: Proposed use	HGY/2025/1214	Permitted Development	27/06/2025	55 St Margarets Road, Tottenham, London, N17 6TY	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion with associated rooflights to front roofslope.	Laina Levassor
Tottenham Central	Prior notification: Development by telecoms operators	HGY/2025/1267	Permitted Development	12/05/2025	College Of North East London Tottenham Centre, High Road, Tottenham, London, N15 4RU	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations	Kwaku Bossman-Gyamera
Tottenham Central	Lawful development: Proposed use	HGY/2025/1280	Permitted Development	27/06/2025	18 Bourn Avenue, Tottenham, London, N15 4HP	Certificate of lawfulness: proposed use replacement rear garden door and window.	Sion Asfaw
Tottenham Central	Approval of details reserved by a condition	HGY/2025/1742	Approve	30/06/2025	19B Marden Road, Tottenham, London, N17 6NE	Approval of details pursuant to conditions 4 (Foundation Detail) of planning permission HGY/2025/1013 (Erection of garden room for use as a home office).	Oskar Gregersen
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/1544	Approve	20/05/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Approval of details pursuant to condition 31 (Air Quality Assessment) attached to planning permission HGY/2022/0752 for the erection of 272 homes extending 4-13 storeys, 174sqm of	Adam Silverwood

Tottenham Hale	Approval of details reserved by a condition	HGY/2024/0876	Approve	15/05/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Approval of details pursuant to Condition 32 (Stage 2 Road Safety Audit) attached to Planning Permission Ref: HGY/2022/0752 dated 31 August 2022.	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1790	Approve	15/05/2025	Plot B (Ferry Island), Tottenham Hale Centre	Approval of details pursuant to Conditions B6 (Overheating and Model Report) in relation to the residential use of buildings 1 and 2 of Plot B only (FERRY ISLAND site) of the Tottenham	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1912	Approve	03/06/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Approval of details pursuant to Condition 39(a) (Updated Energy Strategy) attached to Planning Permission Ref: HGY/2022/0752 dated 31 August 2022.	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2052	Approve	05/06/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Application to discharge condition 42 (a) (Overheating Report) in relation to the application HGY/2022/0752 - Council Depot, Ashley Road, London, N17 9DP as approved	Adam Silverwood
Tottenham Hale	Lawful development: Proposed use	HGY/2024/2357	Permitted Development	21/05/2025	76 Sherringham Avenue, Tottenham, London, N17 9RP	Certificate of lawfulness (proposed dev) for hip to gable loft conversion with rear dormer and front roof lights.	Emily Whittredge
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2561	Approve	13/05/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Approval of Details for Condition 10 (External Lighting) in relation to Planning Permission Ref: HGY/2022/0752 dated 31 August 2022.	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0420	Approve	15/05/2025	Plot B (Ferry Island), Tottenham Hale Centre	Approval of details pursuant to site wide Condition 16 (Back-Up Diesel Generators ? Details of EU Stage V Emission Standards Compliance (LBH Environmental Health) in	Philip Elliott
Tottenham Hale	Lawful development: Proposed use	HGY/2025/0692	Permitted Development	13/05/2025	12 Fairbanks Road, Tottenham, London, N17 9JH	Certificate of lawful development for proposed rear dormer window	Kwaku Bossman-Gyamera
Tottenham Hale	Full planning permission	HGY/2025/0805	Approve with Conditions	27/05/2025	474 High Road, Tottenham, London, N17 9JF	Reinstate staircase access to 2nd floor and roof levels	Kwaku Bossman-Gyamera
Tottenham Hale	Consent to display an advertisement	HGY/2025/0813	Approve with Conditions	13/06/2025	Advertising Right Opposite Techno Park, Watermead Way, Tottenham, London	Alteration to luminance levels of existing 2no. 48 sheet digital LED advertisement displays granted advertisement consent under ref. HGY/2022/0978; namely to allow the display	Sarah Madondo
