

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Thursday, 6th November, 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 Kaushika 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 - 8)

To confirm and sign the minutes of the Planning Sub Committee held on 9th October 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/2025/1220 505-511 ARCHWAY ROAD, HORNSEY, LONDON, N6 4HX (PAGES 9 - 152)

Proposal: 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 Bakers Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping.

9. HGY/2022/4319 & HGY/2022/4320 EDMANSONS CLOSE, BRUCE GROVE, LONDON, N17 6XD (PAGES 153 - 292)

HGY/2022/4319

Full planning application for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes; alterations to existing Gatehouse to provide 1 x 2 bed homes; construction of 1 x new build 3 bed home to replace 1970s infill building; construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

HGY/2022/4320

Listed building consent for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes; alterations to existing Gatehouse to provide 1 x 2 bed home; construction of 1 x new build 3 bed home to replace 1970s infill building; construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

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. PPA/2025/0002 MALLARD PLACE, COBURG ROAD, WOOD GREEN N22 6TS (PAGES 293 - 328)

Proposal: Preapplication proposal for redevelopment of the site by the erection of a 22 storey building with 8 storey wing, and a 14 storey building with 6 storey wing, to provide 150 social rent dwellings along with double height affordable workspace (539 sqm). The proposal also includes landscaped public realm.

12. UPDATE ON MAJOR PROPOSALS (PAGES 329 - 342)

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 343 - 360)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period from 01.09.2025 to 30.09.2025.

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

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

Kodi Sprott, Principal Committee Coordinator
Tel – 020 8489 5343
Email: kodi.sprott@haringey.gov.uk

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

Wednesday, 29 October 2025

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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.

4. Urgent business

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. Minutes

The minutes of the meeting held on 8th September were approved.

RESOLVED**8. HGY/2024/2168 NEWSTEAD, DENEWOOD ROAD, HORNSEY, LONDON, N6 4AL**

Roland Sheldon, Deputy Team Manager, introduced the application for erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works.

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

- The report details which trees would be removed had been selected and this had been reviewed by the Council's tree officer and considered to be acceptable.
- The daylight/sunlight assessment had been updated. . As part of the assessment, it was found that there were three windows that were marginally below the vertical sky component guideline. When officers assessed the room the windows served against the no skyline assessment, it comfortably exceeded the BRE guidelines.
- In regard to the location of the bin store, officers looked at the drag distances for waste operatives to go into the site. It was important to balance this up against the distance that residents would have to travel to put the bins in. o
- T Ongoing maintenance of the bin store in the interest of residents'/neighbours' amenity would be ensured through amending the wording of condition 19, if members were minded to grant planning permission.
- In terms of the potential for overshadowing, e officers reviewed the scheme and did not raise any concerns in relation to Courtyard House. In terms of the play area, this was a scheme for 11 homes, and this not being open to the public, and the play area wouldn't be to a scale that would give rise to concerns about an unacceptable noise disturbance.
- There would be 7trees being removed, there were 3 trees that were approved to be removed in the previous scheme that were also being removed here. There were

also some trees that had to be removed to facilitate the development; officers tried to work with the developer to minimise the number of trees that would be removed.

Marc Prevezer attended the committee to speak in objection of the application:

This scheme was high density, out of keeping with the whole street, harmful to neighbouring amenity, and would result in loss of light, there was also a lack of consultation with residents.

Lesley Reynolds attended the committee to speak in objection of the application:

If approved this development would replace a scenic outlook with a large imposing brick wall and parking was already dire in the area. In summary, residents urged the committee to recognise the overwhelming evidence of overdevelopment, the negative impact on existing residents and the inadequacy of proposed mitigations. The scheme in its current form was simply not suitable.

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

- The terraces were stepped and the closest one to the street was 3.9 metres and the farthest one was five metres from the back of pavement.
- Residents explained that they felt there was zero direct consultation with the developers and had asked them on numerous occasions through their agents to come down to the site and discuss the objections to avoid any potential legal issues.

The applicant responded to the objectors:

The applicant was fully committed to delivering this scheme and subject to planning permission would intend to start works as early as next spring if possible. Since they acquired the site in 2023, they had redeveloped proposals for 11x3 bed and 4x4 bed family homes which directly addressed some of the original feedback from both residents and stakeholders. They had worked closely with officers during that period with statutory consultees and the local community to ensure the new homes were both fully compliant with policy, but also sympathetic to the local architecture and the conservation area.

The landscaping strategy provided green amenity space, including private terraces and rear gardens, a shared community garden and informal play area, and with 30 new trees being planted, which represented an overall net gain of 23 trees across the site.

They had engaged with the local community and officers, including meetings with the Highgate Society, the Conservation Area Advisory Committee and neighbours, and the feedback had been instrumental in shaping the scheme. There were two initial consultations which all neighbours were invited to and since then there been several exchanges over e-mail with various neighbours who've engaged to our communications consultants.

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

- In terms of the greening to the side wall facing onto the garden of 280 Inwood Road, neighbours had mentioned a living green wall. Green walls were notoriously difficult to establish and maintain, they had to also bear in mind that this wouldn't be on a commercially managed property, it would be attached to the side of a private house which would be sold within its own freehold.

- The bin store would have a solid roof which would also be comprised of a green roof. There would be a condition regarding maintenance.
- Neighbour correspondence was sent to over 150 surrounding addresses, notifying the local community of the launch of the consultation, providing contact details for any inquiries, there were two meetings with local community stakeholders, the Highgate Society and the Highgate Conservation Area Advisory Committee, - online and in person, which all neighbours were invited to.

The Chair asked Catherine Smyth, Head of Development Management and Planning Enforcement to sum up the recommendation as set out in the report. Condition 19, relating to the Delivery and Servicing Plan and Waste Management Plan would be amended to ensure ongoing maintenance of the bin store. The Chair moved that the recommendation be approved following 3 absentions, 7 in favour and 0 objections.

RESOLVED

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

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

2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31 October 2025 or within such extended time as the Head of Development Management and Planning Enforcement or the Director Planning, Building Standards and Sustainability shall in her/his sole discretion allow; and

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

Conditions Summary – Planning Application HGY/2024/2168 (full text of conditions - Appendix 01).

1) Time Limit (Compliance)

2) Approved Plans and Documents (Compliance)

3) Materials (Prior to commencement of relevant part)

4) Design and Detailing (Prior to commencement of relevant part)

5) Boundary treatment and access control (Pre-occupation)

6) Landscaping (Prior to commencement of relevant part)

7) Biodiversity (Pre-commencement)

- 8) Lighting (Pre-occupation)
- 9) Screening Planting (Pre-occupation)
- 10) Noise from building services plant and vents (Compliance)
- 11) Secure by Design Accreditation (Pre-above ground works)
- 12) Secured by Design Certification (Pre-occupation)
- 13) Drainage and SUDS Strategy (Compliance)
- 14) Piling Method Statement (Pre-commencement)
- 15) Land Contamination (Pre-commencement)
- 16) Unexpected contamination (If identified)
- 17) NRMM (Pre-commencement)
- 18) Management and Control of Dust (Pre-commencement)
- 19) Delivery and Servicing and Waste Management Plan (Pre-occupation)
- 20) Construction Logistics and Management Plan (Pre-commencement)
- 21) Considerate Constructors (Compliance)
- 22) Energy Strategy (Pre-above ground works)
- 23) Overheating (Pre-above ground works)
- 24) Urban Greening Factor (Compliance)
- 25) Water Butts (Pre-occupation)
- 26) Arboricultural Method Statement (Compliance)
- 27) Cycle Parking (pre-occupation)
- 28) Electric Vehicle Charging (Pre-occupation)
- 29) Accessible Parking Bay (Pre-commencement)
- 30) Car Parking Management Plan (Pre-occupation)
- 31) Waste/Recycling Storage (Prior to commencement of relevant part)
- 32) Restriction to Telecommunications Apparatus (Restriction)
- 33) Building Regulations Part M (Compliance)
- 34) Removal of Permitted Development Rights (Restriction)
- 35) Water consumption

9. HGY/2024/3386 312 HIGH ROAD N15 4BN

Kwaku Bossman-Gymera, Principal Planning Officer, introduced the report for change of use from former educational facility (D1 use class now replaced by new class F1) to short term

supported emergency accommodation (sui generis use class). The proposal also includes erection of roof extension to the building with erection of two new single storey buildings to the rear; and provision of a new commercial use on part of the ground floor level.

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

- There was a homeless day centre close but that was not an accommodation service. It's a day centre for people that were rough sleeping and would be of benefit to this proposed development that the services were very closely located. There was also a supported housing service above Marbury Junction that was commissioned. The accommodation would be staffed 24/7. Officers were confident with the risk management measures that had been proposed.
- . There would be people with needs living in this accommodation, this wasn't a static cohort of people.
- Officers wouldn't be referring anybody to this property who's under the age of 18.
- The management plan in place was to ensure that this would be a secure building.
- There were 44 single adults in commercial hotels in total across the Temporary Accommodation (TA) cohort and 700 adults in temporary accommodation. Each month officers were approached by between 350-500 people seeking housing. Everything indicated that this was likely to increase, and the Council did not have the supply currently to meet the demand for homelessness accommodation.
- In terms of waste management officers were satisfied with the measures that had been put in place. A condition had been imposed to ensure that this plan was reviewed.
- A specialist landscape architect was appointed to consider how the landscaping of the courtyard could create a series of pleasant outdoor spaces and sitting areas. It was an early stage but that would be subject to condition.

Catherine Smyth, Head of Development Management and Planning Enforcement summarised a late representation:

The objection, in summary, was concerned about adding pressure to local benefit and employment support systems, undermining active community programmes which benefited residents, increasing the potential for antisocial incidents and the need to support employment.

Cllr Makbule Gunes, Ward Councillor for South Tottenham attended the committee to speak in objection:

All ward councillors had strong concerns regarding the application, including about an increase of anti-social behaviour. She did not believe residents had been consulted with properly and there was no guarantee this property would house Haringey residents. The applicant attended the committee and spoke in support of the application:

The applicant had engaged with the local planning authority and with the housing authority. They had held a pre application briefing for Members of the Planning Sub-Committee, and invited members down to their other, similar, development in Newham.

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

- The building was currently being used on an adhoc basis.

- There would be two staff working 24/7 and security cameras throughout the building. There would also be managers, caseworkers and support workers on site during the day. The applicant was well versed with providing this sort of facility.
- In the past, they had other properties where there were couples mixing with singles. This was where antisocial behaviour was far greater because there was an unbalanced mix of who's in the building.
- Open space and communal rooms within the development would assist in reducing residents' loneliness
- The rates would be agreed with the Council; this could be anywhere between £45 to £55 a night per person. The larger spaces had a premium rent over the slightly smaller ones. The rates were similar to emergency accommodation rates.
- There was a proposed separate refuse and cycling store on the southern boundary that would be enclosed, and the applicant had provided the number of euro bins required and requested by the refuse department.
- By way of comparison, the Council were currently paying between £75 and £85 a night per person for hotel accommodation.
- There would be possibility, within the leasing of the café, to include a caveat that there should be some form of apprenticeship or link with the homeless facility, the applicants would be happy to include this in the legal agreement.
- In terms of the cost the applicant would bear all the additional costs.

The Chair asked Catherine Smyth, Head of Development Management and Planning Enforcement to sum up the recommendation as set out in the report. During discussions, two additional section 106 obligations had been identified that the applicant had agreed to. Firstly, that residents of the property would be involved in the planting of the landscaped areas. Secondly there would be a connection between the supported accommodation and work experience in the cafe. The Chair moved that the recommendation be approved following 6 in favour and 2 objections and one abstention

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 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 6/11/2025 or 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/2024/3386 (the full text of recommended conditions/informative is contained in Appendix 1 of the report.

Conditions

1. Three years
2. Drawings
3. Detailed Drawings and External Materials
4. Management Plan
5. Restricted Use
6. Hard and Soft Landscaping
7. Secure by Design Accreditation
8. Contaminated Land
9. Unexpected Contamination
10. Non-Road Mobile Machinery (NRMM)
11. Management and Control of Dust
12. Considerate Constructor Scheme
13. Delivery and Servicing Plan and Waste Management Plan
14. Cycle Parking
15. Electric Vehicle Charging
16. Entry Access Gate Arrangements
17. Accessible Parking Bays
18. Energy Strategy
19. Overheating Report
20. Living roofs
21. BREEAM Certificate
22. Archaeology
23. Commercial Unit – Noise Attenuation
24. Commercial Unit - Hours of operation
25. Accessible Accommodation
26. Refuse, Waste & Recycling Details
27. Extract flues/Fan
28. Fire Safety

29.CCTV (Pre Commencement)

30. Restriction to Telecommunication Apparatus

10. UPDATE ON MAJOR PROPOSALS

There were no questions on this item.

11. DELEGATED DECISIONS

There were no questions on this item.

12. ITEMS OF NEW URGENT BUSINESS

There were no new items of urgent business.

13. DATE OF NEXT MEETING

6th November

Planning Sub Committee 6th November 2025

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2025/1220

Ward: Highgate

Address: 505-511 Archway Road, Hornsey, London, N6 4HX

Proposal: 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 Bakers Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping.

Applicant: Haringey Housing Team

Ownership: Haringey Council

Case Officer Contact: Mark Chan

The application is being referred to committee as it is a Council's own a major development proposal, that is also subject to a legal agreement

1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme is considered to be sustainable development on previously developed land, which will deliver 16 much-needed affordable homes in a part of the borough where larger development sites are limited.
- The housing mix is comprised of 8 two-bed, four-person flats, 4 one-bed, two-person flats, 2 one-bed, two-person wheelchair-accessible homes at ground floor, and 2 semi-detached, three-bed, four-person houses along Bakers Lane, with the homes providing a high-quality residential environment for future occupiers.
- The scheme features a four-storey block along Archway Road, stepping down to three storeys with a recessed top floor, and two semi-detached houses along Bakers Lane, with the design viewed to respond well to the surrounding urban grain and heritage context.
- The proposal is not considered harmful to the character or appearance of the Highgate Conservation Area or nearby heritage assets and would additionally raise the architectural and townscape quality of this site within the conservation area. The scheme will deliver modest public benefits, including the provision of affordable homes and improvements to townscape quality.

- In terms of townscape quality, the design has been tested in terms of scale, materiality, and architectural detailing, and is considered to improve the appearance of the site, which is currently identified as a detractor from the street scene.
- The siting, massing, and separation distances are satisfactory in protecting neighbouring amenity, with properties on Archway Road and 88–90 North Hill affected, but not to an unacceptable degree.
- There will be some impact on daylight and sunlight conditions for Nos. 96–108 North Hill, which are closest to the site. Some windows and rooms will experience changes beyond BRE guidance thresholds, particularly in terms of NSL and VSC; however, these are considered to be acceptable; with the overall impact on lighting being acceptable in a dense urban context.
- The development is car-free, with one accessible car parking space provided. Pedestrian improvements, including a new zebra crossing on Archway Road, will be secured via a Section 278 agreement.
- The scheme incorporates renewable technologies such as EAHPs and PV panels, achieving a 77% reduction in CO₂ emissions, with the scheme exceeding London Plan targets, and a carbon offset contribution also secured.
- Biodiversity Net Gain requirements and the GLA Urban Greening Factor target of 0.4 are met through planting, green roofs, and landscaping.
- The scheme will be Air Quality Neutral, with no significant impact expected.

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 heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than December 1st 2025 or 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.
- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 There will also be a Directors' agreement signed between the parties (applicant as the Housing Department and PBS as the Local Planning Authority) to secure obligations that would otherwise ordinarily be set out in a S106 document.
- 2.7 It is recognised that the Council cannot enforce against itself in respect of breaches of planning conditions, and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.
- 2.9 A summary of the planning obligations/S106 Heads of Terms for the development is provided below:
 1. Carbon offset contribution:
 - Estimated carbon offset contribution (and associated obligations) of £10,830 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages
 - 'Be Seen' commitment to upload energy performance data
 2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
 3. Car Club Provision and Membership

4. Enter into an agreement with the Highways Authority under S278 and TfL for the new crossing and necessary highways works
 5. Travel Plan contribution: £3,000 (three thousand pounds) per year per travel plan for a period of five years
 6. Travel Plan Monitoring Contribution
 7. Construction Logistics contribution: £15,000 to administer and oversee construction impacts
 8. Off-site highways and Landscaping working
 9. Affordable Homes for Social Rent
 10. Local Employment
 11. Employment and Skills Plan
 12. Skills Contribution
 13. Energy Plan
 14. Sustainability Review
 15. Monitoring Costs
- 2.10 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 2.11 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
- 2.12 The proposed development, in the absence of an agreement with the Highways Authority under S278 and TfL for the new pedestrian crossing and necessary highways works would result in an unsatisfactory access to the site for future occupiers. Therefore, the proposal would be contrary to Policies T1 and D5 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM33 of the Development Management DPD 2017.
- 2.13 The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local

unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of Haringey's Local Plan 2017.

- 2.14 The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan and 2) a car parking permit free development with respect to the issue of permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.
- 2.15 The proposed development, in the absence of a legal agreement securing an energy plan and financial contributions toward the amendment of the Traffic Management Order, carbon offsetting, travel plan and construction logistics would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.
- 2.16 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.
- 2.17 A summary of the recommended conditions and informatives for the development is provided below (the full text of the recommended conditions can be found in Appendix 1 of this report).
- 1) Development begun no later than three years from date of decision
 - 2) In accordance with approved plans
 - 3) Materials submitted for approval
 - 4) Hard and soft landscaping
 - 5) Living Roof
 - 6) Cycle parking
 - 7) Part M4(2) Accessible and Adaptable Dwellings and M4(3) Wheelchair Homes
 - 8) Energy Strategy
 - 9) Water Butts
 - 10) Water consumption

- 11) BNG Plan
- 12) BNG Monitoring
- 13) NRMM
- 14) Section 278 Agreement
- 15) Land contamination
- 16) Unexpected contamination
- 17) Demolition and Construction management plan (DCMP)
- 18) Demolition and Construction Environmental Management Plan (DCEMP)
- 19) Removal of permitted development rights for extensions
- 20) Satellite dishes/television antennae
- 21) Waste and recycling facilities, and collection
- 22) Considerate constructors scheme
- 23) Secure by design
- 24) Piling
- 25) Overheating report
- 26) Overheating
- 27) Urban greening factor
- 28) Accessible car parking provision
- 29) Delivery and servicing plan and waste Management

Informatives

- 1) NPPF
- 2) Land Ownership
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) CIL
- 6) Naming and Numbering
- 7) Secure by Design
- 8) Bats and Birds
- 9) Legal matters – Directors' letter
- 10) BNG 1
- 11) BNG 2

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3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS



Figure 1: -Site Location the south- eastern portion of a large island block bounded by Archway Road, Bakers Lane and North Hill



Figure 2: Site Location shown in broader context - road network, pattern of development and open space.



Figure 3: – Archway Road frontage showing current structure on site



Figure 4: – Bakers Lane next to junction with North Hill

Proposed development

3.1 This is an application for the following works, relating to the redevelopment of a Council owned site measuring 1,016 sq.m:

- Demolition of the existing car-wash facility;
- Construction of a 4-storey apartment building fronting Archway Road;
- Construction of two 2-storey houses fronting Bakers Lane;
- Provision of 16 new Council homes in total;
- Associated refuse and cycle storage;
- Creation of service space and amenity areas;

- Landscaping works across the site;
- Accessible car parking for residents; and public realm improvements.

Site and surroundings

- 3.2 The proposal relates to land at 505–511 Archway Road, comprising a plot measuring approximately 0.10 hectares historically used as a car wash. The site occupies a distinctive position on what is effectively a triangular shaped ‘island’, bordered by roads on three sides, all of which are major routes within the Transport for London Road Network.
- 3.3 The site specifically fronts onto the busy Archway Road (A1) to the east and Bakers Lane to the south, which in turn intersects with North Hill to the immediate west. Within the application site are low-lying structures of no heritage value, and immediately to the north lies a large petrol filling and service station with retail. To the west, the application site adjoins a row of 19th-century terraced houses (Nos. 96–108 North Hill), each with small rear gardens.
- 3.4 The site sits on the northern edge of the Highgate Conservation Area, which is characterised as a transitional zone between the historic core of Highgate Village and the busier, more modern Archway Road corridor. Specifically, the eastern side of Archway Road, opposite the application site, is defined by utilitarian and commercial buildings.
- 3.5 The site is located within a moderate Public Transport Accessibility Level (PTAL) area, with a rating of 3. Several bus routes are accessible within a short walking distance, and Highgate Underground Station is approximately 11 minutes away on foot to the south. Pedestrian access to this ‘island site’ is currently constrained by the surrounding road network, with uncontrolled crossings and no signalised facilities directly adjacent to the site, other than a controlled/ signalised crossing to the north at the apex of the triangular-shaped island site.

Relevant Planning and Enforcement history

- HGY/2009/1730 - Demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping – Withdrawn 07/12/2009
- HGY/2009/1732 - Conservation Area Consent for demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping – Withdrawn 07/12/2009.

- HGY/2009/1370 - Demolition of existing structures and erection of three storey building comprising mixed use residential development to provide 1 commercial unit for A2 / B1 use on the ground floor with storage at basement level, and residential units on the first and second floors consisting of 5 x two bed, 2 x three bed and 2 x one bed flats with associated landscaping – Withdraw 18/09/2009.
- HGY/2009/1371 - Conservation Area Consent for demolition of existing structures and erection of three storey building comprising mixed use residential development to provide 1 commercial unit for A2 / B1 use on the ground floor with storage at basement level, and residential units on the first and second floors consisting of 5 x two bed, 2 x three bed and 2 x one bed flats with associated landscaping - Withdraw 18/09/2009.
- HGY/1990/0309 - Formation of vehicular crossover. – Approved 09/11/1990
- OLD/1979/0028 - Erection of a street cleaning sub-depot. – Approved 30/07/1979.
- OLD/1977/0029 - Erection of new street Cleansing Depot. – Approved 14/10/1977.