Tottenham Hale	Removal/variation of conditions	HGY/2025/0818	Approve with Conditions	30/06/2025	Tottenham Hale Station, London Underground Ltd, Station Road, Tottenham, London, N17 9LR	Section 73 application to vary Conditions 2 and 12 of the approved development ref: HGY/2013/2610 ((previously amended via application ref. HGY/2018/1897 which	Gareth Prosser
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0824	Approve	16/06/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to condition 43 (Resident Handbook) of planning permission reference HGY/2022/0752: Council Depot, Ashley Road, London, N17	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0825	Approve	11/06/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to condition 33 (Car Parking Management Plan) of planning permission reference HGY/2022/0752: Council Depot, Ashley Road, London, N17	Adam Silverwood

Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0900	Approve	20/05/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to condition 28 (Detailed Drainage Management and Maintenance Plan) of planning permission reference HGY/2022/0752.	Adam Silverwood
Tottenham Hale	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0920	Not Required	20/05/2025	5 Ladysmith Road, Tottenham, London, N17 9AN	Erection of single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 2.95m and for which the height of	Sabelle Adjagboni
Tottenham Hale	Lawful development: Proposed use	HGY/2025/1038	Permitted Development	17/06/2025	5 Ladysmith Road, Tottenham, London, N17 9AN	Certificate of Lawfulness for the proposed conversion of the property's loft including a rear dormer extension.	Sabelle Adjagboni
Tottenham Hale	Lawful development: Proposed use	HGY/2025/1107	Permitted Development	19/06/2025	29 Rosebery Avenue, Tottenham, London, N17 9RY	Certificate of lawful development for: single storey rear extension.	Emily Whittredge
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/1174	Approve	11/06/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to condition 30 (Fire Strategy Statement (FSS) of planning permission reference HGY/2022/0752: Council Depot, Ashley Road, London, N17	Adam Silverwood
Tottenham Hale	Full planning permission	HGY/2025/1209	Approve with Conditions	30/06/2025	1 - 66 and 79 - 132 Hamilton Close, Tottenham, London, N17 9EF	External Refurbishment, including internal communal entrances. Works include replacement of external cladding to the main building and communal entrance blocks,	Alicia Croskery
Tottenham Hale	Non-Material Amendment	HGY/2025/1299	Approve	06/06/2025	Unit 1, Gessner Apartments, 3 Watermead Way, Tottenham, London, N17 9QZ	Application for a Non-Material Amendment (NMA) to vary Condition 7 (COMPLIANCE - Development in Accordance with Approved Drawings and Documents) and Condition 13	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/1326	Approve	11/06/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to condition 22c - partial discharge (Remediation Verification Statement) of planning permission reference HGY/2022/0752 for	Adam Silverwood
West Green	Full planning permission	HGY/2024/1971	Approve with Conditions	15/05/2025	Public House, 492 West Green Road, Tottenham, London, N15 3DA	Retention of top floor apartment with elevational changes, and a four-storey rear extension in order to provide a total of 4no. additional self-contained units to existing	Nathan Keyte
West Green	Approval of details reserved by a condition	HGY/2024/2901	Approve	16/06/2025	Frankum Mews site, End of Crawley Road, London, N22 6AG	Approval of details pursuant to condition 7 (satellite dish siting) attached to planning permission HGY/2019/0938.	Samuel Uff
West Green	Full planning permission	HGY/2024/3270	Approve with Conditions	06/05/2025	The Brook On Broadwaters Primary School, Broadwaters Inclusive Learning Community, Adams Road, Tottenham, London, N17 9HW	Erection of single storey standalone teaching (2no. classrooms) and support accommodation (group rooms, WCs, staff areas) for SEND pupils. New play areas and	Sabelle Adjagboni