4. CONSULTATION RESPONSES

Quality Review Panel

4.1 The scheme has been reviewed by the QRP on three occasions.

- 1st Quality Review Panel 29/06/2022
- 2nd Quality Review Panel (Chair's Review) 19/10/2022
- 3rd Quality Review Panel (Chair's Review) 20/09/2023

Summary Table of QRP Chair's Review Report dated 20/09/2023

Category	Key Comments	Officers Response
Panel Summary	- Welcomes affordable housing on a challenging site - Notes positive response to previous comments - Height and massing considered appropriate	Noted
Massing	- Rear top floor pulled back and roof angled to reduce neighbour impact, - This would minimise impact on neighbour and is an improvement in key views.	Comments considered and incorporated into the

		scheme by the Applicant
Microclimate & Sustainability	- Site has air and noise pollution concerns, but the proposal has mitigated those concerns well - Air source heat pumps should provide cooling - Pollution expected to decrease with EV transition	Comments considered and incorporated into the scheme by the Applicant
Ground Floor Layout	- Cycle store access from street acceptable if discreet and secure - Undercroft provides psychological separation	Comments considered and incorporated into the scheme by the Applicant
Balcony Design	- Inset loggia balconies soften relationship with neighbours - Overlooking issues mitigated	Comments considered and incorporated into the scheme by the Applicant
Architectural Detailing	- Elevations proportionally successful - Removal of projecting bays on north elevation is positive - Red brick appropriate; lighter brick not recommended - High-quality materials should be conditioned	Comments considered and incorporated into the scheme by the Applicant
Elevations	- Needs stronger design for visibility from A1 traffic - More contrast and relief into the façade design for long distance views	Comments considered and incorporated into the scheme by the Applicant
Window Design	- Attractive window elevation studies - The textured area beneath windows should match the scheme's colour palette - Suggests varying sill heights for better light and views in non-kitchen rooms	Comments considered and incorporated into the scheme by the Applicant
Next Steps	- Panel supports planning application - No further review required	Noted

- 4.2 Rigorous review and detailed commentary were provided by the QRP. The applicant's design team responded to the design and other relevant points raised and refined the design at each iteration. Following the final review session, the QRP summarised that 'The panel welcomes the proposals for 505-511 Archway Road, which will provide much-needed affordable housing on a challenging site. It thinks that the project team has responded positively to the panel's previous comments.'
- 4.3 The scheme was briefed to the Planning Sub Committee at pre-application stage, at their meeting on 11/07/2022. (ref: PPA/2022/0002). Notes from the meeting are attached in Appendix 5.

Internal and External

- 4.4 The responses below were received following consultation on the application. Comments are in summary - full comments from consultees are included in appendix 3.
- LBH Design Officer – No objection raised.
 - LBH Conservation Officer – No objection raised.
 - LBH Waste Management – No objection to this application regarding the waste management.
 - LBH Transportation Group – Subject to conditions and S.106/S.278 obligations, Transportation are supportive of the proposals.
 - LBH Carbon Management – The development achieves a reduction of 77% in carbon dioxide emissions on site which is supported in principle.
 - LBH Waste Management – No objection. Applicant should email BulkBinHire@haringey.gov.uk to order the bulk bins once the development has been completed, if approved.
 - LBH Pollution Team – No objections to the proposed development in respect to air quality and land contamination subject to planning conditions.
 - LBH Tree Officer – No objections to the proposal subject to tree and landscaping conditions.

- LBH Flood & Water Management – No observation to make. Satisfied that sufficient information has been received in terms of assessing the planning application and if the site is to build, manage and maintain as per the Flood Risk Assessment and Drainage strategy report, content that the impact of surface water drainage has been adequately addressed.
- UK Power Networks – No objection raised. (Please note there are LV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.)
- TfL – No objection raised. Support the principle of alterations to the highway, in the interest of future public safety.
- Metropolitan Police Designing Out Crime Officer – No objections to subject to conditions and informatives.
- Thames Water – No objection received.

5. LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of press notice and a number of site notices displayed in the vicinity of the site and 113 letters were sent to local addresses. The application has undergone re-consultation as a revised Daylight & Sunlight Assessment and elevation drawings were received in August 2025. A further consultation ends on 4 November. Any further responses received after the publication of the agenda will be reported in the addendum. 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: 47
 Objecting: 39
 Supporting: 2
 Neutral: 6

- 5.2 The following issues were raised in representations that are material to the determination of the application and are addressed in the report:

	<u>Comments/objections received from neighbours</u>	<u>Officer comments</u>
	Design & Heritage	

1	Scheme is not sensitive in scale, massing, height, and architectural language.	The scheme features a sensitively scaled four-storey block along Archway Road, stepping down to three storeys with a recessed top floor, and two semi-detached houses along Bakers Lane. This arrangement responds well to the surrounding urban grain and heritage context.
2	Scheme does not preserve or enhance the Conservation Area.	The proposal is not deemed to harm the character or appearance of the Highgate Conservation Area or nearby heritage assets. Rather, the scheme will deliver modest public benefits, notably through the provision of 16 affordable homes and improvements to townscape quality. The Council's Design Officer and Conservation Officer have been consulted and no objections were raised to the massing and appearance of the proposal.
3	Contextually detached architecture. Design lacks human scale appears monolithic and alien to the area.	The scheme is designed to be contemporary in nature but also restrained in terms of the palette of materials, which reflect the character of the area. The massing is articulated through vertical brick piers and recessed glazed circulation cores, introducing rhythm and interest to the street frontage.
4	Proposed building is a slab and too tall and the design is uninspiring. Disrupts the skyline and character of the Highgate Conservation Area.	The proposed building has been tested in terms of scale, materiality, and architectural detailing, and is considered to improve the townscape quality of this location, over and above the current conditions of the site, which is identified as a detractor.
5	Scheme does not respect the urban grain of existing cottages at Nos. 96–108.	The scheme responds to the geometry of the site and assists in the transition in height, with the massing modulated and broken down by recessing the top floor. The two houses proposed along Bakers Lane are designed at a two-storey scale to reflect and respond to the character of the surrounding residential streets.

6	Impact on heritage assets: the Highgate Conservation Area, listed buildings and locally listed building	The overall impact of the proposed development would cause no harm to the character and appearance of the Highgate Conservation Area and its heritage assets and would additionally raise the architectural and townscape quality of this site within the conservation area.
7	Overdevelopment of a small island site with high density.	The proposal aligns with national, London and local objectives to increase housing supply, particularly on small sites in an accessible location. The site's current use as a car wash presents an opportunity for both visual and functional improvement through a sensitively designed residential scheme.
Impact on Residential Amenity		
8	Daylight & Sunlight analysis based on incorrect drawings and measurements / BRE tests are run on incorrect window data.	A detailed 3D model was prepared using AutoCAD drawings and verified against architectural plans and as explained in Daylight & Sunlight Report where internal layouts were unavailable, reasonable assumptions were made, which this in line with BRE 2022 and RICS "Surveying Safely".
9	Inaccurate plans in terms of mis-measured windows, incorrect boundaries, and unverified property layouts.	As reflected above room layouts and window positions were modelled directly from verified plans and elevations, with an elevational drawing provided to show the facing windows to No's 96 to 106.
10	Daylight and sunlight loss to Nos 100 – 108 North Hill due to proposed building.	As per the Daylight & Sunlight Report of the 12 assessment properties, 5 are fully BRE compliant with remaining 7 may experience isolated changes, but reasonable daylight levels will be retained in most rooms. While acknowledging some impact on daylight levels, this is considered acceptable within the context of an urban environment and not sufficient to warrant refusal of the application. In line with paragraph 130(e) of the National Planning Policy Framework (NPPF), a flexible approach to daylight and sunlight guidance is appropriate where it enables efficient use of land and the resulting scheme provides acceptable living standards.

11	Inputs (true window sizes/positions, room depths, sill/head heights) show light to multiple resident windows dip below the 27%/0.8 VSC rule and APSH falls below thresholds/0.8.	As noted above, the analysis used industry-standard modelling to assess VSC, NSL, APSH, and overshadowing, in accordance with BRE 2022 procedures. A drawing identifying the affected windows was also provided. It is further noted that no specific comments were submitted challenging the size or position of the windows, despite a site visit being offered to the party raising the concern, which was not taken up.
12	Losses breach BRE Guidelines (2022) for daylight and sunlight standards, with these substantial, not marginal.	As reflected above while it is accepted there is some impact in relation to the adjoining properties on North Hill the overall effect is not considered significant in the context of an urban environment.
13	Need for independent third-party review of the daylight, sunlight, and privacy impacts.	Officers have the requisite knowledge, training, and experience to assess daylight, sunlight, and privacy impacts in accordance with established planning guidance and best practice. Equally it is pointed out that there is no formal requirement within planning legislation or policy to commission an independent third-party review of such technical reports. The submitted assessment has been reviewed internally, and the conclusions are considered robust for the purposes of determining the application with additional points of clarification sought during the assessment process.

14	Proposed third- and fourth-floor rear windows introduce direct sightlines into private habitable and sanitary rooms (bathrooms and kitchens) of 98–108 North Hill, at separation distances of less than half the 20–25m standard in Haringey's Housing Design SPD. Nearest balcony/terrace is only 11m from rear windows of 106 North Hill.	Haringey does not prescribe fixed window-to-window separation distances in either its local plan or in supplementary guidance, with it pointed out that previous guidance on this matter, contained in SPG1a: Design Guidance, revoked in 2017, reflecting the reality that prescriptive distances cannot always be achieved while meeting density and housing standards. Instead in considering such a matter the context of the site must be considered, the design and siting of the scheme and design solutions employed to minimise impacts on amenity. It is also pointed out that the Mayor's Housing Design Guide SPG does not prescribe specific window-to-window separation distances and rather focuses on broader principles of privacy, outlook, and amenity, encouraging design-led approaches that respond to context. The proposed apartment block, comprising three floors with the top floor recessed and incorporating windows and terraces behind solid balustrades, is not considered to result in significant harm to the amenity of the adjacent two-storey terrace houses, which typically feature single-storey rear outriggers serving kitchens or bathrooms. The separation distance remains acceptable within an urban context, and the modest size of the window opening combined with solid balustrades to the terraces serve to minimise impact. In specific in relation to the top floor lines of sight down from windows set back will be interrupted by the solid balustrade to the terrace. In relation to the lower floor the high existing boundary treatments and vegetation, alongside additional planting within the site, will further reduce the potential for overlooking from these floors. Compared to earlier iterations of the scheme, the scheme has been amended to incorporate design measures that minimise amenity
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		impacts, as explained above, with it also pointed out that in an urban residential environment there is always a degree of mutual overlooking – i.e. into gardens.
15	Proposal allows direct views into the ground-floor bathroom at 106 North Hill from upper balconies and rear windows, with no Sunlight & Daylight assessment provided for this window.	The ground-floor bathroom rear and side window at No 106 is located within an existing rear outrigger with views of the outrigger screened by the tall boundary wall with vegetation above at the back of the site, which will remain and serve to interrupt and minimise downward views from the proposed development. While no specific daylight assessment has been provided for this individual window in the outrigger these are not habitable room windows and therefore not subject to assessment under BRE guidance.

16	Proposals disproportionately interfere with the private life of existing residents, especially where visual intrusion into private spaces occurs/ breach to Human Rights Act 1998.	As reflected in the planning assessment the scheme is considered acceptable when assessed against national, London Plan, and local planning policy objectives and while reference is made to the Human Rights Act 1998, particularly Article 8 (right to respect for private and family life), the planning assessment has appropriately balanced the rights of existing residents with the wider public interest in delivering additional housing. The scheme is therefore not considered to result in a disproportionate interference with private life and remains policy-compliant in this regard.
17	Overlooking and loss of privacy in relation to properties on North Hill.	As set out in the planning assessment it is accepted the proposed development will alter the spatial relationship with properties along North Hill, however this does not inherently result in harm. The building's recessed top floor and broken-down massing help reduce its visual presence, and the existing boundary wall, together with proposed planting, will in part help interrupt views and protect privacy. While the separation between buildings is modest, it is considered acceptable within an urban context.
18	Overshadowing of neighbouring cottages and obstruction of views toward Highgate Woods.	Given that the development is located to the north-east of the 7 affected cottage properties, and taking into account the trajectory of the sun, it would not result in overshadowing to the rear gardens to these dwellings. While it is acknowledged that there will be a loss of views toward Highgate Wood from upper floor windows, planning law and policy do not confer a right to a view. Notwithstanding this point, any such view is already limited due to the substantial intervening distance between the rear elevations of these properties and the boundary of the Woods.

19	Proposed trees encroach beyond the site boundary and party wall, breaching BS 5837:2012 and BS 3998:2010 due to root and crown conflicts with these not growing as illustrated, making the drawings misleading and the proposal unviable, with such trees not having leaves in winter.	The landscape architects have confirmed that all trees requiring deeper planting pits have been repositioned back from the party wall, in line with the advice of the project's party wall surveyor. It has also been confirmed that along the wall itself, only multi-stem shrub species are proposed, which do not require deep excavations with these suited for pruning. To further safeguard the adjacent foundations, root barriers can be incorporated as an additional precautionary measure with this needing consideration at the detailed design stage.
20	Planning approval cannot override private property rights.	It is agreed that planning approval does not override private property rights, including the Right to Light, which is a separate matter governed by civil law and established case law. This right may be pursued independently through legal channels and is not extinguished or superseded by the grant of planning permission.
	Traffic, Parking & Road Safety	
21	Traffic report acknowledges that crossing Baker's Lane is dangerous but still deems it acceptable.	A Transport Assessment was submitted and reviewed. While the existing pedestrian environment is constrained, the proposal includes a new zebra crossing on Archway Road to improve pedestrian safety, secured via a Section 278 agreement.
22	Lack of safe crossing provision.	The scheme proposes pedestrian improvements, including a new zebra crossing on Archway Road, subject to Road Safety Audit and TfL approval, to enhance pedestrian access and safety.
23	Dangerous alterations to junction without robust risk mitigation plan.	Preliminary designs for pedestrian crossings have undergone a Stage 1 Road Safety Audit. Further detailed design and technical approval will be secured through a Section 278 agreement with TfL.
24	Failure to address site-specific safety with no infrastructure upgrades proposed.	The applicant has committed to pedestrian safety improvements, including a new crossing and kerb build-outs, to be delivered through a legal agreement with TfL and the Council.

25	Adverse effect on traffic flows on the Archway Road (A1).	The proposed loading bay and blue badge bays are designed to avoid obstruction of Archway Road traffic, with swept path analysis ensuring safe vehicle movements.
26	Increased congestion on already busy local roads.	The development is car-free, reducing potential additional traffic. The Transport Assessment concluded that trip generation would be minimal and manageable.
27	No agreement with TfL to improve roads or pedestrian crossings.	TfL has been consulted and supports the principle of pedestrian safety improvements. Final crossing design is subject to further discussion and agreement with TfL and Road Safety Audit.
28	No Road Safety Audit submitted.	A Stage 1 Road Safety Audit has been completed for one of the proposed pedestrian interventions. A Road Safety Audit will be conducted for the alternative pedestrian intervention - Single zebra crossing. The results of the audits will inform the final design and will be implemented through the Section 278 process.
29	Lack of safe access for deliveries, refuse collection, and construction vehicles.	A dedicated loading bay is proposed on Archway Road to accommodate deliveries and refuse collection, designed to avoid encroachment on the footway or carriageway.
30	Car-free scheme will worsen parking for existing residents.	The scheme is car-free to promote sustainable transport. A car-capped agreement and contributions to amend the Traffic Management Order are secured to prevent overspill parking.
	Noise, Pollution & Health Risks	
31	Amplified traffic noise due to building height.	A Noise Assessment was submitted and reviewed by the Council's Pollution Officer. The proposed building design includes high-performance glazing and mechanical ventilation systems to mitigate external noise. The development replaces a car wash use, which generated operational noise, with residential use, likely reducing overall noise levels.

32	Illegal NO ₂ pollution levels (40–49µg/m ³) will worsen.	The Air Quality Assessment concluded that predicted NO ₂ levels are within legal limits. The development is car-free and includes air source heat pumps and PV panels, resulting in no on-site NOx emissions. The scheme is assessed as Air Quality Neutral.
33	Light and noise pollution from communal areas.	The site is located within an established urban setting, characterised by terraced housing and flatted blocks, and is not an inherently dark or a quiet environment. The proposed glazing is of an appropriate scale, and modern internal lighting will serve to prevent adverse external light spill. Any lighting within the rear courtyard is required to be low-level and sensitively positioned. Noise levels from communal areas are expected to remain within typical urban background levels, with no undue impact on neighbouring amenity.
	Trees, Urban Greening & Biodiversity	
34	Removal of tall, mature trees with inadequate replacement.	The Arboricultural Report confirms that existing trees are of low quality and unsuitable for retention. These will be replaced with three new trees and additional planting, resulting in a net increase in tree numbers and biodiversity. The Council's Tree Officer has been consulted and raised no objection subject to conditions.
35	Proposed layout fails London Plan guidance on tree placement.	The landscaping strategy includes new tree planting and green infrastructure that meets the GLA Urban Greening Factor target of 0.4, in line with London Plan Policy G5.
36	Claimed urban greening gains are unachievable.	The scheme includes extensive soft landscaping within the communal garden, replacement trees and planting along the site boundary. These measures contribute to a calculated Urban Greening Factor of 0.40, meeting the London Plan target.

37	Biodiversity loss not mitigated.	A Biodiversity Net Gain (BNG) metric has been submitted, demonstrating a 245% gain in habitat units. A BNG Plan and long-term Habitat Monitoring and Management Plan will be secured by condition to ensure compliance with the Environment Act 2021.
	Construction Impact	
38	No Construction Management Plan provided.	A Demolition and Construction Logistics Management Plan (DCLMP) and a Demolition and Construction Environmental Management Plan (DCEMP) will be secured by condition to manage and mitigate construction impacts, including noise, dust, and traffic.
39	Excavation within 3m of neighbouring properties.	Construction activities, including excavation, will be managed through the DCEMP and DCLMP, which require detailed methodologies to ensure safety and minimise impacts on adjacent properties.
40	No plan to repair damage to structures or utilities.	The DCEMP will include measures to prevent and address any potential damage to neighbouring structures or utilities. Compliance with these plans will be monitored by the Council.
41	Risk of disruption and structural harm to neighbouring homes.	The proposed development is well separated from the North Hill terrace, with no physical connection that would compromise neighbouring structures. The development also does not involve basement excavation, allowing for standard foundation design with in turn such works overseen by Building Regulations to ensure structural safety.
	Infrastructure & Services	
42	Increased pressure on police, GPs, schools, hospitals, fire services.	The proposal is for 16 affordable homes intended to meet the needs of existing borough residents. As such, it will not generate significant additional demand on local services. On the contrary, increasing the supply of affordable housing helps alleviate pressure on housing services.

43	No s.106 agreement or commitment to support local infrastructure.	A Directors' letter will secure obligations typically covered by a Section 106 agreement, including contributions to carbon offsetting, highways improvements and employment and skills initiatives.
	Procedural Matters / Accuracy of Plans and Information	
44	CGI visuals of the proposed building were submitted, but no existing site images were provided, limiting assessment of Conservation Area impact.	CGI visuals are not intended to depict existing buildings, which can be readily appreciated from current site conditions rather their purpose is to illustrate and test the proposed scheme's scale and visual impact in context. It is also pointed out that the 'Heritage, Townscape and Visual Impact Assessment' is supported by site photographs and historic imagery enabling a robust assessment of the proposal's effect on the Conservation Area.
45	Daylight & Sunlight analysis based on incorrect drawings and measurements / BRE tests are run on incorrect window data.	The Daylight & Sunlight Assessment was prepared by qualified consultants following BRE 2022 guidance. Officers reviewed the methodology and found the results acceptable within the urban context.
46	Inaccurate plans in terms of mis-measured windows, incorrect boundaries, and unverified property layouts.	The daylight and sunlight analysis is based on publicly available floorplans and elevation drawings, with in turn a detailed rear elevation provided that clearly depicts window positions and the extent of glazing relative to solid wall elements. In addition, detailed 3D model imagery has been provided to illustrate window placement and spatial relationships. This information is comprehensive for assessing daylight and sunlight impacts in line with established guidance.
47	No verified survey information provided	The planning submission includes measured surveys and assessments based on available data.
48	Council withheld revised drawings from public consultation despite having them since April.	The application was re-consulted in August 2025 following receipt of revised drawings and updated assessments. All responses received after agenda publication were reported in the addendum.

49	HCAAC previously recommended a masterplan and public consultation before any application is considered.	The Council undertook public consultation and engaged with stakeholders, including the Highgate CAAC. The site is not part of a wider allocation requiring a masterplan.
50	Inadequate and ineffective community engagement.	A Statement of Community Involvement has been submitted with this application, outlining engagement undertaken in line with national and local guidance. A structured programme began in 2022, including consultation with 333 households, through online and paper-based feedback, and discussions with residents and stakeholders. Dialogue with ward councillors, the Highgate Society, and the Highgate Conservation Area Advisory Committee also took place to inform the design with further engagement in late 2024 and early 2025 to update key stakeholders. The level and scope of such engagement is considered proportionate for a development of this scale.
51	Clarity on whether the proposed building would extend at some point over the adjacent petrol station site.	The proposal does not include the adjacent petrol station site. The northern gable of the building has been designed to allow for potential future development on that site, if it comes forward.
52	The Arboriculture Report relied on street-based estimates due to restricted site access, breaching BS 5837:2012.	The Arboricultural Report acknowledges access limitations and provides a proportionate assessment. Tree removal and replacement are addressed through landscaping conditions.
53	Need for further public consultation to allow affected residents to review the corrected information	Re-consultation was undertaken in August 2025 following submission of revised drawings and assessments. All statutory requirements for consultation were met.

54	Council is landowner, developer, and decision-maker—conflict of interest.	The Council has implemented governance measures, including a Directors' Agreement and oversight by the Chief Executive and portfolio holders, to ensure transparency and compliance. The role of the Officer is to assess the planning application against planning policy and all material planning considerations, and to make a recommendation to the Planning Sub-Committee as to whether the scheme should be granted or refused planning permission. There is no conflict of interest.
55	Formal complaints submitted to Monitoring Officer and threats of judicial review.	While individuals are entitled to pursue complaints or legal remedies, the threat of judicial review is not a material planning consideration. Rather planning decisions must be based on a detailed planning assessment taking into account relevant planning policies and material planning etc with legal threats not be used to unduly influence or undermine the proper exercise of planning judgment.
	Environmental Impacts	
56	No Environmental Impact Assessment (EIA) has been undertaken, despite the need to consider location-based criteria under EIA regulations, specifically, the site lies within 100 metres of Highgate Woods, a designated sensitive area.	As set out in the Committee Report, under Article 5(3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, an EIA may be required based on locational sensitivity rather than scale alone. While Highgate Wood is a designated sensitive site, the application site lies approximately 110 metres away and is physically separated by substantial urban infrastructure, including rail sidings, active tracks, commercial buildings, and a multi-lane road. Given this degree of separation and the previously developed nature of the site, the proposed four-storey block will not give rise to significant environmental effects. Accordingly, the proposal does not meet the location-based criteria that would trigger an Environmental Impact Assessment.

57	No air quality mitigation for pollution at a busy junction; evergreen planting needed to reduce toxic fumes.	The development is Air Quality Neutral and includes air source heat pumps and PV panels, with no on-site NOx emissions. Evergreen planting and green infrastructure are included in the landscaping strategy.
58	Site and surrounding area have a history of flooding, as shown in the Environment Agency's flood maps.	The site is in Flood Zone 1 (lowest risk). A Flood Risk Assessment and Drainage Strategy were submitted and reviewed by the Council's Flood & Water Management Officer, who raised no objections.
59	Impact of the proposed building and its foundations on ground and surface water flows must be assessed, especially for nearby basement properties.	The drainage strategy includes attenuation tanks and sustainable drainage systems to manage surface water. The development will not increase flood risk to neighbouring properties.
60	Trees are proposed to be removed from neighbouring properties.	The Arboricultural Report confirms that only low-quality trees within the site boundary will be removed. No trees on neighbouring land are proposed for removal.
61	Loss of trees and greenery and inadequate replacement. (listed twice in original)	The scheme includes replacement tree planting and extensive landscaping, achieving a 245% Biodiversity Net Gain and meeting the Urban Greening Factor target of 0.4.
62	Inappropriate site for family housing as the site is located on a heavily trafficked gyratory system and characterised by poor air quality, unsafe pedestrian access, and high noise levels.	The site is accessible and policy-compliant. Noise and air quality assessments confirm the site is suitable for residential use with mitigation measures in place. Pedestrian improvements are secured via legal agreement.