West Green	Approval of details reserved by a condition	HGY/2025/0050	Approve	23/06/2025	300-306 West Green Road, West Green, London, N15 3QR	Approval of details reserved by condition 4 (Boundary Treatment & Access Control) of Planning Permission HGY/2020/0158 for "erection of a five-storey building (plus	Samuel Uff
West Green	Householder planning permission	HGY/2025/0513	Approve with Conditions	23/05/2025	102 Mannoek Road, Tottenham, London, N22 6AA	Proposed alterations to the existing pitch roof and extension to the main roof to convert the existing attic to a new loft room of dwellinghouse, insertion of 5 rooflights to	Roland Sheldon

West Green	Householder planning permission	HGY/2025/0557	Refuse	21/05/2025	8 Downhills Way, Tottenham, London, N17 6BA	Formation of a vehicular crossover and dropped kerb and removal of front boundary wall to create car parking space in front garden.	Daniel Boama
West Green	Lawful development: Proposed use	HGY/2025/0642	Permitted Development	06/05/2025	146 Downhills Park Road, Tottenham, London, N17 6BP	Certificate of lawfulness for proposed use: Loft conversion with the erection of a rear dormer extension with a Juliet balcony and insertion of 2no. front rooflights.	Daniel Boama
West Green	Lawful development: Proposed use	HGY/2025/0705	Permitted Development	14/05/2025	19 Downhills Way, Tottenham, London, N17 6AN	Certificate of lawfulness (Proposed development) single storey rear extension	Sion Asfaw
West Green	Full planning permission	HGY/2025/0710	Approve with Conditions	13/05/2025	Ground Floor Flat, 34 Belmont Road, Tottenham, London, N15 3LT	Installation of garden room and alterations to window and door openings in existing rear extension.	Sabelle Adjagboni
West Green	Lawful development: Proposed use	HGY/2025/0792	Permitted Development	21/05/2025	238 Sirdar Road, Wood Green, London, N22 6QX	Certificate of lawfulness: proposed use garden outbuilding.	Sion Asfaw
West Green	Full planning permission	HGY/2025/0841	Approve with Conditions	20/05/2025	27 Keston Road, Tottenham, London, N17 6PJ	Replacement of existing timber windows and doors with new double glazed uPVC units and composite door	Emily Whittredge
West Green	Householder planning permission	HGY/2025/0881	Approve with Conditions	06/06/2025	41 Waldeck Road, Tottenham, London, N15 3EL	Single storey rear and side infill extension to ground floor, loft extension with dormer and associated terrace and roof lights. Demolition of existing and erection of replacement	Adam Silverwood
West Green	Full planning permission	HGY/2025/0888	Approve with Conditions	22/05/2025	Flat 2, 44 Keston Road, London N17 6PL	Roof extension with L shape rear dormer and front skylights	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2025/0927	Approve	05/06/2025	Broadwater Farm Estate, London N17	Submission of details (partial - Moselle Phase 1 only) for the discharge of Condition 12 (Details of Hard and Soft Landscaping) as placed upon application HGY/2022/0823 for:	Adam Silverwood
West Green	Lawful development: Existing use	HGY/2025/1012	Approve	21/05/2025	81 Downhills Park Road, Tottenham, London, N17 6AS	Certificate of Lawfulness: existing use rear dormer extension.	Sion Asfaw
West Green	Householder planning permission	HGY/2025/1036	Approve with Conditions	17/06/2025	96 Mannock Road, Tottenham, London, N22 6AA	Single storey rear extension	Eunice Huang
West Green	Lawful development: Existing use	HGY/2025/1041	Approve	17/06/2025	15 Graham Road, Tottenham, London, N15 3NH	Certificate of Lawfulness for the existing use of 15 Graham Road N15 as a five bedroom House in Multiple Occupation (HMO) for up to six occupants (Class C4 Use)	Oskar Gregersen
West Green	Approval of details reserved by a condition	HGY/2025/1045	Approve	16/06/2025	Frankum Mews Development, End of Crawley Road, Wood Green, London, N22 6AG	Partial approval of details pursuant to condition 17 (Contamination Remediation) for Block A and private gardens only attached to planning permission HGY/2019/0938	Samuel Uff