63	Gyratory not a suitable location for housing in terms of pollution and access.	The site is in an accessible location and within an area where residential properties fronting a busy road network already exist, with the application site historically also having supported housing. Noise and air quality assessments have been submitted demonstrating that the site is suitable for residential use subject to mitigation measures in place to ensure acceptable internal living conditions with it equally recognised that the transition from combustion-engine vehicles to cleaner energy sources will also positively influence environmental conditions along this part of Archway Road. As already referenced means to improve pedestrian improvements are to be secured.
64	Passive design failure and mechanical dependence as the proposed scheme relies on mechanical cooling and sealed windows to achieve basic habitability.	The scheme includes triple glazing, MVHR systems, and EAHPs to manage overheating and ensure comfort. These measures are compliant with energy and sustainability policies.
65	Overheating issues.	Overheating has been addressed through design and mechanical systems. The scheme meets relevant standards and includes shaded balconies and green roofs to reduce heat gain.
66	While the Council has a duty to meet housing targets and utilise underused land, this must not come at the cost of community safety, environmental standards, and conservation values	The proposal balances housing delivery with environmental and design quality. It meets planning policy requirements and includes mitigation for environmental and amenity impacts.
67	Concerns over land contamination and pollution management.	A land contamination assessment was submitted and reviewed. Conditions are included to ensure any contamination is appropriately managed and remediated before development.

Local groups & Societies

- 5.3 The following local groups/societies were consulted and made representations; summaries of their comments are set out below.

Highgate Society

- Inadequate and ineffective community engagement

- Inappropriate site for family housing as the site is located on a heavily trafficked gyratory system and characterised by poor air quality, unsafe pedestrian access, and high noise levels
- Failure to address site-specific safety with no infrastructure upgrades proposed
- Passive design failure and mechanical dependence as the proposed scheme relies on mechanical cooling and sealed windows to achieve basic habitability
- Contextually detached architecture
- Loss of trees and greenery and inadequate replacement
- While the Council has a duty to meet housing targets and utilise underused land, this must not come at the cost of community safety, environmental standards, and conservation values

Highgate CAAC

- The proposed building is a slab and too tall and the design is uninspiring
- Gyratory not a suitable location for housing in terms of pollution and access
- Impact on heritage assets: the Highgate Conservation Area, listed buildings and locally listed buildings
- Pollution levels would increase due to the new pedestrian crossing
- Site unsuitable for people with mobility issues
- Impact on the character of the Gaskell Estate
- Loss of trees and greenery and inadequate replacement
- Adverse effect on traffic flows on the Archway Road (A1)

Highgate Neighbourhood Form

- Trees – While T1 and T2 are probably self seeded, they make a contribution to the street scene and Haringey Council should consider planting large street trees to mitigate their loss
- Biodiversity – The submitted report is a limited desktop study taken at a suboptimal time of year
- Landscaping – The landscaping plans lacks ambition, and the urban greening could go higher
- Others – The paving in the house gardens should be SUDS compliant

5.4 The following Councillors made representations:

- Cllr da Costa, Cllr Scott Emery and Cllr Isilar-Golsing – Object regarding concerns about safety and accessibility of the site, loss of privacy to neighbours, road layout and highway safety, flood risk and impact on daylight and sunlight to neighbouring properties.

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning considerations raised by the proposed development are

1. Principle of development;
2. Design and impact on heritage assets, including on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Inclusive access and pedestrian movement;
5. Child play space;
6. Transport, servicing, and waste management;
7. Impact on neighbouring amenity;
8. Trees, landscaping, EIA requirement and biodiversity net gain;
9. Energy, sustainability, and urban greening;
10. Air quality;
11. Flood risk & drainage;
12. Land contamination;
13. Equalities.

Principle of development

6.2 The proposed development seeks to deliver homes on a brownfield site currently occupied by a car-wash facility. The principle of providing new housing in this location is strongly supported by national, regional, and local planning policy frameworks, particularly in relation to small site development and the optimisation of land use in accessible urban areas.

National Planning Policy Framework (NPPF, 2024)

6.3 Paragraph 73 of the NPPF recognises the important contribution that small and medium-sized sites can make in meeting housing needs, noting their potential for quicker delivery. Chapter 11 promotes the effective use of land, while Paragraph 135c encourages development that is sympathetic to local character and history, including the surrounding built environment and landscape setting. It also supports appropriate innovation and change, such as increased densities, where justified.

London Plan (2021)

6.4 The London Plan sets out ambitious housing targets for the capital, including a 10-year target of 15,920 homes for Haringey, equating to 1,592 dwellings per annum. Policy H1 ('Increasing Housing Supply') requires boroughs to optimise housing delivery on all suitable and available brownfield sites. Policy H2A (Small Sites) states that boroughs should proactively support well-designed new homes on small sites (below 0.25 hectares), such as this one. It emphasises the need for small sites to play a much greater role in housing delivery. Table 4.2 of the Plan sets a minimum target of 2,600 homes from small sites in Haringey over a 10-year period. The policy also acknowledges that local character must evolve in appropriate locations to accommodate more housing.

- 6.5 Policy H1 further requires boroughs to optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially for sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary and small sites. The application site is considered a relatively small site with reasonably good accessibility, falling within PTAL 3 and within 800 metres of a Tube station.
- 6.6 Policy H2 of the London Plan requires boroughs to pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making. The Plan further states that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority.
- 6.7 Policy D3 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Haringey Local Plan Strategic Policies DPD (2017)

- 6.8 Policy SP2 of the Local Plan supports the provision of homes to meet Haringey's housing needs and encourages the full use of the borough's capacity for housing. It aims to maximise the supply of additional housing to meet and exceed the stated minimum target. The supporting text to Policy SP2 specifically acknowledges the contribution that small sites make to housing delivery. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place on allocated sites.
- 6.9 As part of preparing a new Local Plan, the Council is currently consulting on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation period running from 10 October to 19 December 2025. The Draft Local Plan sets out the Council's emerging placemaking framework, spatial strategy, and policy direction. At this stage, the new Local Plan is in the early stages of preparation and has not yet been submitted for examination. In accordance with the National Planning Policy Framework (NPPF), paragraph 49, officers consider that only very limited weight should be afforded to the Draft Local Plan's policies at this time.

Highgate Neighbourhood Plan (2017)

- 6.10 Although the site is not specifically designated in the Highgate Neighbourhood Plan, Policy SC1 supports the delivery of a minimum of 300 net additional housing units in Highgate by 2026. The policy places significant weight on developments that deliver

an appropriate mix of homes, provide affordable housing, and optimise the use of land and buildings to create inclusive and demographically diverse communities.

Site Allocation SA38

- 6.11 The site lies opposite 460–470 Archway Road, which is allocated under Site Allocation SA38 for major mixed-use development, including residential and employment uses. This allocation indicates that the immediate area is expected to undergo change.

Loss of employment land and provision of housing

- 6.12 Policy DM40 'Non-Designated Employment Land and Floorspace' sets out that the loss of employment land will only be supported where it is clearly demonstrated that the site is no longer suitable for continued employment use. This includes consideration of alternative employment uses, the condition and adaptability of buildings, site layout and access, relationship to neighbouring uses, long-term vacancy, and evidence of sustained marketing over at least three years.
- 6.13 The site has operated as a hand car wash for several years, utilising open structures rather than purpose-built employment floorspace. As noted later in this report, the site historically accommodated residential use before being cleared in the mid-20th century and in turn being affected by the longstanding uncertainty associated with the potential widening of Archway Road. It is therefore apparent that the car wash use was originally envisaged as a temporary arrangement but has persisted far longer than anticipated as opposed to being purposefully developed for employment use, with this therefore being an ad-hoc employment use as opposed to a clearly defined employment function.
- 6.14 Employment levels associated with car washes use are low. As such, the retention of this employment use is viewed to carry limited weight in planning terms.
- 6.15 It is however accepted such a car wash use provides a local service, however similar facilities exist nearby, including at the adjoining petrol station and others in the wider area (e.g. Fortis Green, Golders Green), alongside mobile car wash services, with there being no strong policy basis for protecting such a service.
- 6.16 In terms of the site's suitability for alternative employment/ light industrial use the site is constrained by its access arrangements and proximity to residential properties, which may limit operational viability and raise amenity concerns.
- 6.17 As part of the legal agreement with this scheme, a financial contribution towards employment skills and apprenticeships is to be secured. This will support access to training and employment pathways, offering a more structured and beneficial gateway to skilled employment than the limited opportunities associated with the existing car wash use.

- 6.18 The island site previously accommodated larger buildings, including residential use. The scheme proposes sustainable and efficient re-use of existing land. There are future changes planned with the introduction of traffic calming measures, including a new 20mph speed limit planned for Archway Road to be introduced in 2027; and a shift towards electric vehicles would also positively impact air quality.
- 6.19 Overall, taking account of the above points, a proposed residential use is considered more appropriate and better aligned with the NPPF's objective and Government's direction to significantly boost housing supply, with this reflecting more up to date policy priorities than those set out in the 2017 local plan in relation to non-designated employment sites.

Conclusion

- 6.20 Taking into account the above policy support and contextual factors, the provision of additional housing on this site is considered acceptable in principle. The proposal aligns with national, regional, and local objectives to increase housing supply, particularly on small sites in accessible locations. The site's current use as a car wash presents an opportunity for both visual and functional improvement through a sensitively designed residential scheme, subject to satisfactorily addressing other material considerations, including design, heritage, amenity, transport, energy, and sustainability matters, as discussed further below.

Design and impact on heritage assets, including on the character and appearance of the Conservation Area

Policy context

- 6.21 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 6.22 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

- 6.23 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.
- 6.24 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. Policy DM9 also states that the Council will give consideration to, and support where appropriate, proposals for the sensitive redevelopment of sites and buildings where these detract from the character and appearance of a Conservation Area and its setting, provided that they are compatible with and/or complement the special characteristics and significance of the area. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.
- 6.25 The Highgate Neighbourhood Plan (2017) is an adopted part of the Development Plan which planning applications must be decided in accordance with, unless material considerations indicate otherwise. In particular, Policy DH2 requires that development proposals should preserve or enhance the character or appearance of Highgate's conservation areas, and respect the setting of its listed buildings and other heritage assets. Development should preserve or enhance the open, semi-rural or village character where this is a feature of the area. Whilst Policy DH3 is mainly about rear extensions, this policy reinforces the need to safeguard the amenity of neighbouring properties, while Policies SO4.4 and OS2 emphasise the protection of trees and vegetation as integral to Highgate's green character. Additionally, Policy DH8 requires that waste and recycling facilities in new buildings be well-designed and discreetly integrated into the overall scheme.

Site Layout and Urban Grain

- 6.26 The island site previously accommodated larger buildings, and currently consists of non-descript buildings, sheds, and a yard, and is proposed to be redeveloped to provide a four-storey building fronting Archway Road and two two-storey houses on Bakers Lane. The scheme is designed to respond to the varied urban grain and scale of the surrounding area.
- 6.27 As previously noted, the site is located at the northern edge of the Highgate Conservation Area and forms part of an island site bounded by Archway Road, Bakers Lane, and North Hill, currently surrounded by a busy gyratory road system. The proposed buildings will front both Archway Road and Bakers Lane, reinforcing the existing street pattern and contributing to a legible urban layout that supports access and pedestrian movement.

Scale and Massing

- 6.28 The proposal is for a four-storey flatted block fronting Archway Road, transitioning down to two-storey houses along Bakers Lane. The main block has been designed to step down toward a southern gable end feature at the corner with Bakers Lane, responding to the geometry of the site and assisting in the transition in height. The massing of the main block is also modulated and broken down by recessing the top floor as seen from the rear.



Figure 5: Building Layout and Massing

- 6.29 The main building's frontage has been designed to reduce its visual bulk and help it sit comfortably within its context. Specifically, its massing is articulated through vertical brick piers and recessed glazed circulation cores, which serve to introduce rhythm and interest to the street frontage. To the rear, the block is also carefully detailed, for example by using recessed balconies which fully integrate into the building envelope. As noted, the southern gable end of the main building responds to the site's geometry and marks the junction of Archway Road and Bakers Lane, while the northern gable

has been deliberately pared back to allow for potential future development on the adjacent petrol station site, should any come forward.

- 6.30 The two houses proposed along Bakers Lane are designed at a two-storey scale to reflect and respond to the character of the surrounding residential streets, particularly the early 19th-century cottages on North Hill.
- 6.31 Overall, the proposed development is considered to be of an appropriate scale and will sit comfortably within the area's varied urban context. As discussed further below, re-introducing built form to this historically developed site is seen as beneficial to the streetscape and to the character and appearance to this part of the conservation area.

Detail and Materiality

- 6.32 The proposed development is considered to represent a high-quality and contextually appropriate response to this prominent site. The scheme is designed to be contemporary in nature but also restrained in terms of the palette of materials, which reflect the character of the area.
- 6.33 The main facing material will be a warm, variegated red stock brick, selected to echo the prevalent use of brick in the local area. This will be complemented by contrasting precast concrete detailing, which serves to add depth and visual interest to the elevations. Horizontal banding between ground and upper levels will be used to help define the building base and provide a counterpoint to the vertical emphasis of the fenestration.



Figure 6: Visualisation of scheme as seen from Archway Road

- 6.34 Further detailing will include stone panels below half-height windows, Juliet railings to full-height openings, and glazed brick at entrances, referencing mansion block typologies and adding interest at street level. Parapets are to be completed with brick soldier coursing and precast copings, giving a robust and refined roofline.
- 6.35 The communal entrances will be recessed within the ground floor, providing shelter and clear visibility into the internal lobbies, which connect directly to the shared amenity space at the rear. Fenestration is well proportioned and spaced, with full-depth reveals contributing to a sense of permanence and architectural integrity.
- 6.36 Security measures will be incorporated through the use of natural surveillance and robust specifications for doors, windows, and boundary treatments. The scheme is targeting Secured by Design Gold Award accreditation, with Silver as a minimum.
- 6.37 To ensure the quality of materials and detailing is of a high standard, a condition is recommended to secure the final specification of external materials, including brick type, mortar colour, and architectural detailing. Specifically, a sample brick panel will be required to be provided on site for inspection and approval prior to commencement of above-ground works.



Figure 7: Materials and detailing

Landscaping and Amenity Space

- 6.38 While the site is relatively compact, the proposed development will deliver amenity space and a landscaped setting. The building layout encloses a ground floor amenity space of approximately 319 sqm, accommodating both communal areas and private spaces allocated to individual homes. The ground floor layout allows all homes to access the communal space, with some ground floor homes and the two houses benefiting from their own private ground floor amenity space. The upper-floor flats will benefit from recessed balconies and top-floor terraces, ensuring all residents have access to outdoor space.
- 6.39 Soft landscaping within the communal garden will include a mix of planting, boundary treatments, and a dedicated children's play area, alongside incidental play features. Railings and planting would be used to buffer ground floor flats and clearly define private garden areas. Existing low-quality trees will be replaced with appropriate new species and multi-stem shrubs.
- 6.40 In addition to the rear garden, biodiversity roofs are proposed for the houses, and street-edge planting will help soften the built form and improve the visual character of Archway Road and Bakers Lane. The scheme is designed to meet the GLA Urban Greening Factor (UGF) target of 0.4 and will also comply with Biodiversity Net Gain (BNG) requirements, as discussed further on in this report.



Figure 8: Landscaping Plan

Quality Review Panel Feedback

- 6.41 The design of the scheme has been informed by three reviews by the Quality Review Panel (QRP), as well as input from Officers during pre-application discussions. Notes from the various QRP meetings are set out in Appendix 4.
- 6.42 Key changes to the scheme, following QRP feedback and discussions with Officers, include repositioning the main block to increase garden space, refining the southern gable to better respond to the site's geometry, and reducing massing at the rear to minimise impact on neighbouring amenity. Recessed balconies and set-back top-floor flats were also introduced, along with level planting along the street frontage.
- 6.43 The Chair's Review concluded that the building responds well to its context, with the massing, elevational design, and materiality considered acceptable.

Heritage Impact

Legal Context

- 6.44 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are 'The Planning Acts'.

- 6.45 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 6.46 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that 'Parliament in enacting section 66 (1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise.'
- 6.47 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.
- 6.48 If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.49 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.50 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.51 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.

- 6.52 A Heritage, Townscape and Visual Impact Assessment has been submitted with the application, providing a detailed account of the site's historical context and its relationship to surrounding heritage assets.
- 6.53 The site itself holds no intrinsic heritage significance but is located within the Highgate Conservation Area (Sub-Area 3: Archway Road), at its northern edge. However, the immediate surrounding area includes several designated and non-designated heritage assets, notably Nos. 82–86 North Hill (Grade II listed), and locally listed buildings such as Nos. 88–90 North Hill and Nos. 76, 76A, and 78 North Hill. To the rear of the site are Nos. 96–108 North Hill, a surviving terrace of early 19th-century cottages that contribute positively to the character of the conservation area.
- 6.54 As reflected in the applicant's Heritage Assessment, the site historically formed part of a more coherent streetscape, with buildings fronting Archway Road and Bakers Lane. However, as explained in the assessment, the mid-20th century Archway Road Project, intending to upgrade Archway Road to motorway standard through the proposed demolition of over 170 homes and shops, led to decline and blight in the area before the project was finally abandoned in 1990.
- 6.55 Notably, the Wellington Inn and Hotel on the adjoining site was demolished in 1988 and subsequently replaced by the existing petrol filling station. Historical mapping also show that the application site itself once accommodated four buildings fronting Archway Road, including two double-fronted houses. These buildings were similarly lost during the 20th century, contributing to the erosion to the historic streetscape to this part of Highgate.
- 6.56 Today the application site is characterised by an open yard and poor-quality street presence and is considered to detract from the character and appearance of the conservation area. Moreover, the site is on an island site that is separated and isolated from the Gaskell Estate by North Hill and Bakers Lane. Given the separation between the Estate and the site and the fact that the Estate is on higher ground, it is not considered the proposed development would have any adverse impact on historic interest and significance of the Gaskell Estate.
- 6.57 The proposed redevelopment will introduce change to this part of the conservation area; however, change alone does not equate to harm. Conservation areas are not static or frozen in time but evolve as part of the living fabric of the city. Specifically, the NPPF recognises this, making it clear that visibility from, or proximity to, heritage assets is not in itself a measure of harm. Rather, the main consideration is the quality of the design and its relationship to the historic context. In this case, the proposal will reinstate built form where it historically existed, thereby repairing gaps in the streetscape.

- 6.58 As outlined above, the development places the four-storey element along Archway Road, then it steps down to three-storey at the rear as the top floor is recessed. Finally, there would be a pair of 2 no. two-storey houses along Bakers Lane. This approach helps the scheme respond sensitively to the urban grain of North Hill and its associated heritage assets.
- 6.59 As such design measures have been incorporated to mitigate any potential harmful impact on heritage assets, namely through the careful breakdown of mass and the use of brick as the primary facing material. As such, the scheme in both form and detail, will integrate sensitively into its context and will support the continued appreciation of the conservation area and its assets.
- 6.60 The overall impact of the proposed development would cause no harm to the character and appearance of the Highgate Conservation Area and its heritage assets and would additionally raise the architectural and townscape quality of this site within the conservation area. The proposal is in line with the design and heritage policies such as DH2 of the Highgate Neighbourhood Plan, DM9 of the Development Management DPD and Policy HC1 of the London Plan. The proposal is supported by the Council's Conservation Officer from the heritage and conservation stance.

Planning Balance

- 6.61 The NPPF requires that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'. As reflected above, given the historic harm to this part of the conservation area, the proposed scheme, tested in terms of scale, materiality, and architectural detailing, is considered to improve the townscape quality of this location, representing a public benefit to the character and appearance of the conservation area and its setting. The provision of 16 affordable homes is an important public benefit associated with the scheme.
- 6.62 In accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, considerable importance and weight have been given to the desirability of preserving or enhancing the character or appearance of the conservation area, with the proposal considered to meet this statutory test and policies outlined above.

Standard and quality of residential accommodation

- 6.63 London Plan Policy D6 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

- 6.64 In assessing the proposal against minimum space standards, the scheme meets such requirements, with the home sizes set out below. The scheme also complies with the minimum standards prescribed for individual rooms, as per the London Housing Design Guide.
- 6.65 The new homes would be an appropriate mix of accommodation comprising 8no. 2-bed 4-person flats, 4no. 1-bed 2-person flat, and 2no. 1-bed 2-person wheelchair homes directly accessed at ground floor as well as 2no. semi-detached 3-bed 4-person houses along Bakers Lane. Associated amenity space, landscaping, cycle parking and refuse and service space would be provided, together with accessible parking and public realm improvements.

Accommodation schedule

Unit Count	Level	Unit ID	1B2P flat	1B2P flat WCH	2B4P flat	3B4P house	Tenure		Area NIA (sqm)
							Market sale	Affordable	
1	G/1	Unit 1				x		x	87
2	G/1	Unit 2				x		x	87
3	G	Unit 3		x				x	63
4	G	Unit 4		x				x	63
5	1	Unit 5			x			x	70
6	1	Unit 6			x			x	70
7	1	Unit 7			x			x	70
8	1	Unit 8			x			x	75
9	2	Unit 9			x			x	70
10	2	Unit 10			x			x	70
11	2	Unit 11			x			x	70
12	2	Unit 12			x			x	75
13	3	Unit 13	x					x	55
14	3	Unit 14	x					x	55
15	3	Unit 15	x					x	55
16	3	Unit 16	x					x	55
Total Units			4	2	8	2	0	16	1090
			16						

Figure 9: Accommodation Schedule

- 6.66 The proposed homes would all be dual aspect except the two ground floor wheelchair homes which would have single aspect facing the rear communal areas. This design prevents the two homes from having an aspect facing the busy Archway Road for security and privacy reasons. All homes would benefit from sufficient levels of outlook and daylight. All homes would benefit from amenity space by way of balconies, terraces, courtyard areas and communal amenity areas and would have sufficient storage space, adequate floor to ceiling heights (2.55m) to meet the minimum storage requirements, internal space and floor to ceiling heights (2.5m) standards in London Plan Policy D6. There would be no bedrooms at the ground floor level of the two new houses with all three bedrooms located on the first floor and the ground floor would be living and dining areas.

Noise to future occupants

- 6.67 DPD Policy DM23 requires that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact. A noise assessment will be required to be submitted if the proposed development is a noise sensitive development, or an activity with the potential to generate noise.
- 6.68 Given that this application is for the construction of 16 new homes, and the site is on a traffic island bounded by Archway Road to the northeast, North Hill to the southwest and Bakers Lane to the southeast, the applicant has submitted a Noise Assessment prepared by Anderson Acoustics dated May 2025.
- 6.69 The assessment has concluded that the proposed external building fabric design will be sufficient to control external noise ingress to habitable spaces subject to glazing units achieving the required sound reduction performance, compliant with the criteria in ProPG Professional Practice Guidance on Planning & Noise and Approved Document O. It is also noted that most dwellings will require alternative means of ventilation to the opening of windows to control overheating during the hottest months of the summer. As such, a cooling module attached to each Mechanical Ventilation with Heat Recovery (MVHR) unit providing tempered air will be installed in each home to control overheating.
- 6.70 Good acoustic design principles have been followed by the applicant's design team since the conception of the first design proposals for the scheme. While the predicted noise levels in six private balconies on the upper floors of the main building that overlook the communal amenity space may exceed the adopted 55 dB LAeq,T target for external amenity areas with the highest value being 60 dB, the provision of a quieter, protected, alternative communal space compliant with the 55 dB LAeq guidance level will comply with the ProPG guidelines, making the development suitable for residential use. Furthermore, Highgate Wood, a large green area which is relatively quiet and accessible to the public is located within 5 minutes walking to the east of the site. Therefore, the provision of both shared communal areas and the existence of a quiet, tranquil and accessible public park will partially offset the noise impact on some of the private balconies of the scheme and the noise level to future occupants of the proposed development is considered acceptable.

Housing mix

- 6.71 Policy DM11 of the Development Management DPD states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed homes unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes, which include larger and family sized homes.

- 6.72 The new homes would be a mix of accommodation comprising 8no. 2-bed 4-person flats, 4no. 1-bed 2-person flat, and 2no. 1-bed 2-person wheelchair homes directly accessed at ground floor as well as 2no. standalone 3-bed 4-person houses along Bakers Lane. Given the site's location, fronting a busy road and constrained by its island location, the mix is considered acceptable, with such a site more suitable to non-family accommodation.

Secure by Design

- 6.73 The proposed development has been designed to facilitate the requirements of National Secured by Design (SbD) standards. Security features would include good natural surveillance and suitable specifications for doors, windows and external enclosures. All external access doors are to be single leaf, self-closing and self-locking, visual access control would be required to main doors, and audio access control would be provided between entrances and lift lobbies. Gates off the street would have access control for use by residents only. CCTV would be installed in the flat entrance lobbies facing the mail area and doors as well as access control points, lift lobbies and in stairs at each floor, and also in refuse and cycle stores.
- 6.74 Secured by Design Silver Award accreditation would be achieved as a minimum, but a Gold Award accreditation will be targeted. The applicant has consulted a Designing Out Crime Officer in this aspect, and further consultations will be held with the Officer at the Technical Design Stage to agree final detailed specifications prior to the Construction Phase.

Fire Safety

- 6.75 In terms of fire safety, the applicant has submitted a Fire Safety Report prepared by Marshall Fire Ltd dated March 2025. The report notes how the design of the proposed buildings will comply with the requirements of Part B of the Building Regulations. The guidance contained in BS 9991: 2024 has been used, with the main structure of the report following the main parts of Part B of the Building Regulations.
- 6.76 In the report, the proposed buildings have been split into two blocks. Block A will have an uppermost storey height of 9.45m above ground floor level at third floor level. Block A is further split into two separate buildings with an adjoining party wall (Block A.1 and Block A.2), and each part of the block is considered as a small single stair building. Block B would be formed by two terraced houses of two storeys of accommodation with an uppermost storey height of 3.15m above ground floor level. No part of the development is considered to be a 'relevant building' requiring Gateway One consideration/assessment, including referral to the Health and Safety Executive.

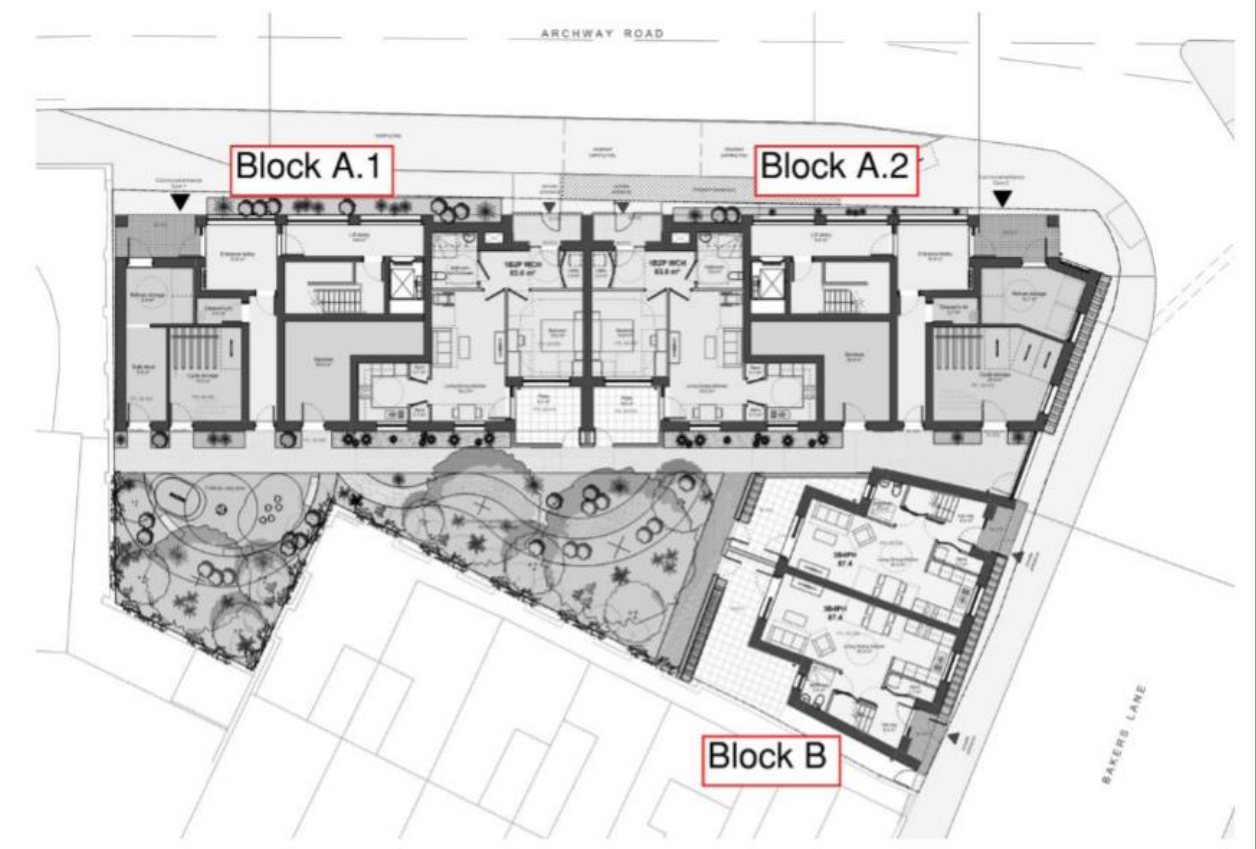


Figure 10: Proposed ground floor plan

6.77 Key fire safety measures include:

- Early fire detection: All homes will have modern fire alarm systems.
- Safe escape routes: Protected staircases and corridors would ensure safe evacuation.
- Sprinkler systems: Would be installed throughout, even though not legally required.
- Structural fire protection: Buildings have been designed to resist fire for up to 60 minutes.
- External fire spread control: Materials and spacing would meet strict safety standards.
- Emergency access: Fire service access and hydrants are already in place.

6.78 The fire strategy ensures that the buildings are designed to protect residents and would meet all regulatory requirements. However, the final approval will be subject to review by the appointed Building Control Body.

Inclusive access and pedestrian movement

- 6.79 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 and Local Plan Policy SP2 require that 90% of new housing meets Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% meets Building Regulations requirement M4(3) 'wheelchair user dwelling', ensuring they are designed to be wheelchair accessible or easily adaptable for wheelchair users. All homes would benefit from level means of entrance. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.80 The proposed apartment block includes the provision of a lift, ensuring compliance with Building Regulation Requirement M4(2) for accessible and adaptable dwellings. This will facilitate step-free access and supports inclusive design principles. The family-sized homes fronting onto Bakers Lane will benefit from ground floor WCs, supporting compliance with Building Regulation M4(2) by ensuring the dwellings are visitable by people with limited mobility.
- 6.81 Of the 16 new homes within the scheme, two 1-bedroom, 2-person wheelchair user dwellings are proposed on the ground floor of the flatted building, each with direct street access via private entrances. These homes will comply with the requirements of Building Regulation M4(3); and the scheme would achieve 12% of accommodation being classified as M4(3) homes. A condition is recommended to secure compliance with the above.

Child Play Space

- 6.82 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. The Mayor's SPG indicates at least 10 sqm per child should be provided.
- 6.83 Using the GLA's Population Yield Calculator (October 2019), the estimated child yield from the development would require 126.5 sqm of play space to be provided. The play space would be provided within the landscaped communal garden, with play equipment consisting of 5 no. waterlilies balance posts, double springer and a spinner plate. In addition, a bespoke timber bench would be provided for informal seating and contemplation.
- 6.84 The equipment together with the landscaped communal garden can cater for young children, but also up to pre-teenage years, and would be contained within a 167 sqm space. The amount of play space provision would exceed the 126.5 sqm requirement and would be of a satisfactory standard for a development of this scale. There are large play areas for older children within Highgate Wood Playground (approximately 300 metres from the site). It is also pertinent to add that each home would benefit from

private amenity space in the form of a balcony, or terrace or garden, that would also provide some scope for use for child play space.

Transport, servicing, and waste management

- 6.85 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.86 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.
- 6.87 The Council's Transportation Team has been consulted and advises that the application site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to be a moderate level of public transport coverage, though it is noted that the site is immediately adjacent to the Archway Road corridor for which a PTAL rating of 4 is achieved. The site is in the Highgate Station Outer CPZ, operating Monday - Friday, 10:00 - 12:00.

Vehicular Access and Car Parking

- 6.88 The proposed development will be car-free meaning that no car parking space will be provided on site. However, in order to ensure no impact on through movements on the gyratory as a result of the operation of the proposed development, the proposals include the introduction of a dedicated layby along the Archway frontage, which accommodates both a loading bay, to accommodate deliveries and refuse collection, and two blue badge car parking bays.
- 6.89 The loading bay is 2.7m wide, with the length defined by the swept path requirements of a large refuse vehicle to ensure that vehicles can set down wholly off the Archway Road carriageway with the vehicle body not encroaching onto the adjacent footway. The loading bay would be subject to a traffic order that permits short term loading only. The general arrangement for the loading bay is indicated on the figure below.

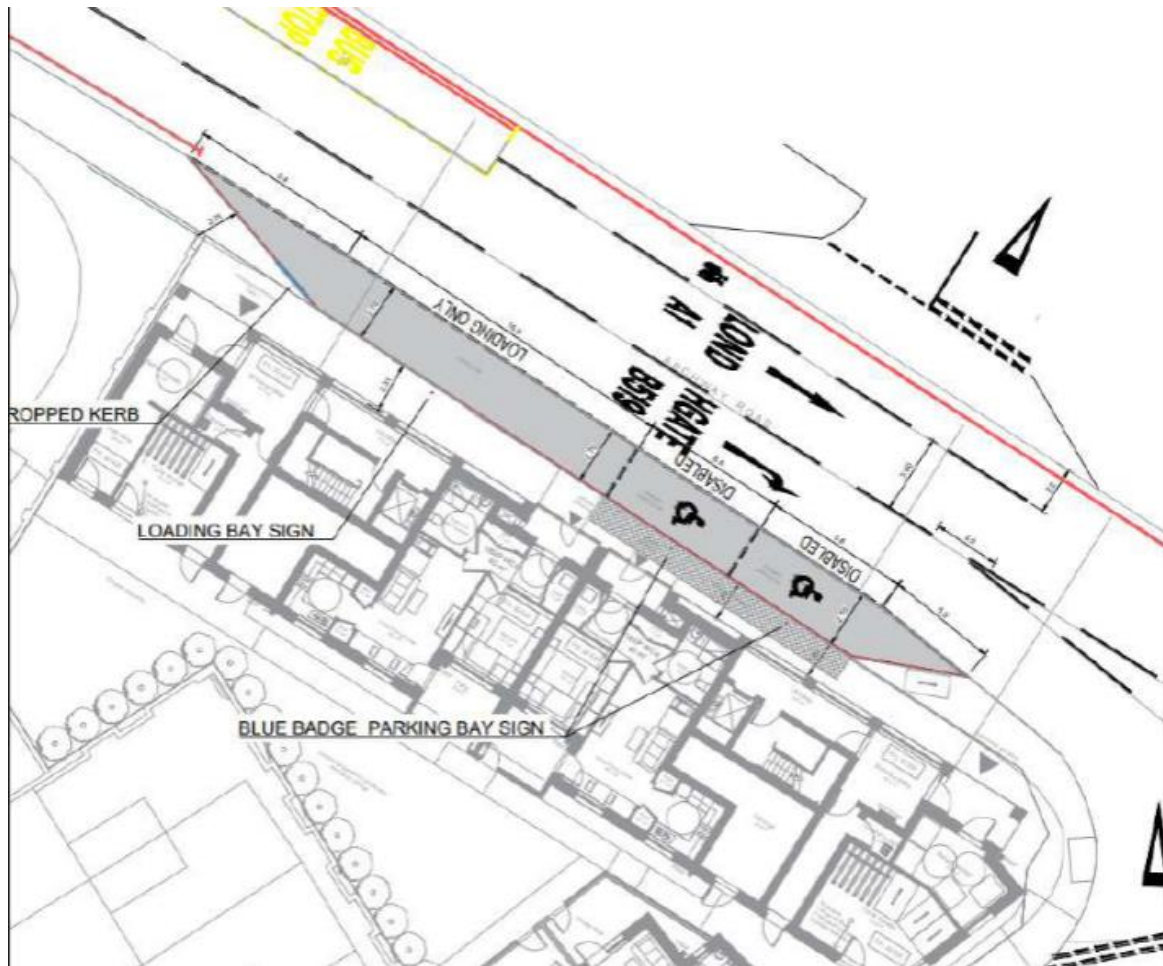


Figure 11: Loading Bay and Blue Badge Parking Bays

- 6.90 The blue badge car parking bays will be 2.7m x 6.6m in size, in accordance with standard. Whilst the blue badge bays will be accommodated within public highway, subject to further discussions with TfL, it is intended for the blue badge bays to be allocated to the development, with a traffic order introduced that requires a specific parking permit to be associated with the bays.

Pedestrian Access

- 6.91 Homes with ground floor accommodation will be accessed via dedicated entrances at the front of each home. Upper floor homes will be accessed via communal cores, from which lifts and staircases can be used to reach the upper floors. The flatted building and houses are to be separated by a secure pedestrian access that leads to a rear communal garden and play area.
- 6.92 The proposed building line is set back from the site boundary along the Archway Road frontage in order to allow for the introduction of a 2m footway between the kerbline and building line, though this reduces in width slightly to approximately 1.8m at the southernmost extent of the bay. Where this new footway extent is not already within

public highway, it will be offered for adoption as public highway via a S38 Agreement and therefore delivered to an adoptable standard. At the corner of the site, the proposals include hardstanding that will be flush with the adjacent footway, therefore providing additional hardstanding that would be publicly accessible to address the narrow footway width in this area.



Figure 12: Pedestrian access arrangements

Cycle Parking

- 6.93 Based on the proposed residential unit mix, a total of 32 cycle parking spaces would be provided for future residents and their visitors—exceeding the 29 spaces required by the London Plan. Of these, 6 spaces are to be provided as Sheffield stands, with a further 2 Sheffield stands installed with wider spacing to accommodate larger cycles. The remaining spaces will be provided as two-tier stands. Conditions are recommended to ensure that the proposed cycle parking complies with the London Cycling Design Standards and secures the adequacy of long-stay cycle parking and access arrangements. This includes the submission of full details showing the parking systems to be used, access routes, layout, and surrounding space, with all dimensions clearly marked on plans.



Figure 13: Location of Cycle Parking

Trip Generation

- 6.94 The Council's Transport Officers have advised that the trip generation methodology and assessment, which are considered to be acceptable.

Refuse and Recycling Storage and Collection Arrangements

- 6.95 DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.
- 6.96 The proposal would involve the use of waste bins which will be located in one of two waste stores on the site at ground floor level. The locations and drag -routes are shown in the figure below. These stores are to be shared by both the flatted homes and the two houses. The location of the waste bins would be located no further than 10 metres from the point of collection on the public highway, the nearest point where the vehicle could safely access them. This would be in accordance with the Council's waste management guidance.



Figure 14: Location of waste Store

Demolition and Construction

- 6.97 A Demolition and Construction Management Plan (DCMP) would be required and secured by a planning condition. The DCMP will help minimise the demolition and construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site, whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team to deliver this scheme.

Pedestrian Movement Improvements

- 6.98 As previously noted, pedestrian access to this 'island site' is currently constrained by the surrounding road network, with uncontrolled crossings located at the southern corners of the island site. As already noted, a controlled signalised and staggered crossing is located to the immediate north, at the apex of this island site.
- 6.99 At the same time, while the existing gyratory system contributes to pedestrian severance, some pedestrian infrastructure is in place to support crossing movements. Specifically, a large traffic island exists at the Archway Road / Bakers Lane junction, directly opposite the application site's eastern edge, allowing pedestrians to cross a single traffic stream when accessing or leaving the island. A similar arrangement exists at the junction of Bakers Lane / North Hill. Given, however, the proposed increase in homes on this island site, and in line with planning policy objectives to

improve pedestrian safety and connectivity, it is considered necessary to introduce further measures to enhance access to and from the site.

6.100 As such, a Transport Assessment (TA) has been submitted with the application, which outlines measures to improve access to the site. As shown in Figure 4.8 of the TA, a scheme to introduce zebra crossings at Archway Road / Bakers Lane has been considered. This scheme would involve the introduction of zebra crossing facilities at each crossing point leading to the central island, along with a build-out of the south-east kerb line to address constrained visibility. Preliminary designs for these highway works have undergone an independent Stage 1 Road Safety Audit (RSA1), which is included in the TA. In this case, zebra crossings were selected over signalised crossings on the basis that the scale of pedestrian demand at this location may not justify a signal-controlled intervention.

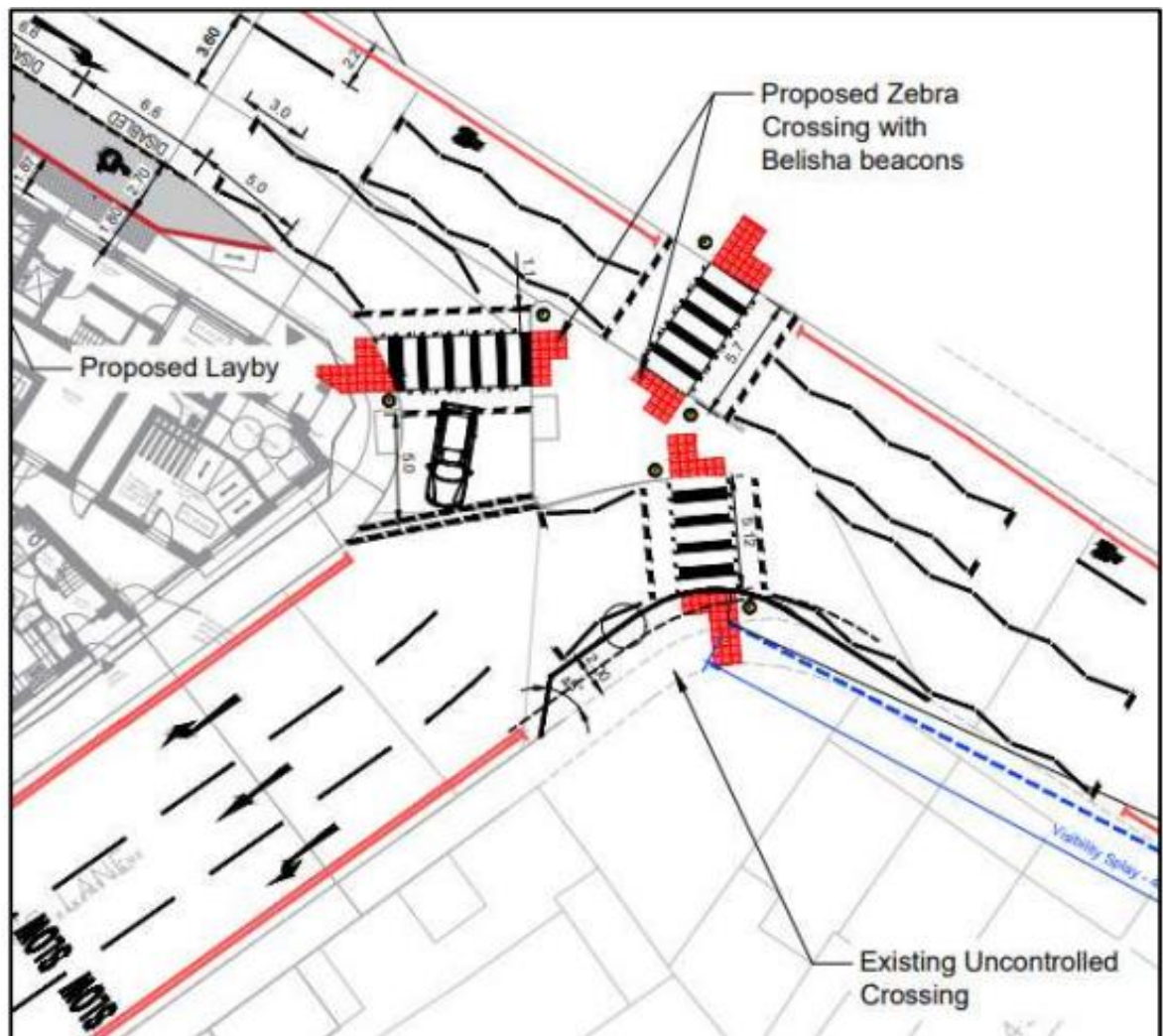


Figure 15: Pedestrian Interventions – 3 Prong Zebra Crossing

6.101 Following further discussions between LBH Transportation Officers and TfL Officers, an alternative option, as shown in Figure 16, has also been considered: namely, a

straight crossing located further north along Archway Road, away from the junction with Bakers Lane. TfL are supportive of this option in principle but require it to also be subject to a Road Safety Audit before it can be agreed. In turn this option, or the alternative 3 prong crossing, would be subject to further detailed design and technical approval by TfL as part of a Section 278 agreement.



Figure 16: Pedestrian Intervention Option – A Straight Zebra Crossing

- 6.102 As such, while the proposed zebra crossing option to be taken forward is not yet finalised and remains subject to further detailed design and technical approval, the applicant has confirmed their willingness to enter into a Section 278 agreement under the Highways Act 1980 to financially contribute to such measures to improve pedestrian access to this island site. A financial contribution from this development would form part of the funding for such pedestrian access improvements with it also anticipated that funding will be drawn from TfL and the Council highway works budget.
- 6.103 In addition to the Section 278 agreement, a shadow Section 106 agreement will be entered into to ensure that occupation of the new homes cannot commence until the necessary pedestrian safety improvements have been delivered.