West Green	Approval of details reserved by a condition	HGY/2025/1092	Approve	23/06/2025	Broadwater Farm Estate, London	Submission of details - (Partial discharge for Moselle Phase only) of Condition 7 (Satellites and Antennae) pursuant to planning consent reference HGY/2022/0823 for: ?Demolition of	Adam Silverwood
West Green	Lawful development: Proposed use	HGY/2025/1105	Permitted Development	20/06/2025	98 Boundary Road, Tottenham, London, N22 6AE	Certificate of lawfulness: proposed use rear dormer extension with 2no. rooflights.	Sion Asfaw
West Green	Approval of details reserved by a condition	HGY/2025/1145	Approve	20/06/2025	Broadwater Farm Estate, London	Partial discharge (Moselle Phase only) of Condition 25 (Drainage Management and Maintenance Plan) pursuant to planning permission reference HGY/2022/0823 for:	Adam Silverwood
West Green	Prior notification: Development by telecoms operators	HGY/2025/1231	Permitted Development	08/05/2025	Turnpike Lane Underground Station, Green Lanes, Hornsey, London, N15 3NX	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations	Kwaku Bossman-Gyamera
West Green	Approval of details reserved by a condition	HGY/2025/1436	Approve	30/06/2025	The Brook On Broadwaters Primary School, Broadwaters Inclusive Learning Community, Adams Road, Tottenham, London, N17 6HW	Approval of details for Condition 3 (CM&LP), 8 (Foundations) and 9 (AIA) of planning permission ref. HGY/2024/3270	Sabelle Adjagboni
White Hart Lane	Change of use	HGY/2025/0025	Approve with Conditions	06/06/2025	47 Eldon Road, Wood Green, London, N22 5DX	Change of use of the ground floor from a shop (Class E Use) to residential (Class C3 Use) and the extension and alteration of the building and existing first floor flat to create	Daniel Boama
White Hart Lane	Full planning permission	HGY/2025/0458	Refuse	06/05/2025	53 Perth Road, Wood Green, London, N22 5QD	CHANGE OF USE for dwellinghouse (C3) to a small scale HMO for up to 6 residents (Class C4 Use).	Alicia Croskery
White Hart Lane	Approval of details reserved by a condition	HGY/2025/0619	Approve	27/06/2025	313, The Roundway, Tottenham, London, N17 7AB	Submission of details to discharge Condition 7 (External Lighting) for planning permission HGY/2022/0967.	Adam Silverwood
White Hart Lane	Householder planning permission	HGY/2025/0669	Refuse	07/05/2025	116 Norfolk Avenue, Wood Green, London, N13 6AJ	Erection of a first floor rear extension above the approved single storey rear extension approved under HGY/2025/0177, and erection of a front porch extension to relocate	Daniel Boama
White Hart Lane	Approval of details reserved by a condition	HGY/2025/0753	Approve	06/05/2025	Land adjacent to 8 Grainger Road, London, N22 5LT	Submission of details pursuant to Condition 5 (bin storage) and Condition 6 (bicycle storage) of planning permission reference HGY/2022/1789.	Neil McClellan
White Hart Lane	Approval of details reserved by a condition	HGY/2025/0754	Approve	06/05/2025	Land adjacent to 8 Grainger Road, London, N22 5LT	Submission of details pursuant to Parts a, b, c & d of Condition 11 (contamination) of planning permission reference HGY/2022/1789.	Neil McClellan
White Hart Lane	Lawful development: Existing use	HGY/2025/0799	Refuse	20/05/2025	189 The Roundway, Tottenham, London, N17 7BP	Certificate of Lawfulness Existing Use: Change of use from C3 to C4 (HMO) for over 10 years prior to this application	Sabelle Adjagboni
White Hart Lane	Householder planning permission	HGY/2025/0807	Approve with Conditions	14/05/2025	77 Great Cambridge Road, Tottenham, London, N17 7LN	Erection of single storey outbuilding to rear of the site.	Alicia Croskery

White Hart Lane	Householder planning permission	HGY/2025/0985	Approve with Conditions	09/06/2025	1 Elm Road, Wood Green, London, N22 5LN	Enclosure of external space between existing storage and external boiler house to extend bathroom.	Kwaku Bossman-Gyamera