Impact on neighbouring amenity

- 6.104 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while

also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts

- 6.105 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident. Policy DH3 of the HNP also states that proposals should not harm the amenity of adjacent properties.
- 6.106 The application site is bounded to the southwest by residential gardens to properties along North Hill. There is also an existing petrol station on the northwest of the site. The northeast and southeast of the site is bounded by Archway Road and Bakers Lane respectively.

Daylight and Sunlight

- 6.107 The application is supported by a Daylight and Sunlight Report analysis prepared by Kench Consultants in accordance with the Building Research Establishment 'Site Layout Planning for Daylight and Sunlight; A Guide to Good Practice' 2022 (BRE). The report assessed the proposed development's effects on daylight and sunlight of surrounding residential properties and their associated amenity spaces. The following twelve nearest surrounding residential properties form the focus of the technical analysis: 489 – 497 Archway Road, 88 – 90 North Hill and 96 – 108 North Hill with Nos. 96 – 108 North Hill nearest to the application site.



Figure 17: Locations of the nearest surrounding residential properties on North Hill and Archway Road.

Impact on Nos. 489 – 497 Archway Road and 88 – 90 North Hill

- 6.108 The submitted report concluded that any changes in the daylight and sunlight amenity within the above properties as a result of the construction of the proposed development would be within the guidelines recommended by BRE guidance. This means that the occupants of the above properties would not notice a change in their levels of daylight and sunlight amenity with the proposed development in place.

Impact on Nos. 96 – 108 North Hill

- 6.109 As already noted, to the rear of the site are Nos. 96–108 North Hill, a terrace of 19th-century cottages with small rear gardens and courtyard spaces. A high brick boundary currently separates these properties from the application site, alongside trees located within the application site adjacent to the boundary with Nos. 96 –100. As reflected in Figure 18 below these houses are characterised by a primary two-storey form with projecting single-storey outriggers, while No. 100 features an additional storey above its original two-storey structure.

- 6.110 In terms of the internal layout and floorplans of these properties, the applicant was able to source the floorplans of Nos. 106 and 108 North Hill from property sales info in the public domain. As all houses in this terrace follow the same footprint, the interior layouts are therefore assumed to be largely consistent.
- 6.111 The separation distances between the proposed block of flats and the closest ground floor windows of neighbouring properties range from approximately 11 metres (Nos. 108 and 106) to 18 metres (No. 96). These distances increase at first-floor level due to the change in building form and relative positioning.
- 6.112 While it is acknowledged that the outlook and daylight conditions for the occupiers of these houses would be affected to some degree by the proposed development, submitted technical evidence demonstrates that the levels of natural light reaching the rear windows and associated amenity spaces would still remain acceptable within the context of an urban setting such as this. The specific impacts on individual windows and amenity spaces are discussed in further detail below.
- 6.113 This analysis relies on the Vertical Sky Component (VSC) and No Sky Line (NSL), which are key metrics used to assess daylight impacts under the BRE Guidelines. VSC measures the amount of direct skylight reaching a window, with a benchmark of 27% considered good. NSL assesses the distribution of daylight within a room, indicating the area that receives direct sky visibility. While these guidelines are useful in low-density environments, in dense urban settings, achieving full accordance is often impractical due to proximity between buildings and constrained plots. In such contexts, VSC values lower than 27% and NSL reductions may still be considered acceptable, particularly where rooms retain multiple light sources or reasonable overall daylight distribution. It is acknowledged that lower VSC levels can be appropriate in urban areas, provided the retained amenity remains functional and the impact is not materially harmful.
- 6.114 In terms of sunlight, the BRE guide outlines that in general a dwelling, or non-domestic building that has a particular requirement for sunlight, will appear reasonably sunlit provided at least one main window wall faces within 90° of due south and a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March. This is assessed at the inside centre of the window(s); sunlight received by different windows can be added provided they occur at different times and sunlight hours are not double counted.

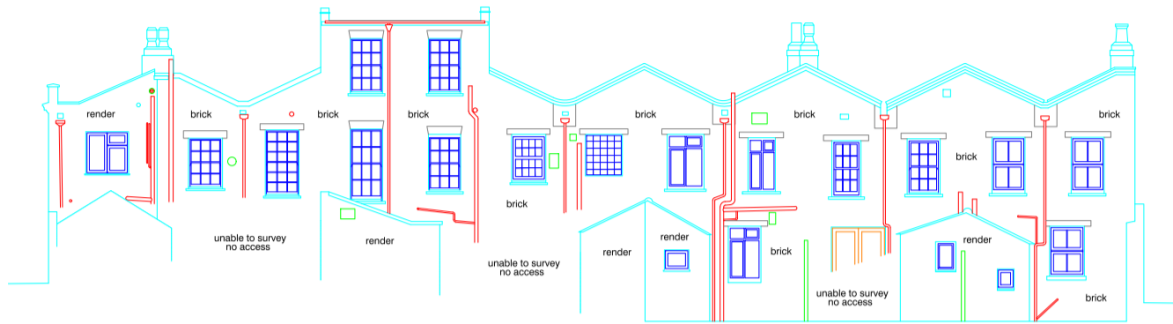


Figure 18: Rear windows of the properties Nos. 96 – 108 North Hill (From left to right)

96 North Hill

6.115 The property contains three windows serving a kitchen. Two windows would remain fully BRE compliant with high VSC levels. One window would breach BRE guidance with a 26.97% loss (20% is the target), retaining a VSC of 18.44%, but NSL levels would remain unaffected. As the kitchen benefits from two other windows, any perceived loss of daylight is mitigated and considered acceptable. Sunlight levels within the kitchen would remain in accordance with BRE targets, and there would be no change to garden sunlight.

98 North Hill

6.116 Three windows serve three assumed habitable rooms. Two rooms would remain fully in accordance with BRE guidelines in terms of VSC and NSL. The third room would retain VSC in accordance with BRE guidelines, but experience a 41.5% reduction in NSL, maintaining daylight distribution to 57% of its area. Whilst the NSL change to the assumed ground floor room would exceed the level recommended by the BRE, the occupants of this property are unlikely to notice a material change in their daylight amenity following the construction of the proposed development. No rooms are relevant for sunlight assessment, and the garden sunlight would remain unchanged.

100 North Hill

6.117 Ten windows serve five residential rooms. Four rooms would remain fully in accordance with BRE guidance. One window serving the ground floor dining room would slightly breach VSC guidance by 1.79%; and retain a VSC of 20.57%. Whilst the general recommended benchmark is 27%, it is accepted that a VSC of 20% is a reasonable target in a dense, urban environment like this site. The room would also experience a 63.8% reduction in NSL but retain daylight distribution to 56% of its area. As such, the daylight levels are considered acceptable. Sunlight levels in the one relevant room would remain in accordance with the BRE guidance and garden sunlight would be unaffected.

102 North Hill

- 6.118 Seven windows serve four assumed habitable rooms. The VSC levels to four windows will remain in accordance with the BRE guidance. Three windows serving a ground floor room will exceed the recommended BRE VSC change limit of 20% (21.28% – 22.78%) but retain reasonably good absolute VSC levels (22.79% – 23.71%). Two rooms will exceed the guided NSL change limits (28.6% and 21.3%) but retain daylight distribution to 56% and 71% of their areas respectively. Sunlight levels in the one relevant room will remain in accordance with the guidance. Garden sunlight will be unaffected.

104 North Hill

- 6.119 Four windows serve four assumed habitable rooms. The VSC levels to two windows would remain in accordance with BRE guidance. The other two windows already fall below the BRE guidance in the existing scenario due to proximity to the application site but retain reasonably good VSC levels (16.78% and 23.41%). One room would meet NSL guidance, and another is marginally above the BRE guided change of 20% (20.06%). Due to proximity to the site, two rooms would fall short of NSL guidance but retain daylight distribution to 17% and 64% of their areas. No rooms are relevant for sunlight assessment, and garden sunlight would remain in accordance with BRE guidance.

106 North Hill

- 6.120 Three windows serve three residential rooms. One window would experience a VSC change of 23.2%, retaining a VSC of 21.88%. The room would exceed BRE the guided change limit and as such the occupants may notice a marginal change in daylight, but good levels of daylight amenity would be retained. No rooms are relevant for sunlight assessment. Garden sunlight would remain in accordance with BRE guidance.

108 North Hill

- 6.121 Three windows serve three residential rooms. One window would experience a VSC loss of 30.58% but would retain a VSC of 25.43% and meet NSL guidance. The other two rooms would meet VSC guidance but slightly exceed the guided NSL change (20.4% and 27%). However, in the case of the latter, a daylight distribution of 83% of the room area would be retained. Whilst modest breaches would occur, the property would retain reasonable daylight levels. No rooms are relevant for sunlight assessment. However, there would be a reduction in sunlight to the garden, making this the only property with a noticeable impact in this regard. However, this is considered to be acceptable on this occasion, noting that the existing rear garden already receives low levels of sunlight.

- 6.122 Officers agree with the applicant's methodology and the results considered against the BRE guidance. Overall, there would be isolated changes in daylight amenity to these seven properties, with some rooms, windows, or garden areas exceeding the changes recommended by the BRE. The occupants of these properties may, therefore, notice a change in their daylight and sunlight amenity following the construction of the proposed development. However, reasonable levels of daylight amenity would be retained by the majority of the rooms and spaces within those properties. Therefore, the overall impact on daylight and sunlight is considered acceptable on balance on this occasion.

Outlook

- 6.123 The proposed development would no doubt alter the existing spatial relationship and conditions of outlook experienced by occupiers of Nos. 96–108 North Hill, from their properties and their rear amenity spaces, as a result of the redevelopment of the existing car wash site. However, a change in spatial arrangement does not inherently result in harm; rather, it requires an assessment of outlook, light, and aspect, taking into account the surrounding urban context.
- 6.124 As discussed above, the height and scale of the main building facing the rear of these properties has been broken down and is primarily represented in a three-storey elevation, with the top floor well recessed to reduce its visual presence. The houses fronting onto Bakers Lane would be modest in height and scale being restricted to two storeys.
- 6.125 As such, whilst the proposed development would represent a change to the current conditions of outlook and aspect experienced by neighbouring properties, the overall height and massing is considered appropriate within an urban setting where higher density housing is needed to be achieved. Equally it is pointed out that the separation distance, along with the introduction of planting on the shared boundary, would help to soften and mitigate the visual impact of this new development.
- 6.126 In considering impact here, it is important to recognise that enclosing the current island site on which these houses sit with a taller building fronting Archway Road and a smaller building fronting Bakers Lane would offer benefits by potentially screening these properties from the busy traffic associated with Archway Road and the gyratory.

Loss of Privacy

- 6.127 Given the orientation of the windows in the proposed development and the separation of the sites, it is not considered to have an impact on privacy or result in overlooking to properties on Bakers Lane.
- 6.128 Concerns have been raised regarding potential overlooking and loss of privacy to the terrace properties along North Hill, particularly Nos. 96 – 108. It is acknowledged that the separation distance between the nearest ground floor window (at No. 106 North

Hill) and the proposed main building is approximately 11 metres. However, the ability to overlook into these ground floor windows would be significantly interrupted by the presence of a tall existing boundary wall, which limits downward lines of sight from the proposed development. The introduction of new boundary planting would also further soften views and aid privacy.

- 6.129 The applicant has submitted floorplans for Nos. 106, 108, and 96 North Hill, sourced from publicly available property sales information. These indicate that the internal layouts of the terrace houses are broadly consistent, with similar footprints and room arrangements. Specifically, based on the available floorplans, the nearest ground floor windows in the terrace are within their existing rear extension/outriggers and these windows serve bathroom or kitchen only with most of the bedrooms located on the first floor of the main two-storey form.
- 6.130 The nearest first-floor window within the terrace is located at No. 108 North Hill, with a separation distance of over 15 metres from the proposed main building. Such distances are typical and generally acceptable within a dense urban context, particularly where no rigid separation standards are prescribed in either the Local Plan or the London Plan. The proposed planting of new trees within the communal amenity space would further assist in screening views and protecting privacy. On balance, the impact on residential amenity in terms of overlooking and loss of privacy is considered acceptable in this instance.

Noise and Disturbance

- 6.131 In terms of noise and disturbance, any impact arising from the proposed development would primarily relate to the use of balconies, patios, and the communal amenity space by future residents. As discussed above, the balconies are carefully integrated into the fabric of the building and are adequately separated from the properties on North Hill. Noise levels associated with the use of these spaces are not expected to be significantly higher than typical background levels in an urban setting.
- 6.132 In considering the impact, it should be noted that the existing use of the site as a car wash would have generated frequent vehicle movements and operational noise from machinery. Replacing this commercial use with residential development is therefore likely to result in a net reduction in noise and disturbance for neighbouring occupiers. As such, the scheme is not considered to result in harm to neighbouring amenity in terms of noise generation.
- 6.133 Notwithstanding that noise from demolition and construction are temporary, a condition securing the submission of a Demolition and Construction Logistics Management Plan for the LPA's approval has been included to mitigate such impact.

Conclusion

- 6.134 In summary, while it is accepted that there will be some impact on lighting conditions to neighbouring properties, the level of change and resulting conditions are considered acceptable within the context of an urban environment, where tighter separation distances are common. The proposed building has been carefully designed to reduce its perceived bulk, with the elevation facing the North Hill properties articulated as a three-storey form with a recessed top floor. On balance, the scheme establishes an acceptable relationship with surrounding homes while improving conditions for neighbouring occupiers through the removal of a commercial use previously associated with noise and disturbance.

Trees, landscaping, EIA requirement and biodiversity net gain

- 6.135 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. DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

Impact on trees

- 6.136 A small cluster of hedge trees (Lawson's Cypress – G1) is located along the rear boundary of the site, with two self-set trees (Cherry – T2 and Ash – T4) positioned at the front boundary. In response, the applicant has submitted an Arboricultural Report prepared by Anna French Associates Ltd. The report concludes that the existing trees are of low quality and unsuitable for retention. These trees will be removed to facilitate the development and replaced with three new small to medium-sized trees, along with additional planting, resulting in an overall increase in tree numbers and biodiversity on the site.
- 6.137 Full details of the proposed landscaping will be secured through a soft landscaping scheme, to be submitted and approved pursuant to a planning condition.

EIA requirement

- 6.138 Under Article 5(3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is accepted a development may require an Environmental Impact Assessment (EIA) to be undertaken not based simply on its scale or type, but on locational considerations. Specifically, even if a proposal falls below the thresholds set out in Schedule 2 (e.g. less than 0.5 hectares or 500 sq.m), an EIA may still be necessary if the site lies within or near a 'sensitive area', such as a nature conservation designation. In such cases, the LPA must consider whether the development is likely to have significant environmental effects by virtue of its location, including cumulative impacts, ecological sensitivity, or proximity to designated assets. The legislation in question does not apply a fixed location-based trigger, such as a set

distance from a designated sensitive area, rather requiring such matters to be considered on a case-by-case basis.

- 6.139 In this instance, whilst it is accepted Highgate Wood is a designated sensitive site, the application site, a previously developed site, lies approximately 110 metres from its boundary and is physically separated by a series of substantial urban infrastructure elements. These include large London Underground sidings, active rail lines, a large hard-surfaced commercial site with associated buildings, and a three-lane road network. Given this degree of separation and the intervening-built form and transport corridors the introduction of a four-storey block on the application site is considered to be too remote to give rise to any significant environmental effects on Highgate Wood. As such, the proposal does not meet the location-based criteria under the EIA Regulations that would warrant an Environmental Impact Assessment.

Biodiversity Net Gain

- 6.140 Biodiversity Net Gain (BNG) is now a legal requirement as well as policy requirement since April 2024, and a Preliminary Ecological Appraisal prepared by Indigo Surveys has been submitted by the applicant. The appraisal has included a habitat map where each habitat on site was assessed for the presence of, or potential for protected species, and given a suitability score where appropriate. BNG in effect requires development to be planned and designed in ways that minimise loss or damage to existing habitats, to compensate for any damage caused by the development and to deliver a net positive gain in biodiversity through enhancements. While the biodiversity on the site is relatively low, it is still necessary in this instance to meet the BNG requirement.
- 6.141 A Biodiversity Net Gain (BNG) metric has been submitted by the applicant. The site contains very little in the form of vegetation, being largely hard surfaced with only limited scattered trees and planting. In terms of baseline, the site includes no hedgerows and does not lie within the riparian zone for any watercourses, therefore the baseline hedgerow and watercourse units are zero and the total baseline figures equate to 0.42hu. After development, the site would have total habitat units of 1.43hu (Other green roof 0.02, Vegetated garden 0.04 and Urban trees 1.37) and 0.03 hedgerow units, which equates to a gain of 1.02hu, a 245.21% gain. There will be an increase of 0.03hu although a percentage gain can't be calculated for the site based on the zero baseline. There will be no change in watercourse units.
- 6.142 The scheme also meets the GLA Urban Greening Factor (UGF) target of 0.4, with extensive new planting proposed to the shared rear garden, including tree planting with biodiversity roofs incorporated on the flat roofs of the houses, and street-edge planting contribute to the front of the main block.
- 6.143 To ensure compliance with Biodiversity Net Gain requirements, a condition has been included requiring the submission of a completed BNG metric and biodiversity gain plan to the Local Planning Authority for review and approval. The development must

demonstrate at least a 10% net gain in biodiversity value compared to the pre-development baseline.

Designated sites and Protected habitats

- 6.144 Site of Special Scientific Interest (SSSI) impact risk zones facilitate the assessment of planning applications for likely impacts on nearby SSSIs/ SACs/ SPAs and Ramsar sites. The site is within an impact risk zone but does not trigger the criteria where further assessment is required.
- 6.145 There are no priority habitats on site. There is priority habitat deciduous woodland 0.1km east (Highgate Woodland SINC). There are no statutory designated sites within 0.5km of the site. A Demolition and Construction Environmental Management Plan (DCEMP) has been conditioned and would be adhered to throughout site works.

On-site habitats and protected species

- 6.146 Due to the site's continued use as a car wash, access for ecological surveys has been restricted. As a result, only external observations from the adjacent road have been possible, and the habitat survey. These matters will be addressed through a Demolition and Construction Environmental Management Plan (DCEMP), which is required to be submitted and approved prior to the commencement of development.
- 6.147 The site is predominantly hard surfaced, with minimal vegetation and three trees (T2, T4 and G1). The proposed development will result in the loss of this urban land, including ephemeral vegetation, existing buildings, and limited tree cover—resulting in a reduction in biodiversity. To help mitigate this, landscaping works including the planting of new trees are proposed within the site as part of the development.
- 6.148 The partial Preliminary Roost Assessment indicates low suitability for foraging bats and confirms that all birds' nests are protected while in use. To safeguard nesting birds, the removal of trees and buildings should avoid the nesting season (March to September inclusive), unless preceded by a nesting bird check by a suitably qualified ecologist. These measures are to be addressed through the Demolition and Construction Environmental Management Plan (DCEMP) condition.
- 6.149 As part of ecological enhancement, two bird boxes and two bat boxes are proposed and will be secured by condition within the communal amenity space.

Energy, sustainability, and urban greening

- 6.150 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources, including Policy 5.2 'Minimising Carbon Dioxide Emissions'. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low and zero-carbon energy generation are

required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.

- 6.151 DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.
- 6.152 The information submitted as part of an Energy and Sustainability Statement indicates that the resulting development would achieve a 77% reduction in CO2 emissions on site. This would be achieved by incorporating renewable technologies such as the use of exhaust air heat pumps (EAHP) and the installation of PV panels to roof areas. An EAHP is similar to a conventional mechanical ventilation heat recovery unit (MVHR) with integral air source heat pump (ASHP). This all-in-one system will provide balanced ventilation, heating and hot water.

Be Lean

- 6.153 In order to reduce energy demand, passive and active design measures have been adopted. The buildings have been designed to reduce energy demand through improved U-values and air permeability, in line with the Passivhaus standard guidance. The specification includes a super-insulated and airtight building envelope, and triple-glazed windows. Adequate levels of ventilation have been provided through Mechanical Ventilation that will include Heat Recovery (MVHR) for improved energy efficiency.

Be Clean

- 6.154 The use of energy efficient equipment, heat networks and community heating have been considered but, in this case the application site is located within an area where a district heat network (DHN) is not available.

Be Green

- 6.155 The energy strategy of the proposed development relies on substantial amounts of renewable energy through Exhaust Air Heat Pumps and Photovoltaic Panels which would be maximised on site.
- 6.156 A condition is recommended requiring the energy efficiency measures/features and renewable energy technology as outlined in the energy report to be installed and operational prior to the first occupation of the development, so as to ensure it meets the identified 77% CO2 reduction.
- 6.157 A carbon offset contribution of £10,830 is also being secured to ensure the development is 'zero carbon'. This contribution is being secured by way of a legal agreement, which will be agreed and signed on the grant of planning permission.

- 6.158 Overall, the proposed development would exceed the London Plan Policy SI2 requirements of a 35% reduction, with the requirements of relevant planning policies met here.

Sustainability

- 6.159 The sustainability section of the Energy and Sustainability Statement outlines a number of measures to improve the environmental performance of the scheme, including water efficiency, materials, waste, biodiversity, and climate resilience.

Measures include:

- The development targets 105L/person/day through low-flow fittings. Water meters will be installed to encourage conservation.
- All timber will be FSC-certified or equivalent. Other materials will be sourced from suppliers with ISO 14001 or BES 6001 certification. Low-VOC materials will be used where possible.
- The strategy commits to managing construction waste in line with the waste hierarchy and aims to recycle at least 95% of construction waste. The Civil Engineer's Demolition Protocol will be followed to encourage reuse of materials on- or off-site.
- The development includes triple glazing with low-e coatings to reduce solar gain. The site is in Flood Zone 1, indicating low flood risk.

- 6.160 The measures are considered acceptable subject to a condition securing the details and specifications of the sustainability measures to be submitted and approved by the local planning authority at the appropriate time.

Urban Greening

- 6.161 All major development proposals 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.

- 6.162 A Landscape proposal with planting plans have been submitted and proposes the inclusion of:

- 3 trees (2 are replacement trees)
- 74 m² of woodland planting
- 138 m² of ground level trees

- 124 m² of climbers (green walls)
- 87 m² of extensive biodiverse green roof
- 69 m² of flower-rich perennial planting
- 25 m² of hedgerows

6.163 These contribute to a calculated Urban Greening Factor of 0.40, which meets the minimum target for residential developments in London.

Air quality

6.164 London Plan Policy SI1 'Improving air quality' states that development proposals must be at least Air Quality Neutral, development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures; major development proposals must be submitted with an Air Quality Assessment. Air quality assessments should show how the development will meet the requirements of Part B1 of Policy SI1 of the London Plan and development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

6.165 DPD Policy DM23 also requires all development proposal to consider air quality and be designed to improve or mitigate the impact on air quality in the borough and improve or mitigate the impact on air quality for the occupiers of the building or users of the development. It also requires air quality assessments for all major development and other development proposals where appropriate and where necessary, adequate mitigation must be provided.

6.166 This application is for demolition of existing buildings, and the construction of 16 new Council homes, and the site is on a traffic island bounded by Archway Road to the northeast, North Hill to the southwest and Bakers Lane to the southeast. As such, the applicant has submitted a report prepared by Anderson Acoustics date May 2025 which has included an air quality assessment, a dust risk assessment and an air quality neutral assessment.

6.167 The site is approximately 1,016 sqm and is currently used as a car wash. It is situated within the whole-borough Air Quality Management Area (AQMA) declared by the LBH in 2001 for annual mean NO₂ and 24-hour mean PM₁₀. However, the proposed development is not located within a Greater London Authority (GLA) designated Air Quality Focus Area (AQFA). The nearest AQFA is located approximately 1.2 km to the northeast of the site, at Muswell Hill.

6.168 For acoustic reasons, the proposed ventilation at the new homes would be through MVHR, along the north and east façades of the flatted block and along the eastern façade of the houses.

- 6.169 The air quality assessment has concluded the predicted annual mean concentration for NO₂ at the site range between 20-30 µg/m³ and is well within the Air Quality Objectives (AQO) limit of 40 µg/m³ set out by DEFRA. The predicted annual mean concentrations for PM₁₀ at the site range between 15-25 µg/m³ which is below the AQO limit of 40 µg/m³ and similarly the predicted annual mean concentrations for PM_{2.5} at the site range between 7.5-12.5 µg/m³ which is below the AQO limit of 20 µg/m³. The baseline concentrations of monitored air pollutants – NO₂, PM₁₀ and PM_{2.5} are below the annual and short term AQOs based on a review of published data sources. No specific mitigation measures are therefore considered necessary to reduce future occupants' exposure to air pollution, and the site is considered to be suitable for residential use without the need for NO₂ or PM filtration. The effect of introducing residential human-health receptors is considered Not Significant as they are well within AQO limits. As good air quality practice it is proposed to include F7 grade particulate filters to the MVHR system.
- 6.170 There is a 'medium risk' of dust soiling during demolition and a 'low risk' of dust soiling during all other phases. There is a 'negligible risk' during all phases in respect to human health impacts, prior to the consideration of mitigation. Mitigation measures have been outlined in the dust management plan within the dust risk assessment. Provided mitigation is employed for the duration of the construction works, the overall effect on local air quality is judged to be 'not significant'. To address such matter, a Demolition and Construction Environmental Management Plan (DCEMP) is required to be submitted to and approved by the Local Planning Authority prior to the commencement of development, to ensure that the proposed mitigation measures are properly implemented and monitored throughout the construction phase.
- 6.171 As the proposed development is designed to be 'car-free' and space and water heating will be through ASHPs and PV panels (which will not result in emissions of NO_x or PM on site), the overall effect of the operational scheme on local air quality is judged to be not significant, as it will be within AQO limits.
- 6.172 The proposed scheme has been assessed as 'Air Quality Neutral' and no further on-site mitigation is required, or offsetting.
- 6.173 Overall, the proposed development is considered a suitable use of the site, compliant with relevant air quality policy and the effect of the proposed development is considered as not significant.

Flooding and drainage

- 6.174 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed. London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).

6.175 DPD Policy DM24 states that the Council will ensure that all proposals for new development avoid and reduce the risk of flooding to future occupants and do not increase the risk of flooding. All proposals for new development will be required to manage and reduce surface water run-off and manage water and waste water discharges.

6.176 DPD Policy DM25 requires all proposals for new development must seek to manage surface water as close to its source as possible in line with the London Plan drainage hierarchy. The Council will require Sustainable Drainage Systems (SuDS) to be sensitively incorporated into new development by way of site layout and design, having regard to the following requirements:

- a. All major development proposals will be required to reduce surface water flows to a greenfield run-off rate for a 1 in 100 year critical storm event;

For all development where a greenfield runoff rate cannot be achieved justification must be provided to demonstrate that the run-off rate has been reduced as much as possible.

6.177 The application site is located entirely within Flood Zone 1, which has the lowest probability of flooding from tidal and fluvial sources. There is therefore no restriction on the types of development which can be on the site. The Environmental Agency's also website indicates that the site is at low risk from surface water flooding during extreme storm events so no special flood protection measures will be required, other than implementation of a new sustainable drainage system which will mitigate any potential risk from surface water flooding. Nonetheless, the applicant has submitted a Flood Risk Assessment & Drainage Strategy Report prepared by CRE8 Structures LLP date April 2025.

6.178 The report concluded that the risk of flooding from groundwater, sewers and artificial sources is low. Greenfield runoff rates from the site have been calculated for a series of return period storms. These rates are lower than what is considered practical to discharge and therefore discharge from the site has been restricted to 2.0l/s which is equivalent to approximately a 1 in 200 year return period storm. This rate is significantly lower than current unrestricted run off from the site. Thames Water was consulted and confirmed that this discharge rate is acceptable.

6.179 In order to restrict the surface water run-off from the development to this reduced rate, a total attenuation volume of approximately 50 m³ is required. This will be provided in the form of underground geocellular storage tanks located underneath landscaping areas. Surface water flows to the restricted discharge rates will connect to offsite public sewer network.

6.180 The on-site drainage network and sustainable drainage systems would be managed and maintained for the lifetime of the development, ensuring that they remain fit for purpose and function appropriately. The management company/operator would be

appointed post-planning. A Drainage Management Strategy along with a Sustainable Drainage Maintenance Regime has been included in the report and will be secured by conditioned.

- 6.181 Foul drainage will be collected on site via a new piped sewerage system and discharged to the adjacent public foul sewer network. Thames Water has confirmed that there is sufficient capacity within adjacent public foul sewer networks to accept flows from the development.
- 6.182 Overall, the applicant has demonstrated that the proposed development has a low probability of flooding from fluvial, tidal, groundwater and artificial sources and confirmed that the pluvial flood risk can be managed appropriately in line with local and national policy. Surface water runoff from the site would be managed sustainably to ensure that flood risk is not increased elsewhere. It is therefore considered the flood risk and sustainable drainage provided are acceptable and in accordance with the requirements of the National Planning Policy Framework, London Plan and local policies.
- 6.183 The Council's Flood & Water Management Officer has reviewed the report and is satisfied that sufficient information has been prepared and submitted in terms of assessing the flood risk and sustainable drainage of the proposed development and that the impact of surface water drainage have been adequately addressed.

Land contamination

- 6.184 DPD Policy DM23 states that proposals for new development will only be permitted where it is demonstrated that any risks associated with land contamination, including to human health and the environment, can be adequately addressed in order to make the development safe. It also requires all proposals for new development on land which is known to be contaminated, or potentially contaminated, w to be accompanied by a preliminary assessment to identify the level and risk of contamination and, where appropriate, a risk management and remediation strategy.
- 6.185 It is noted that the application site is currently used as a car wash and is located next to a petrol station. As such, the Council's Pollution Officer has been consulted. Having considered relevant information submitted by the applicant, the Officer has raised no objection to the proposed development in respect to land contamination subject to conditions. These conditions have been included.

Equality Act 2010

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

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

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

6.188 The scheme would provide 16 new affordable council homes that would significantly advance equality under the UK Equality Act 2010 by addressing the needs of individuals across all protected characteristics. By providing affordable, accessible housing, the scheme promotes age inclusivity, supporting both younger and older residents, and ensures reasonable adjustments for people with disabilities, fostering independence and dignity. It can create safe, secure environments for those undergoing gender reassignment and offer stability for individuals during pregnancy or maternity, reducing housing-related stress. The allocation process can be designed to eliminate discrimination and encourage participation from diverse racial, religious, and cultural backgrounds, thereby fostering good community relations. Furthermore, by applying fair tenancy policies and inclusive design, the scheme supports equality for all sexes and sexual orientations, ensuring that no group is disadvantaged. Overall, such a development contributes to eliminating discrimination, advancing opportunity, and promoting understanding among different groups, in line with the Public Sector Equality Duty.

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

Conclusion

6.190 The scheme is considered to be sustainable development which will deliver 16 much-needed affordable homes on previously developed land, in a part of the borough where development opportunities in the form of larger site are limited. Specifically, the mix will comprise 8 two-bed, four-person flats, 4 one-bed, two-person flats, 2 one-bed, two-person wheelchair-accessible homes directly accessed at ground floor, and 2 semi-detached, standalone three-bed, four-person houses along Bakers Lane, with the homes delivering a high-quality residential environment for future occupiers.

- 6.191 The scheme features a sensitively scaled four-storey block along Archway Road, stepping down to three storeys with a recessed top floor, and two semi-detached houses along Bakers Lane. This arrangement responds well to the surrounding urban grain and heritage context, with the proposal not deemed to harm the character or appearance of the Highgate Conservation Area or nearby heritage assets. Rather the scheme will deliver modest public benefits, notably through the provision of 16 affordable homes and improvements to townscape quality of the immediate area. Specifically, the proposed scheme has been tested in terms of scale, materiality, and architectural detailing, and is considered to improve the townscape quality of this location, over and above the current conditions of the site, which is identified as a detractor.
- 6.192 The siting, massing, and separation distances of the buildings are considered satisfactory in terms of protecting the amenities of neighbouring occupiers. While properties on Archway Road and 88–90 North Hill are expected to remain unaffected, there will be some impact on the daylight and sunlight conditions of Nos. 96–108 North Hill, which lie closest to the site. Several windows and rooms within these properties would experience changes that exceed BRE guidance, particularly in terms of daylight distribution (NSL) and vertical sky component (VSC). However, the majority of spaces would retain reasonable levels of daylight and sunlight, and the overall impact is considered acceptable within the context of a dense urban environment.
- 6.193 The development is designed to be car-free, with one accessible car parking space provided. Measures to secure pedestrian improvements, including the installation of a new zebra crossing on this section of Archway Road, will be secured. The scheme also incorporates renewable technologies such as exhaust air heat pumps (EAHP) and photovoltaic panels, achieving a 77% reduction in CO₂ emissions, exceeding London Plan targets, with a carbon offset contribution secured.
- 6.194 In addition, the development meets Biodiversity Net Gain requirements and the GLA Urban Greening Factor target of 0.4, through extensive planting in the shared rear garden and use of green roofs and street-edge landscaping. The scheme would be Air Quality Neutral, with no significant impact expected, and construction-phase mitigation will be managed through a Demolition and Construction Environmental Management Plan.
- 6.195 All other relevant planning policies and considerations, including equalities, have been appropriately addressed.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1 Based on the information given on the plans, the Mayoral CIL charge would be £77,488.10 (1090 sqm x £71.09) and the Haringey CIL charge will be £401,250.80 (1090 sqm x £368.12 (index rated)). This would 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 and Haringey's Annual CIL Rate Summary. However, as this scheme is social housing (a Council-led scheme), it would qualify for 100% CIL relief, provided the correct process is followed.

8. RECOMMENDATION

GRANT PERMISSION for the reasons set out above, subject to conditions, and subject to a Legal Agreement to secure obligations on the applicant to mitigate harm.

Appendix 1: Planning Conditions and Informatives

PLANNING CONDITIONS

Development begun no later than three years from date of decision

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

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

Approved plans

2. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

ARC-MEPK-ZZ-00-D-A-101_P3_S1-Planning-GA Floor Plan - Level 0.pdf
ARC-MEPK-ZZ-04-D-A-107_P2_S1-Planning-Proposed Site Plan.pdf
ARC-MEPK-ZZ-XX-D-A-201_P3_S1-Planning-GA Elevations sheet 2.pdf
5558_001R_3-0_PS_Noise Assessment.pdf
AFA-336-UGF-001-PL3 Urban Greening Factor.pdf
ARC-MEPK-ZZ-XX-D-A-SLP 001_P2_S1-Planning-Site Location Plan.pdf
ARC-MEPK-ZZ-XX-D-A-200_P3_S1-Planning-GA Elevations sheet 1.pdf
Preliminary Ecological Appraisal with Habitat Map appended - Archway Road (ref 251087).pdf
AFA-336-P-002-PL3 Landscape Proposals Roof.pdf
ARC-MEPK-ZZ-03-D-A-104_P3_S1-Planning-GA Floor Plan - Level 3.pdf
ARC-MEPK-ZZ-04-D-A-106_P2_S1-Planning-Existing Site Plan.pdf
Archway Road Fire Strategy Report Marshall Fire 24th Mar 2025.pdf
21299-MA-RP-D-TS01 - Transport Assessment_final.pdf
AFA-336-DOC-001-PL1-Maintenance Plan.pdf
AFA-336-DOC-002-PL3 Landscape Report.pdf
ARC-MEPK-ZZ-01-D-A-102_P3_S1-Planning-GA Floor Plan - Level 1.pdf
A416-KCL-XX-XX-RP-M-0001 - Daylight and Sunlight Report.pdf
AFA-336-DOC-003-PL2 Arboricultural Report.pdf
ARC-MEPK-ZZ-04-D-A-105_P3_S1-Planning-GA Floor Plan - Roof Level.pdf
5564_002R_4-0_HF_Air Quality Assessment.pdf

Archway Road Passivhaus Energy Assessment and Strategy.pdf
2025-04-30 Archway_Flood Risk Assessment and Drainage Strategy
Report_CRE8 Rev A PLANNING.pdf
AFA-336-PP-002-PL3 Planting Plan 2 Roof.pdf
250124 Archway Road - Overheating Assessment Report.pdf
505-511 Archway Road HTVIA KMHeritage 010525.pdf
24024 Archway Road N6 DAS_final.pdf
250124 Archway Road Life Cycle Carbon Assessment V2.pdf
AFA-336-PP-001-PL3 Planting Plan Ground Floor.pdf
250318 Archway Road Energy and Sustainability Strategy v.3.pdf
ARC-MEPK-ZZ-02-D-A-103_P3_S1-Planning-GA Floor Plan - Level 2.pdf
AFA-336-P-001-PL3 Landscape Proposals Ground Floor.pdf
Revised Daylight & Sunlight Report - Neighbouring Buildings Elevation
BNG Summary - Archway Road (ref 251087)
Note on BNG Summary and Archway Statutory Metric
Archway Road Statutory Metric
Revised Daylight & Sunlight Assessment 17.10.25
Part L 2021 GLA carbon emission reporting spreadsheet.pdf

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

Materials submitted for approval

3. No above ground works shall commence until detailed design drawings and physical material samples relating to the building elements listed below have been submitted to and approved in writing by the Local Planning Authority. These details shall include scaled drawings (minimum 1:10), clearly illustrating dimensions, materiality, and construction detailing, prepared by the project architect and addressing the following elements. The development shall thereafter be carried out in accordance with the approved details.

A. Facing Brickwork:

A minimum 1m x 1m sample panel to be constructed on site, showing the proposed brick type, colour, texture, bond, mortar mix, and pointing style.

Details of any brickwork articulation, including decorative features, copings, or special brickwork elements.

B. Roofing Materials and Junctions:

Physical samples of all roofing materials proposed, including metal finishes.

Detailed drawings showing ridge, verge, gutter profiles, and all junctions between roofing materials and brickwork, including transitions between pitched and vertical surfaces.

C. Metalwork and Architectural Features:

Samples and detailed drawings of any fretwork or decorative metal elements, including those proposed for the top floor front elevation.
Details of copings, parapets, and other roofline features.

D. Windows and Doors:

Detailed drawings at a scale of 1:10, including plan, elevation, and section views, clearly illustrating head, jamb, cill, reveal, and surround construction.
All external openings shall be recessed by a minimum of 115mm.
Physical samples of window frames and door finishes.

E. Entrance and External Fixtures:

Detailed drawings of the front entrance overhang.
Locations and specifications of all external rainwater goods, including downpipes, foul pipes, and meter boxes.
Samples of metal finishes for rainwater goods and external fixtures.

D. Balcony Enclosures and Screening:

Detailed drawings and material samples of balcony balustrades, privacy screens, and associated fixings.

Reason: To ensure a high-quality and contextually appropriate design, and to preserve the character and appearance of the Highgate Conservation Area, in accordance with Policies SP11 and SP12 of the Local Plan (2017), and Policies DM1, DM9 and DM12 of the Development Management DPD (2017).

Hard and soft landscaping

4. Notwithstanding 'Drawing No. AFA-336-P-001 - Landscape Proposals Ground Floor' and 'Drawing No. AFA-336-P-002 - Landscape Proposals Roof', and prior to first occupation of the development, detailed specifications of hard surfacing, planting, boundary treatments, and any external lighting (if used) which would need to be low-level and carefully sited to avoid light spill, shall be submitted to and approved in writing by the Local Planning Authority.

These details shall cover the forecourt area to the front, the courtyard garden to the rear of the flatted block, and the gardens to the new houses. The approved works shall be fully implemented prior to first occupation or completion of the development (whichever is sooner) and shall thereafter be maintained to the satisfaction of the Local Planning Authority. Any new tree that dies, is removed, or becomes seriously damaged or diseased within the first five years following planting shall be replaced in the next available planting season with a specimen of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a high-quality design for both the forecourt and courtyard areas, including appropriate lighting, in the interests of visual amenity and to

comply with London Plan Policy G7 (2021), Local Plan Policy SP11 (2017), and Policy DM1 of the Development Management DPD (2017).

Living Roof

5. Prior to above ground works taking place details of the living roof shall be submitted to and approved in writing by the Local Planning Authority. Living roofs shall be planted with native flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
 - iii) Details on the range of native species of (wild)flowers and herbs planted to benefit native wildlife. The living roof shall not rely on one species of plant life such as Sedum (which are not native); and a Management and Maintenance plan, including frequency of watering arrangements.

The approved living roofs shall be provided before the development is first occupied and shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Cycle Parking

6. The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 32 long-stay and 2 short -stay spaces located in an accessible location for approval. The quantity must be in line with the London Plan, 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, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

Part M4(2) Accessible and Adaptable Dwellings and M4(3) Wheelchair Homes

7. The flats/houses hereby approved shall be designed and constructed in accordance with the requirements of Building Regulations Part M4(2) (accessible and adaptable dwellings) and/or Part M4(3) (wheelchair user dwellings), as

specified in the approved plans. The development shall be carried out in compliance with these standards and retained as such thereafter for the lifetime of the development.

Reason: To ensure that the internal layout of the building provides inclusive accommodation, and flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with Policy D7 of the London Plan 2021.

Energy Strategy

8. Save for any changes required/approved under the Final Energy Strategy referred to below, the development hereby approved shall not be occupied until it has been constructed in accordance with the Energy and Sustainability Statement prepared by JAW Sustainability (dated March 2025) delivering a minimum 77% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, exhaust heat pumps (ASHPs) and solar photovoltaic (PV) panels.

Prior to above ground construction, details of the final Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and
- Specification of any additional equipment installed to reduce carbon emissions.

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

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

Water Butts

9. The flatted block shall not be occupied until details of the location of a water butt with a minimum capacity of 120L, to intercept rainwater from the block's roof, have been submitted to and approved in writing by the Local Planning Authority. The water butt shall be installed prior to occupation and retained thereafter for the lifetime of the development.

Reason: To reduce water demand and surface water runoff, and to improve the sustainability of the block in accordance with Haringey Local Plan Policies SP5, DM21, DM24 and DM25.

Water consumption

10. The flats/houses hereby approved shall not be occupied until they have been constructed to meet, as a minimum, the higher Building Regulation standard Part G for water consumption, aiming to be limited to 110 litres per person per day using the fittings approach.

Reason: The site is located within an area of serious water stress, requiring water efficiency opportunities to be maximised to mitigate the impacts of climate change, promote sustainability, and use natural resources prudently, in accordance with the National Planning Policy Framework (NPPF).

Biodiversity Gain Plan

11. Prior to first occupation of development, and notwithstanding the Preliminary Ecological Appraisal prepared by Indigo Surveys Ltd submitted, no works including demolition/site clearance shall take place until a Biodiversity Gain Plan has been submitted to and approved in writing by the Local Planning Authority.

The Plan shall demonstrate how the development will achieve a minimum of 10% biodiversity net gain, calculated using the latest Defra biodiversity metric, and shall include details of proposed measures such as:

- On-site habitat creation, including soft landscaping and tree planting;
- Biodiversity green roofs; and
- Any off-site biodiversity units or credits, if applicable.

The development shall be carried out and retained thereafter in full accordance with the approved Biodiversity Gain Plan.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in the interests of ensuring measurable net gains to biodiversity in accordance with paragraphs 187 and 192 of the National Planning Policy Framework 2024, and in order to comply with policy G5 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

BNG Monitoring

12. Prior to first occupation of the development hereby approved, a Habitat Monitoring and Management Plan (HMMP) proportionate to the approved biodiversity measures shall be submitted to and approved in writing by the Local Planning Authority.

The HMMP shall set out long-term management and monitoring arrangements and maintenance schedules for the biodiversity net gain measures, along with and a methodology to ensure the submission of monitoring reports. for a period of at least 30 years and shall be implemented in full and adhered to throughout that period.

Monitoring reports shall be submitted to, and approved in writing by, the Local Planning Authority at years 2, 5, 7, 10, 20 and 30 from commencement of development, unless otherwise stated in the Biodiversity Net Gain Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements, and any rectifying measures needed.

Reason: To ensure that the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in the interests of ensuring measurable net gains to biodiversity in accordance with paragraphs 187 and 192 of the National Planning Policy Framework 2024.

Non-Road Mobile Machinery

13. A) Prior to the commencement of the relevant part of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority.

B) Prior to the commencement of the relevant part of the development, evidence that all plant and machinery to be used during the demolition and construction phases of the development meets Stage IIIA of EU Directive 97/68/ EC for both 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: To protect local air quality and to comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

Section 278 Agreement

14.

Prior to the first occupation of the development, the developer shall enter into an agreement under Section 278 of the Highways Act 1980 with the Highway Authority to secure the delivery of pedestrian access improvements associated with the development. These works shall include:

- The removal of the redundant vehicular crossover across the footway into the site and reinstatement of the public footpath at this location; and
- The installation of a new zebra crossing on Archway Road, following detailed design and completion of a Road Safety Audit, or a 3 prong zebra crossing on to the central island at the junction of Archway Road/Bakers Lane following further detailed design.

The development shall not be occupied until the above works have been completed in full and to the satisfaction of the Local Highway Authority, the Local Planning Authority and TfL.

Reason: In order to confine access to the permitted points in order to ensure that the development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway, consistent with Policy T4 of the London Plan 2021 and Policies DM33 & DM34 of The Development Management DPD 2017.

Land contamination

15. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and

Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

Unexpected contamination

16. 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.

Demolition and Construction management plan (DCMP)

17. No construction or demolition shall take place, other than site clearance, until a Demolition and Construction Logistics Management Plan (DCLMP) has been submitted to and approved in writing by the Local Planning Authority. Where demolition and construction works are undertaken by separate contractors, individual Plans may be submitted for each phase. The submitted plan(s) must provide the following details:
 1. A clearly phased schedule including demolition, enabling works, and main construction.
 2. Proposed working hours and confirmation that construction vehicle movements shall avoid peak hours (AM/PM).