White Hart Lane	Lawful development: Proposed use	HGY/2025/1035	Permitted Development	20/06/2025	30 Melrose Avenue, Wood Green, London, N22 5EA	Lawful development: Proposed use for rear dormer, installation of 3 front rooflights, and erection of a single storey outbuilding.	Adam Silverwood
White Hart Lane	Householder planning permission	HGY/2025/1037	Approve with Conditions	23/06/2025	30 Melrose Avenue, Wood Green, London, N22 5EA	Proposed Single Storey Rear Extension, render to the external walls including amendments to the street facing fenestration.	Adam Silverwood
White Hart Lane	Approval of details reserved by a condition	HGY/2025/1071	Approve	18/06/2025	10 Eldon Road, Wood Green, London, N22 5DT	Approval of details reserved by a condition 7 (Scheme for the landscaping and treatment of surroundings), condition 9 (Details of cycle parking facilities) and condition 10 (Details of	Sion Asfaw
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1116	Refuse	27/05/2025	50 Perth Road, Wood Green, London, N22 5QY	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.5m and for which the height of the	Sabelle Adjagboni
White Hart Lane	Householder planning permission	HGY/2025/1117	Approve with Conditions	16/06/2025	50 Perth Road, Wood Green, London, N22 5QY	Erection of a ground floor rear extension	Sabelle Adjagboni
White Hart Lane	Lawful development: Proposed use	HGY/2025/1441	Refuse	30/06/2025	120 Gospatrick Road, Tottenham, London, N17 7JE	Certificate of Lawfulness for proposed hip to gable and rear dormer extension with associated front rooflights, to facilitate loft conversion.	Laina Levassor
Woodside	Full planning permission	HGY/2024/0111	Approve with Conditions	27/06/2025	Langford, Maryland Road, Wood Green, London, N22 5AR	Demolition of existing dwelling and redevelopment of the site to provide 6 self-contained flats.	Mark Chan
Woodside	Approval of details reserved by a condition	HGY/2024/1822	Approve	20/05/2025	132 Station Road, Wood Green, London, N22 7SX	Approval of details pursuant to condition 11 (Remediation Validation Report) attached to Planning permission HGY/2020/3036.	Matthew Gunning
Woodside	Full planning permission	HGY/2024/3030	Approve with Conditions	26/06/2025	George Meehan House, Woodside Park, High Road, Wood Green, London, N22 8YX	George Meehan House Annexe: Brick repairs, roof replacement, window replacement, removal of external generator and internal refurbishment. Car Park: Creation of new car	Gareth Prosser
Woodside	Non-Material Amendment	HGY/2024/3184	Approve	24/06/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Non-Material Amendment to planning permission approval HGY/2023/1043 for ?erection of a three-storey building (Use Class E) with refurbishment and external alterations	Samuel Uff
Woodside	Householder planning permission	HGY/2024/3465	Approve with Conditions	16/05/2025	Basement Flat, 367 High Road, Wood Green, London, N22 8JA	Erection of single storey rear extension	Emily Whittredge
Woodside	Full planning permission	HGY/2025/0184	Approve with Conditions	10/06/2025	194 High Road, Wood Green, London, N22 8HH	Alterations to the shopfront including the installation of a new powder coated shopfront to the right- hand side to match the existing, a new illuminated fascia panel and new	Alicia Croskery

Woodside	Lawful development: Existing use	HGY/2025/0579	Approve	02/05/2025	53 Cranbrook Park, Wood Green, London, N22 5NA	Lawful development: Existing use. Continued use of the property as 7 room HMO (Sui Generis)	Oskar Gregersen
Woodside	Full planning permission	HGY/2025/0623	Approve with Conditions	10/06/2025	1 Arcadian Gardens, Wood Green, London, N22 5AB	Extension and alterations to the existing Class E(e) building including, ground floor extension, first floor extension, conversion of roof form to gable roof dormer, addition of 1	Alicia Croskery
Woodside	Lawful development: Existing use	HGY/2025/0632	Approve	02/05/2025	Ground Floor Flat, 25 Myddleton Road, Wood Green, London, N22 8LY	Certificate of Lawfulness for the existing use of the property as a House in Multiple Occupation (HMO) for up to six residents (Class C4 Use).	Alicia Croskery