3. Proposed arrangements for vehicle access/loading.
4. Details of vehicle types, quantity, and vehicular swept path analyses.
5. Identification of loading/unloading bays and areas for materials handling and visiting construction vehicles.
6. Storage of plant and materials used in constructing the development.
7. Details of a construction compound, including the siting of any temporary site office, toilets, skips, or any other structure.
8. Erection and maintenance of security hoarding where appropriate.
9. Wheel cleaning/wash facilities to prevent mud or dust from migrating onto the adjacent highway.
10. Measures taken to ensure continued and safe access and movement for pedestrians along Archway Road.

Only the approved details shall be implemented and retained during the demolition and construction period.

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

Demolition and Construction Environmental Management Plan (DCEMP)

18. A Demolition and Construction Environmental Management Plan (DCEMP) assessing the environmental impacts in connection with carrying out the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The DCEMP shall assess impacts during the demolition/constructions phase on nearby residents and other occupiers and bats/birds, and shall include measures to mitigate any identified impacts. Where demolition and construction works are undertaken by separate contractors, individual Plans may be submitted for each phase. The DCEMP shall include, but not be limited to, the following:
 - Noise management measures, including working hours, use of silencers, and monitoring protocols;
 - Dust control measures, such as wheel washing, damping down, and screening;
 - Air quality mitigation, including vehicle emissions control and minimisation of idling;
 - Ecological safeguards, including a further roost assessment for birds/bats prior to demolition or tree removal and how they would be protected;
 - Seasonal restrictions, ensuring that removal of trees and buildings avoids the bird nesting season (March to September inclusive), unless preceded by a nesting bird check by a qualified ecologist;
 - Contact details of the site manager responsible for day-to-day operations; and

- Procedures for receiving, recording, and responding to complaints from the public.

The development shall be carried out in accordance with the approved details, and no variation shall take place without the prior written consent of the Local Planning Authority.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality, in accordance with Policies SI1, T4 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 and DM23 of the Development Management DPD 2017.

Removal of permitted development rights for extensions

19. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (as amended), or any Order revoking or re-enacting that Order, no rear extensions, outbuildings, porches, or means of enclosure (including walls and fences shall be erected in connection with the new houses facing Bakers Lane without planning permission having first been obtained from the Local Planning Authority.

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

Satellite dishes/television antennae

20. The placement of a satellite dish or television antenna on any external surface of the flatted block or new houses hereby approved is precluded, with the exception of a communal solution for the flatted units. Details of any such communal provision shall be submitted to the Local Planning Authority for its written approval prior to the first occupation of the flats hereby approved. The approved provision shall be installed in accordance with the approved details retained as such thereafter.

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

Waste and recycling facilities, and collection

21. Prior to first occupation of the development, details of waste management arrangements in connection with the refuse stores as shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. These details shall include confirmation of the capacity and layout of refuse and

recycling storage areas, and access arrangements for collection crews. The approved waste management arrangements shall be implemented in full prior to first occupation and retained thereafter for the lifetime of the development.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

Considerate constructors scheme

22. Prior to the commencement of any works the site the Contractor Company must register with the Considerate Constructors Scheme. Proof of registration shall be submitted to, and approved in writing by, the Local Planning Authority. Registration shall be maintained throughout the demolition and the construction phases.

Reason: To protect the amenity of the local community and comply with Policy SI1 of the London Plan.

Secure by design

23. 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 guidelines at the time of above grade works of each building or phase of said development.
- 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.

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

Reason: To ensure the safety and security of the development and locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

Piling

24. No piling shall take place until a Piling Method Statement (detailing the depth and type of any 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 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. Any piling must be

undertaken in accordance with the terms of the approved piling method statement and piling layout plan

Reason: Piling has the potential to significantly impact / cause failure of local underground 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.

Overheating Report

25. Prior to the commencement of above ground works, an updated Overheating Report shall be submitted to, and approved in writing by, the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Energy and Sustainability Assessment rev 3 by EAL Consult (dated Feb 2025) and passive mitigation measures as a minimum should include brise soleil 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 soleil 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 soleil 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 first occupation, the development shall be built in accordance with the overheating measures as approved in part (a) and they shall be 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.

Overheating

26. Prior to first occupation of the development, details of external and internal shadings shall be submitted to, and approved in writing by, the local planning authority. This shall include the fixing mechanism, specification of the blinds, shading coefficient, etc. Any internal blinds required must be retained for the lifetime of the development, or if replaced, it must be with blinds with equivalent or better shading coefficient specifications.

The following overheating measures shall be installed prior to first occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Assessment prepared by JAW Sustainability (dated 24 January 2025):

- Natural ventilation with openable areas of 0.8 (opening angle not specified)
- Glazing g-value of 0.37
- External horizontal louvres to the southern façade
- External vertical side fins to the western façade
- MVHR with summer bypass (ventilation rates provided in Appendix)

- Mechanical cooling system with 1.5kW capacity per room, setpoint at 20°C (activated when indoor $\geq 20^{\circ}\text{C}$ and outdoor $\geq 23^{\circ}\text{C}$)

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

Urban Greening Factor

27. Prior to first occupation, an Urban Greening Factor statement shall be submitted to, and approved in writing, by the Local Planning Authority, demonstrating a target factor of 0.4 has been met on site through greening measures. These measures shall thereafter be permanently retained for the lifetime of the development.

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.

Accessible Car Parking Provision

28. The development shall not be occupied until two blue badge parking spaces located on the public highway have been allocated via Traffic Management Order to the occupiers of fully accessible homes within the development.

Reason: To ensure accessible car parking is provided for residents, in compliance with the London Plan.

Delivery and Servicing Plan and Waste Management

29. The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

- Consolidation of deliveries,
- 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 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.

INFORMATIVES

INFORMATIVE: NPPF

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

INFORMATIVE: Land Ownership

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

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £77,488.10 (1090 sqm x £71.09) and the Haringey CIL charge will be £401,250.80 (1090 sqm x £368.12 (index rated)). 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 and Haringey's Annual CIL Rate Summary. An informative will be attached advising the applicant of this charge.

INFORMATIVE: Naming and Numbering

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

INFORMATIVE: Secure by Design

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

INFORMATIVE: Bats and birds

Bats and birds are protected under the Wildlife & Countryside Act 1981 and the Countryside and Rights of Way Act 2000, it is an offence to deliberately or recklessly disturb them or damage their roosts or habitat. Therefore, close inspection should be undertaken prior to the commencement of works to determine if any bats or birds reside on site. No works should occur while birds are nesting which may be at any time between the month of March to September inclusive; if bats are present works should cease until the applicant has obtained further advice from Natural England on 0845 601 4523 or email wildlife@naturalengland.org.uk.

INFORMATIVE: Legal Matters – Directors' Letter.

This planning permission is subject to an agreement between the applicant and the Local Planning Authority with respect to various obligations. This planning permission must be read in conjunction with the associated Directors' Letter that secures financial and non-financial obligations. The agreement relates to carbon offset contribution, highways and landscaping works, travel plan, car club provision, car-free development, construction logistic contribution, S106 monitoring, local employment, energy plan etc.

INFORMATIVE: Biodiversity Net Gain (BNG) Informative (1/2).

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ("1990 Act") is that planning permission granted in England is subject to the condition ("the biodiversity gain condition") that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is the London Borough of Haringey.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below,

but you should check the legislation yourself and ensure you meet the statutory requirements.

Based on the information provided, this permission WILL require approval of a BGP before development is begun because none of the statutory exemptions or transitional arrangements summarised below are considered to apply.

++ Summary of transitional arrangements and exemptions for biodiversity gain condition

The following are provided for information and may not apply to this permission:

1. The planning application was made before 12 February 2024.
2. The planning permission is retrospective.
3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024.
4. The permission is exempt because of one or more of the reasons below:
 - It is not “major development” and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024.
 - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).
 - The application is a Householder Application.
 - It is for development of a “Biodiversity Gain Site”.
 - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding).
 - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).

INFORMATIVE: Biodiversity Net Gain (BNG) Informative (2/2).

+ Irreplaceable habitat:

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat.

The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

++ The effect of section 73(2D) of the Town and Country Planning Act 1990 If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission (“the earlier BGP”), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.

++ Phased development In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased

development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

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Appendix 2: Plans and Images



Figure 5: –Site Location Plan



Figure 6: – Ground Floor



Figure 7: – First Floor



Figure 8: – Second Floor

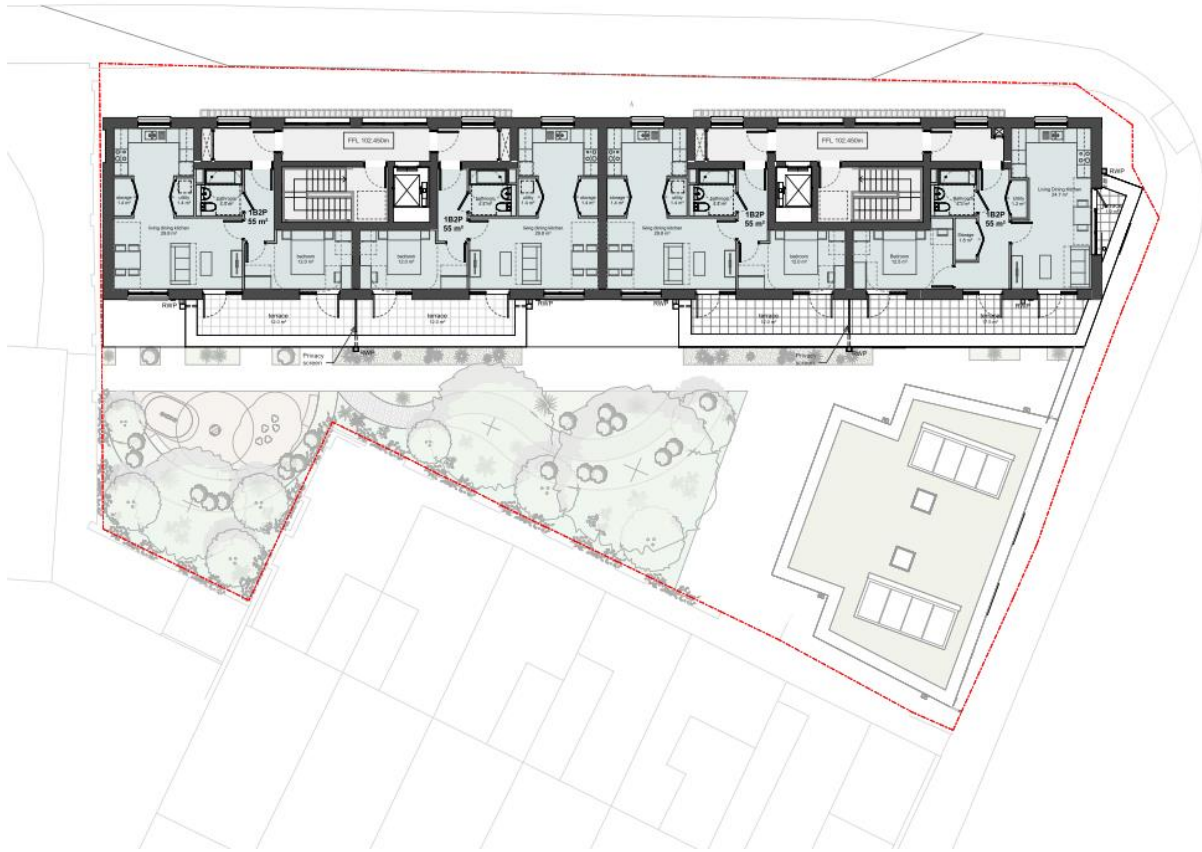


Figure 9: – Third Floor



Figure 10: – Distances/relationship to North Hill Properties



Figure 11: – Front Elevation on Archway Road





Figure 13: - Side Elevation on Bakers Lane

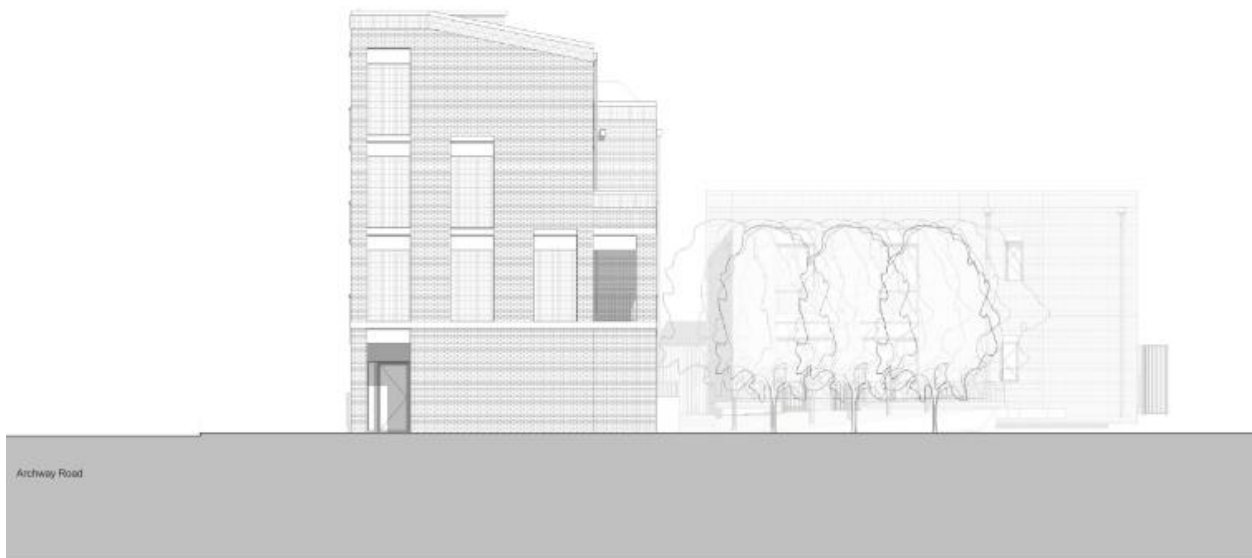


Figure14: - Side Elevation (Northwest)



Figure15: - Cross Section

Appendix 3: Consultation responses from internal and external agencies Stakeholder	Question/Comment	Response
UK Power Networks	Please note there are LV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 (Avoiding Danger from Underground services). This document is available from local HSE office. Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG. You can also find support and application forms on our website Moving electricity supplies or equipment UK Power Networks.	Noted.
TfL	We are ok with the loading bay and Blue Badge, and this will be delivered by the developer via s278 with TfL. For the crossing, TfL would support the principal of improving safety for pedestrians. However, there may no option that works given the nature of the location, and constraints. If developer funding was limited would not necessarily be a principal constraint, as other funding sources could be considered, though on TfL highway, it would need the borough/ developer to act as promoter. Otherwise, its just an unfunded proposal.	Noted. Addressed in Section 6 of the report

Flood Risk Management	Thank you for consulting us on the above planning application reference number HGY/2025/1220 for the 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 at Depot, 505-511 Archway Road, Hornsey, London, N6 4HX Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report reference number 2021012-ARC-CRE-ZZ-ZZ-RP-C-0001 Revision A dated April 2025 as prepared by CRE8 Structures LLP consultant, we have no observation to make on the above planning application. We are satisfied that sufficient information have been received in terms of assessing the above full planning application and if the site is to build, manage and maintain as per the above referred Flood Risk Assessment and Drainage strategy report, we are content that the impact of surface water drainage have been adequately addressed. I hope the above is helpful. Please do not hesitate to contact me should you require any further information.	Noted. Addressed in Section 11 of the report
Carbon Management	The development achieves a reduction of 77% in carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy, Overheating Strategy, and Sustainability Strategy. Appropriate planning conditions will be recommended once this information has been provided.	Noted. Addressed in Section 9 of the report

Tree Officer	From an arboricultural point of view, I hold no objections to the proposal. An arboricultural survey, arboricultural impact assessment, generic arboricultural method statement and tree protection plan have been submitted by Anna French Associates dated 24th February 2025. The document has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations. I concur with much of the report including the tree quality classification. Landscape plans and Urban Green Factor (score >0.4) have been submitted. Providing all the above is conditioned, I hold no objections.	Noted. Addressed in Section 8 of the report
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Pollution and Air Quality	Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the 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 at Depot, 505-511 Archway Road, Hornsey, London, N6 4HX and I would like to comment as it relates to matters of this service as follows. Having considered the applicant submitted information including: Design and Access Statement prepared by MEPK Architects, dated April 2025; Air Quality Assessment with reference 5564_002R_4-0_HF, prepared by Anderson Acoustics Ltd, dated May 2025, taking note of Section 4 (Site Setting), 5 (Proposed Development and Baseline Conditions), 6 (Air Quality Assessment), 7 (Construction Dust Risk Assessment), 8 (Mitigation Measures), 9 (Air Quality Neutral and Positive Assessment); Energy and Sustainability Statement prepared by JAWSustainability, dated 18th March, taking note of the proposal to install Air Source Heat Pumps and Solar Photovoltaic Panels, 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) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.	Noted. Addressed in Sections 7 and 10 of the report
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	b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted and approved in writing by the Local Planning Authority. c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved. d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. 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.	
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	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 No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter. Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control. 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.	
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	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. I hope the above clarifies our position on the submitted application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/628094.	
Waste Management	The bin store which is on the corner of Baker Lane does seems to be a greater distance to the vehicle stopping point. But this shouldn't pose an issue and the path is straightforward. I have no objection to this application regarding the waste management.	Noted. Addressed in Section 6 of the report

Transportation	Development proposal The site currently accommodates a hand car wash and vehicle repair facility at the southeastern end of this island site. This application is for the redevelopment of this plot including the provision of 16 new housing units, as detailed below. • A 4-storey block containing 6 No. 1 bed units and 8 No. 2 bed units • 2 No. 3 bed houses An inset layby to the Archway Road is proposed that will accommodate two blue badge parking bays allocated to this development, plus a loading bay that will enable refuse collection vehicles and other service vehicles to park and dwell. Pedestrian access improvements are also proposed, which are described in more detail later in this response. The development is proposed as car free except for the two allocated blue badge spaces. 2 of the residential units will be accessible/wheelchair units. Location and access This site is located to the western side of Archway Road, on the north side of the junction of Archway Road with Bakers Lane. The site is to the south of the petrol filling station on the island. TfL are the Highway Authority for both of these roads as they are part of the TfL Transport for London Road Network. The site has a PTAL value of 3, considered 'moderate' access to public transport services. Three bus services are accessible within 2 to 3 minutes' walk of the site, and Highgate Underground Station is an 11-minute walk away. The TA includes details of local shops, services and community facilities that are accessible by foot from the site, many of these are within the 800m/10-minute walking distance/time considered to be reasonable to access by foot. As it is located on TfL Highway, it is not directly within any of Haringey's formal CPZ's but the	Noted. Addressed in Sections 4 and 6 of the report
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	Highgate Station Outer CPZ is adjacent and in place very close by to the western side of the site. This CPZ is in operation from 10.00 – 12.00 Monday to Friday. Transportation considerations A Transport Statement accompanies this application; the main topics are discussed below. Transportation impacts and trip generation Redevelopment of this hand car wash/garage facility will remove around 100 car trips a day to this site, and remove all access and egress manoeuvres off/onto Archway Road from it. This is supported as it aligns with wider Transportation policies and enhances the environment for pedestrians and cyclists. Access Arrangements There is currently a crossover/highway access from Archway Road into the site, and pedestrian access to the site can be made via uncontrolled crossings using refuges at both ends. Signalised pedestrian crossings are in place north of the island site enabling pedestrian access between both sides of the road. This development proposes closing of the crossover and the construction of a 2.7m wide by 29m long inset parking/loading bay arrangement. This will accommodate a loading bay capable of accommodating refuse collection vehicles, and also two 6.6m long blue badge bays, to be allocated with the occupiers of the two fully accessible units within the development. It is also proposed to set the building line back within the site to provide a 2.0m wide footway to the development side of this inset loading bay. A short length of this does reduce to 1.8m at the southern end. Pedestrian crossing improvements are also being developed at the development end of this island. Highway changes TfL are the Highway Authority in this case as the sections of Archway Road, Bakers Lane and North Hill to the periphery of this site are part of the Transport for London 'red route' network.	
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	Pedestrian access improvements and highways work The supplicant has developed some improvements to pedestrian and cyclist access arrangements. These include the provision of zebra crossings arms at the southeast corner of the Archway Road/Bakers Lane junction with a kerb build out on the southern side of the junction to improve pedestrian visibility. A Safety Audit process has been undertaken however it is understood that the Auditors used for this are not TfL compliant, so this safety audit exercise will need to be rerun, which would be part of S278 processes. These measures are supported in principle subject to satisfactory conclusion of the Safety Audit process and a S278 Highways Act Agreement with TfL. Car parking considerations 2 allocated inset blue badge bays are included, to be allocated to the accessible units within the development. This meets London Plan policies. Otherwise, the development is proposed as car free. These blue badge bays will be on public highway albeit TfL controlled so the traffic management orders to establish this will need to be implemented by Transport for London. The site is located adjacent to but not within Highgate Station Outer CPZ, and meets the requirements to be a car-capped development, the development will need to be formalised as permit free / car capped development as per policy DM32, so the applicant will need to enter into a S106 or similar agreement to formalise this, and meet the Council's administrative costs. Occupiers of this development will not be able to apply for CPZ permits. A parking stress survey was undertaken, and this recorded the stresses in the Haringey CPZ covered areas to the west of the site, unrestricted areas to the north of the site and along the red route adjacent to the site. Stresses within the Haringey CPZ Street were at 54%, with adequate capacity remaining, the unrestricted kerbside north of the site, and existing spaces around the gyratory had 90% occupancy	
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	recorded. Overall, the stress recorded survey area wide was 61%. Of the 16 new units proposed, only two are family sized three-bedroom units, and there will be allocated parking for the two fully accessible units. The pedestrian connections to and from the site to the wider area will be considerably improved, and overall, it is not considered that this development should create adverse parking impacts give the car-capped nature of the development. Cycle parking considerations 32 Long stay cycle parking spaces are proposed for location within two stores, one at each end of the site accessible from the entrance visitor lobbies. Visitor cycle parking is proposed utilising a Sheffield Stand on the Archway Road footway immediately adjacent to the southern end of the inset layby. 20% of the internal long stay spaces utilise Sheffield Stands, a larger Sheffield Stand will be provided within each store, and the remaining 24 spaces will utilise a two-tier system. All cycle parking, long stay and visitor must accord with the requirements of the London Cycling Design Guide as produced by TfL. The system intending to be used should be confirmed along with the installation specifications and detailed, dimension drawing should accompany the application demonstrating how the installation specifications, spacing, headroom and manoeuvring height are all met. Provision of this information can be covered by a pre commencement condition. Delivery and servicing arrangements The provision of the inset loading bay will be of sufficient size to accommodate refuse collection vehicles and delivery and servicing vehicles of the same or smaller size. The overall number of delivery and servicing trips for this development is expected to be relatively low. Refuse and recycling storage and collection arrangements Two waste/recycling bin stores are proposed, one at each end of the site, with the bin drag route intended to be along the footway to the loading bay.	
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	The proposed storage and collection arrangements will need to be supported by the Council's waste management team. Construction Phase Given this site's location on the TLRN and being adjacent to/in close proximity to other businesses and residential properties, it will be appropriate for a Construction Logistics Plan or Method Statement. This document should detail how the development will be built out, the programme, duration, and how materials will be brought into and out of the site, and how the build out will be serviced without impacting adversely on the public highway and pedestrian environment at the site. It is expected that the applicant will engage with TfL's Network Managers to explore this and inform their document. The submission includes some information within the TS in relation to this, and the information provided is appropriate, describing how the build out is intended to be accessed and progressed. 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 £10,000 (ten thousand pounds) to cover officer time required to administer and oversee the temporary arrangements Summary This application is for redevelopment of the existing hand car wash and garage site at 505 – 511 Archway Road to provide 16 new residential units. Whilst the plot is located on an island site, the proposals will remove all vehicle manoeuvres onto and off the site, provide an inset lading and disabled parking facility, and provide improved arrangements for pedestrians to access the site. Subject to the following, Transportation are supportive of the proposals. Conditions and S.106/S.278 Obligations. S106 Car-Capped Agreement	
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	The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “Car -capped ” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and 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 Travel Plan Statement Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been 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 Statement shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public 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. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 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	
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	sum of £10,000 (ten thousand pounds) to cover officer time required to administer and oversee the temporary 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 highway dilapidation survey. f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard. Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety. Section 278 Agreement The applicant shall be required to enter into agreement with the Highway Authority (TfL) under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to. • Pedestrian crossings and footway improvement works, • access works to the Highway and construction of an inset loading and parking bay • measures for street furniture relocation, • carriageway markings, • and access and visibility safety requirements.	
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	The applicant must undertake stage 1 and stage 2 safety audit processes and achieve sign off and approval with the Highway Authorities. The applicant will be required to provide details of any temporary highways arrangements including temporary TMO's required to construct the development, which will have to be costed and implemented independently of the main S.278 works. The applicant will be required to provide a detailed design for including, lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective (full list of requirements to be agreed with the highway Authority). Reason: To implement the proposed highways works to facilitate future access to the development site. Conditions Disabled parking provision The applicant is to ensure that the two new blue badge parking spaces located on the public highway are to be allocated via Traffic Management Order to the occupiers of the fully accessible units in the development. Reason: to ensure compliance with the London Plan and exclusive use of the occupiers Cycle parking details The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 32 long-stay and 2 short -stay spaces located in an accessible location for approval. The quantity must be in line with the London Plan, 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.	
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	REASON: to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS). Delivery and servicing plan and Waste Management The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. • Consolidation of deliveries, • 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 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.	
Conservation	the development site is located at the norther edge of the Highgate Conservation Area that is characterised by several designated and non-designated heritage assets, notably Nos. 82–86 North Hill (Grade II listed), and locally listed buildings such as Nos. 88–90 North Hill and Nos. 76, 76A, and 78 North Hill. To the rear of the site are Nos. 96–108 North Hill, a surviving terrace of early 19th-century cottages that contribute positively to the character of the conservation area. The development site has substantially changed over time due to demolitions related to the mid-20th century Archway Road Project to upgrade Archway Road to motorway and has lost its original houses	Noted. Addressed in Section 2 of the report