Woodside	Lawful development: Proposed use	HGY/2025/0635	Permitted Development	06/05/2025	21 Cumberland Road, Wood Green, London, N22 7TD	Certificate of lawfulness for proposed use: Loft conversion with the erection of a rear dormer extension and insertion of 2no. front rooflights.	Daniel Boama
Woodside	Approval of details reserved by a condition	HGY/2025/0655	Approve	16/06/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Partial approval of details reserved by condition 13a (part ii only) (green roof section) of Planning Permission HGY/2023/1043 for "erection of a three-storey building comprising	Samuel Uff
Woodside	Full planning permission	HGY/2025/0657	Approve with Conditions	12/05/2025	25B Trinity Road, Wood Green, London, N22 8LB	Conversion of the existing flat occupying the first and loft floors of the property into a three-bedroom in House in Multiple Occupation (HMO) for up to four occupants (Class C4	Neil McClellan
Woodside	Listed building consent (Alt/Ext)	HGY/2025/0712	Approve with Conditions	22/05/2025	Wood Green Underground Station, High Road, Wood Green, London, N22 8HH	Installation and removal of cameras on Platform 1	Emily Whittredge
Woodside	Lawful development: Existing use	HGY/2025/0914	Approve	12/06/2025	409 High Road, Wood Green, London, N22 8JB	Certificate of lawfulness for the existing use of the property as 4 self-contained flats.	Sion Asfaw
Woodside	Householder planning permission	HGY/2025/0933	Approve with Conditions	22/05/2025	15 Ranelagh Road, Wood Green, London, N22 7TJ	Erection of a single storey side infill extension and erection of rear dormer with insertion of 2 front rooflights.	Sion Asfaw
Woodside	Approval of details reserved by a condition	HGY/2025/0945	Approve	13/05/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 11 (Arboricultural method statement) of Planning Permission HGY/2023/1043 for "erection of a three-storey building comprising of Class E	Samuel Uff
Woodside	Full planning permission	HGY/2025/0950	Approve with Conditions	30/06/2025	264 High Road, Wood Green, London, N22 8JX	First floor rear extension, mansard roof extension and the conversion of the existing flat above the shop to a 7-bedroom HMO (sui generis use).	Kwaku Bossman-Gyamara
Woodside	Lawful development: Proposed use	HGY/2025/0952	Permitted Development	29/05/2025	49 Lascotts Road, Wood Green, London, N22 8JL	Certificate of Lawfulness for the proposed erection of a ground floor single storey rear extension and one rooflight.	Alicia Croskery
Woodside	Householder planning permission	HGY/2025/1095	Approve with Conditions	25/06/2025	85A Stirling Road, Wood Green, London, N22 5BN	Erection of a single storey rear extension, first floor rear extension, first floor front extension, outbuilding with a green roof, removal of trees in the back garden, New air source heat	Oskar Gregersen

Woodside	Lawful development: Existing use	HGY/2025/1108	Approve	20/06/2025	12 St Albans Crescent, Wood Green, London, N22 5NB	Certificate of lawfulness for existing use of the property as 2no. one-bedroom flats.	Daniel Boama
Woodside	Lawful development: Proposed use	HGY/2025/1113	Approve	07/05/2025	91 Sylvan Avenue, Wood Green, London, N22 5JA	Lawful development (Proposed): rear dormer roof extension and addition of rooflight on the front roof slope.	Nathan Keyte
Woodside	Full planning permission	HGY/2025/1122	Approve with Conditions	24/06/2025	742-744 Lordship Lane, Wood Green, London, N22 5JP	Replacement and updating of an existing telephone call box with a communication hub unit with defibrillator and advertisement display.	Kwaku Bossman-Gyamera
Woodside	Approval of details reserved by a condition	HGY/2025/1172	Approve	26/06/2025	26 Lascotts Road, Wood Green, London, N22 8JN	Approval of details pursuant to conditions 3 (Refuse Storage) and 4 (Cycle Storage) of planning permission HGY/2025/0476 (Change of use from use class C3 to C4 (HMO)).	Oskar Gregersen

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