	that formed part of an originally coherent streetscape. The site is now characterised by an open yard and poor-quality street presence and is considered to detract from the character and appearance of the conservation area, thus providing an opportunity for sensitively designed and much needed new housing to raise the quality of the site and to positively complement the setting of the Conservation Area. . On these basis the proposed redevelopment has been carefully designed and informed by extensive pre-application discussion, to fill in the street frontage gap along Archway Road while respecting the character of the conservation area, and also while reinforcing the spatial relationship of the development site with its historic built context by repairing the architectural and townscape gaps generated by the currently light industrial and utilitarian site in the streetscape. The articulated plan form and height of the proposed development aims to address the varied scale and age of the built context surrounding the development site within and immediately outside the Conservation Area: this context- driven design has therefore led to design a four-storey building along Archway Road, with lower two- and three-storey elements stepping down along Baker's Lane. This design approach responds sensitively to the urban grain of North Hill and its associated heritage assets. By virtue of its context-led scale, design, and materiality the proposed scheme will respectfully blend in with its built historic context, thus retaining the character and legibility of the conservation area and its assets. The proposed development will cause no harm to the character and appearance of the Highgate Conservation Area and its heritage assets and will additionally raise the architectural and townscape quality of this site within the conservation area. Accordingly, the application is supported from the conservation stance.	
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Appendix 4 Quality Review Panel reports

1st Quality Review Panel 29/06/2022

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: 505-511 Archway Road

Wednesday 29 June 2022
Clockwise, Greenside House, 50 Station Road, London N22 8LE

Panel

Peter Studdert (chair)
Leo Hammond
Neil Matthew
Tim Pitman
Alan Shingler

Attendees

Mark Chan	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
John McRory	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Tom Bolton	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Matthew Gunning	London Borough of Haringey
Aikaterini Koukouthaki	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Rob McNaugher	London Borough of Haringey
Kevin Tohill	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Formal Review Meeting
29 June 2022
HQR127_501-511 Archway Road

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1. Project name and site address

505-511 Archway Road, London N6 4HX

2. Presenting team

Martin Cowie	London Borough of Haringey
Ziba Adrangi	Newground Architects
Tatiane Brittoo	Newground Architects
Jordan Perlman	Newground Architects
Anne Roache	KM Heritage
Chris Evans	Cream Engineering Services
Glenn Miles	Encon Associates

3. Planning authority briefing

The site, currently occupied by a car wash, is within the Highgate Conservation Area near its edge. The surrounding area contains mostly residential dwellings of two to three storeys in height. The site fronts onto the busy Archway Road (A1) and Bakers Lane, part of a busy red route gyratory system. The low-lying structures on the application site and the large petrol filling and service station site next door, as well as the wide traffic routes here, are viewed as detractors at the entrance of the conservation area.

The site forms part of the council's programme to develop vacant or underused land under its ownership across the borough. It is not specifically designated in the Highgate Neighbourhood Plan, but the plan recognises the need for additional housing as set out in Policy SC1. The applicant aims to provide high-quality new housing on the site, securing a good range of accommodation that contributes positively to its setting and environment through architecture and landscape. The proposals seek to replace the existing car wash and to deliver approximately sixteen new homes for council rent.

The proposed development would provide a mix of accommodation, predominantly two-bed, four person flats, with two one-bed, two-person wheelchair homes directly accessed at ground floor, and two standalone two bed four person houses along Baker's Lane. All the new homes would be for council rent and defined as affordable.

Officers asked for the panel's views, in particular, on how best to develop the site to mitigate the hostile environmental conditions; how the development should relate to views from the conservation area; whether the proposed four storey height is appropriate; whether the layout of flats protects residents from traffic noise and pollution; and on the architectural treatment and elevations.

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4. Quality Review Panel's views

Summary

The panel appreciates the work carried out to develop options for a very challenging site. It makes suggestions to help ensure the most appropriate accommodation for the setting, and for a more distinctive architectural approach. The panel supports the decision to deliver smaller flats on a site clearly unsuitable for large families but considers that the current layout compromises the quality of accommodation. In particular, it questions whether four storey flats are acceptable without a lift. It asks that other options that could support a lift are tested to determine whether they would work better. These could, for instance, include deck access flats or stacked maisonettes. The panel suggests that a taller building may be acceptable despite the conservation area setting, if it does not negatively impact neighbours. An extra storey could perhaps be added in areas furthest from houses to the rear, and on the corner of Archway Road and Bakers Lane. If the current configuration is pursued, then precedents are needed to show that a four-storey, walk-up building can be acceptable to residents. The panel feels that a more distinctive architectural approach is needed to create a building with a stronger personality that can be a landmark at a transition point in the city. It encourages a stronger presence on the south-eastern corner; different designs for northern and southern gables; a more distinctive approach to fenestration; and treatment that expresses the stairs as part of the main elevation if these are to be retained. The panel recommends removing the rear blue badge parking space to create a more generous amenity space, with the parking space relocated on-street. The panel suggests that this site is not an ideal location for wheelchair units and wonders whether these could in fact be re-allocated to a site in a more suitable and less hostile environment. As much greening as possible should be added on the street frontage. Careful thought is needed on how pollution can be kept out of bedrooms facing busy traffic. A Passivhaus approach should be pursued to protect residents from noise and pollution as well as optimising energy performance. These comments are expanded below.

Site layout

- The panel understands the difficulties posed by the site, which is surrounded by a particularly hostile, traffic-dominated environment. Achieving the optimum site plan is therefore particularly challenging. The design team has made some logical decisions, and the panel understands the decisions to deliver smaller flats as the site is potentially dangerous for children, and therefore poorly suited to family accommodation. However, the panel feels that the current layout creates compromises which limit the quality of flats.
- The panel questions whether it is appropriate to build a walk-up, four-storey residential building. Precedents are needed to show that this can be done successfully, and that residents are happy to live in accommodation of this height without lift access.
- The positioning of a stair core on the Archway Road elevation is unconventional, and although it shields the main habitable rooms from traffic



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noise and pollution is also reduces the potential for distant views of Highgate Woods to the north-east, while the need to screen balconies on the south-west elevation reduces views in this direction. Alternative layouts could improve the quality of accommodation.

- The panel suggests a range of alternative plans are tested. These could include the option of a four or five storey building combining duplex flats with deck access, and lateral flats accessed via a core at the south-eastern corner.
- One panel member suggested another option to build a three-storey terrace containing three or four-bed houses. However, this option is unlikely to prove appropriate as it implies the provision of large family units, for which the site is not suitable.
- The positioning of the block could also be reconsidered. If the block were moved further from neighbours to the rear and closer to Archway Road, the screens could potentially be removed from balconies to provide better aspect, without creating overlooking problems.

Height

- The panel suggest that the scheme would benefit from a more distinctive element at the prominent corner on Archway Road and Bakers Lane. This could possibly be five storeys, rather than the four storeys currently proposed.
- The panel understands the importance of a sympathetic relationship between the development and neighbouring houses to the rear on North Hill. However, it suggests the site plan could be adjusted to achieve this with a taller building, by increasing height on parts of the site furthest from neighbours.
- A five-storey building could be tested, with a single core, which would also be tall enough to automatically require the provision of lifts.
- As long as the building does not reduce daylight and sunlight for properties to the rear, the panel feels that additional height would be acceptable and could help to provide a stronger presence on a site that will be predominantly experienced by drivers, rather than pedestrians.

Architecture

- The panel feels that the current architectural options appear too bland. A more distinctive approach is needed for a prominent site, at a transition point between inner and outer London, to deliver an exciting building with a more substantial, landmark presence.
- The gables at either end of the building have the same design, but the panel suggests they would benefit from a more bespoke approach that reflects their settings. The northern gable is a party wall that abuts a petrol filling station which could be redeveloped in the future, while the southern gable is a



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prominent corner in the conservation area. The gables should address these approaches more directly, and in different ways.

- This could include angling the southern gable end to match the building line of the two houses on Bakers Lane, giving it greater prominence.
- The panel suggests that if a stair core forms part of the main elevation, it should be expressed rather than concealed. At the moment it is not apparent from the outside that this part of the elevation contains stairs. The panel suggests exploring mansion block precedents to consider how staircases can be revealed and lit in a way that appears domestic, rather than institutional.
- The panel also considers that a clearer design approach is needed to fenestration. It feels that the current designs neither reference styles in the conservation area nor create a contemporary approach reflecting environmental performance requirements. A decision should be made on which direction to take.
- The panel feels that red brick is preferable to buff brick as the principal material, as it is better suited to the context.
- While it understands the need to include photo-voltaic cells on the roof, from an architectural perspective the panel suggests that pitched roofs suit the conservation area context better than a flat roof.

Amenity space

- The panel recommends that the blue badge parking space at the rear of the property is removed. A significant proportion of the space to the rear of the development is needed to provide a single parking space. The challenging setting means the site will not be particularly suited to disabled residents. A second accessible unit could be provided on a more appropriate site in Haringey Council's portfolio, freeing up valuable space for amenity.
- If it is not possible to remove the requirement for an accessible parking space at the rear, the panel asks that the area is considered as a whole, and connected to the amenity space. The parking area should be softened, with planting on its boundaries and paving that links it to the rest of the space.
- The panel encourages the design team to include more seating in the shared amenity space, to help ensure it can be used by residents.

Landscaping

- The panel supports the planting strategy, which proposing planting that are appropriate for the location and will provide greater wildlife benefit than existing trees and planting.



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- However, it is important to ensure the landscape and planting can be maintained to a high standard. The panel asks that the planting strategy reflects the level of maintenance the client can provide. It would be better to specify a more modest scheme if required, to ensure landscaping does not fall into disrepair in future.
- The panel encourages the design team to include as much greenery and planting on the development's street frontage as possible, to help mitigate the hostile environment. This should include, if possible, a street tree on the corner of Archway Road and Bakers Lane.

Internal layout

- The panel considers that bedrooms facing directly onto Bakers Lane are likely to experience poor air quality. A strategy is needed to ensure traffic pollution can be managed.
- The panel suggests that the cycle store should be accessed from the entrance lobby to improve security, rather than via a street door. Alternatively, if the disabled parking space were to be removed, the cycle store could be accessed from the rear of the block.
- If the building has two cores, cycle storage would also be more accessible if split between into two, with a storage room at each.
- If walk-up flats are built, individual, lockable storage should be included on the ground floor for each flat, to store heavy items such as buggies.

Sustainability

- The panel suggests that the site is well-suited to a Passivhaus approach, as it is unlikely residents would want to open their windows. Passivhaus design could provide various benefits, including protecting residents from noise, as well as reducing energy consumption. The panel encourages the design team to pursue this option.
- A Passivhaus approach will require further thinking to ensure blocks have optimal orientation in relation to solar gain. Deck access could help, by providing extra shading for south-facing windows.

Next steps

The panel asks to review the scheme again, at a Chair's Review meeting, when the design team has had the opportunity to develop its designs further and respond to the panel's comments.

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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

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

Design Standards

Character of development:

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



2nd Quality Review Panel (Chair's Review) 19/10/2022

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 505-511 Archway Road

Wednesday 19 October 2022

Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Rd, N22 7DE

Panel

Peter Studdert (chair)

Tim Pitman

Attendees

Mark Chan	London Borough of Haringey
Matthew Gunning	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Kirsty McMullan	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Elizabetta Tonazzi	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Chair's Review Meeting
19 October 2022
HQR127_505-511 Archway Road

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1. Project name and site address

505-511 Archway Road, Land adjacent 505-511 Archway Road, N6 4HX

2. Presenting team

Martin Cowie	Haringey Council
Jack Goulde	Haringey Council
Geertje Kreuziger	Haringey Council
Ziba Adrangi	Newground Architects
Jordan Perlman	Newground Architects
Anne Roache	KM Heritage
Annika Davies	Markides Associates
Chris Evans	Cream Engineering Services
Glenn Miles	Encon Associates

3. Planning authority briefing

505-511 Archway Road is near the edge of Highgate Conservation Area, with the surrounding area containing mostly residential dwellings of two to three storeys in height. The site fronts onto Archway Road (A1) and Baker's Lane. The junction with Baker's Lane is part of a Red Route gyratory system. There are low-lying car wash structures on the application site and a large petrol station on the neighbouring site. These and the wide traffic routes here are viewed as detractors to the entrance of Highgate conservation area. The site is within 800m of Highgate Tube station and has a PTAL rating of 3.

The London Plan 2021 policy on small sites is relevant to this site. It sets out a presumption in favour of small sites and seeks to promote infill development on vacant or underused sites within PTALs 3-6 and within 800m of a Tube or rail station. A site allocation at 460-470 Archway Road is also an important consideration, as the nature, height and scale of development may deviate from the existing pattern of development. This states that the site is potentially suitable for a major mixed-use development, including residential and employment use which could be taller than the surrounding three storey buildings. Views of the site from Highgate Woods will also be a key consideration.

The proposal is for the redevelopment of this Council owned site (measuring 914 sqm) to deliver approximately 16 new homes for Council rent. The proposed development would deliver predominantly two bed four-person flats, with two one bed two-person wheelchair homes directly accessed at ground floor, and two standalone two bed four-person houses along Baker's Lane.

Officers have asked for comments on proximity to neighbours, balcony design, materiality, accessibility, contextual response, landscaping and integration into the emerging context.



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4. Quality Review Panel's views

Summary

The panel finds much to admire in the proposals for 505-511 Archway Road which promise good quality new homes on a difficult site. It suggests some final refinements, which it is confident can be addressed in liaison with Haringey officers. The height and massing of the building responds well to its context. The panel would encourage further work to create a generous arrival sequence, and to ensure that the cycle store feels secure. It also feels that the balcony designs should be reconsidered to allow views out for residents, as well as mitigating overlooking of neighbours. The architectural expression is evolving well, but there remains scope to strengthen the building's detailing to create more interest in long and short views. A warm, textured choice of brick may help. Where different options have been explored for the corner of the building, the panel agrees that the angled design appears most in keeping with the architectural language. The panel has not commented specifically on sustainability, which appears to be broadly developing in the right direction.

These comments are expanded below.

Height and massing

- The panel supports the proposed height and massing, which seem appropriate for the site.
- 505-511 Archway Road responds well to its context by dropping down from four storeys to three on the corner of Archway Road and Baker's Lane.
- It is positive that lifts to the upper-level homes have been included. This may render the site particularly attractive for future densification because the lifts will already be in place.
- The panel suggests considering how the design could be futureproofed to ensure that it still works well if there are building height increases.

Ground floor plan layout

- The panel suggests some potential refinements to the ground floor plan.
- Access from the entrance lobby to the stair or lift requires residents to turn back on themselves. Making the wall between the circulation core and the lobby glazed, could make the route to upper levels more instinctive.
- The door of the cycle store on the eastern end of the building is straight onto the street on Baker's Lane. The panel thinks that this store may not be well-used if residents feel that direct access from the street poses a security risk.



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- There appears to be room in the ground floor plan to explore alternative configurations, such as rotating this cycle store 90 degrees to allow an entrance through a 'wet' lobby or through the shared garden.
- The cycle store on the western end appears likely to work well as it is protected by a side gate.
- The panel notes that the overhangs to the ground floor lobby and refuse store entrances create under-croft spaces that may collect rubbish or increase the likelihood of dumping. Although the panel recognises this under-croft is intended to create shelter from the elements, it suggests this is reconsidered.
- The panel encourages the project team to check that fire consultants are completely comfortable with the current arrangement of the open stair, lift and lobby in the core spaces.
- The project team should also consider how deliveries will work, ensuring that the spatial design and collection processes are not overly complicated.

Balcony design

- The project team have investigated screened and open options for the balcony design to test the issue of proximity to existing neighbours.
- Whilst the panel recognises that overlooking can have a significant impact on quality of life, it feels the screened balcony option would be detrimental to the wellbeing of new residents.
- It asks for further work on the balcony design to find a solution that balances the needs of both new and existing residents, for example a combination of railings and screens.
- Designing loggia-like balconies that are closer to a habitable space than projecting balconies could be an approach worth exploring. If these sat within the building line, they may be less of a cause for concern to neighbours.
- A detailed understanding of which existing neighbour's windows are to habitable rooms could allow for refinement of each individual balcony to maximise views whilst minimising overlooking issues.
- For example, the middle and western balconies to the rear of the building, which currently come the closest to neighbouring properties, will be the most problematic. The balconies to the east are unlikely to cause issues as they either have enough separation distance or look onto Baker's Lane.
- The panel encourages the project team to continue their dialogue with existing residents to arrive at a reasonable compromise.

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Architectural language

- The panel feels the architectural expression is evolving well, but there remains scope to strengthen the building's detailing to create more interest in long and short views.
- Options to explore could include refinement of the coping detail, taking inspiration from the richness of the existing surrounding housing stock.
- The panel also notes that the success of these views will depend in large part on the brick specification. It recommends a warm, soft textured brick.
- In terms of how the scheme responds to the corner of Archway Road and Baker's Lane, the panel agrees that the angled (as opposed to the curved) option is more in keeping with the language of the rest of the building.

Next steps

The Quality Review Panel supports the proposed development and is confident that the applicant team can address these final refinements in liaison with Haringey officers. 505-511 Archway Road does not need to return to review again.



3rd Quality Review Panel (Chair's Review) 20/09/2023

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 505-511 Archway Road

Wednesday 20 September 2023

Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Road, N22 7DE

Panel

Peter Studdert (chair)

Alan Shingler

Attendees

Mark Chan	London Borough of Haringey
Matt Gunning	London Borough of Haringey
Biplav Pageni	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects
Aretha Ahunanya	Frame Projects (observing)

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Tasnima Ahmed	Frame Projects (observing)

Confidentiality

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Report of Chair's Review Meeting
20 September 2023
HGRP127_505-511 Archway Road

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1. Project name and site address

Land adjacent 505-511 Archway Road, London, N6 4HX

2. Presenting team

David Doherty	London Borough of Haringey
Gill Kirby	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Ziba Adrangi	Newground Architects
Jordan Perlman	Newground Architects

3. Planning authority briefing

505-511 Archway Road is near the edge of Highgate Conservation Area, with the surrounding area containing mostly residential dwellings of two to three storeys in height. The site fronts onto Archway Road (A1) and Baker's Lane. The junction with Baker's Lane is part of a red route gyratory system. There are low-lying car wash structures on the application site and a large petrol station on the neighbouring site. These, and the wide traffic routes here, are viewed as detractors to the entrance of Highgate conservation area. The site is within 800m of Highgate Tube Station and has a PTAL rating of 3.

The London Plan 2021 policy on small sites is relevant to this site. It sets out a presumption in favour of small sites and seeks to promote infill development on vacant or underused sites within PTALs 3-6 and within 800m of a tube or rail station. A site allocation at 460-470 Archway Road is also an important consideration, as the nature, height and scale of development may deviate from the existing pattern of development. This states that the site is potentially suitable for a major mixed-use scheme, including residential and employment use which could be taller than the surrounding three storey buildings. Views of the site from Highgate Woods will also be a key consideration.

The proposal is for the redevelopment of this council-owned site (measuring 914 sqm) to deliver approximately 16 new homes. As most of the new homes would be affordable (council rent or London Affordable Rent), officers consider the scheme to be acceptable in principle and to bring benefit to the borough. The proposed development would deliver a mix of accommodation, predominantly two-bed, four-person flats with some one-bed, two-person flats. There will be direct access at ground floor level for two one-bed, two-person wheelchair accessible homes and two standalone two-bed, four-person houses.

Officers have asked for comments on issues of impact on the conservation area, impact on neighbours, accessibility, landscaping, sustainability, response to microclimate, materiality and detailing.



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4. Quality Review Panel's views

Summary

The panel welcomes the proposals for 505-511 Archway Road, which will provide much-needed affordable housing on a challenging site. It thinks that the project team has responded positively to the panel's previous comments.

The height is appropriate for this context, and the potential impact on neighbouring properties has been resolved by pulling back the massing of the rear top floor. This is a difficult site, with significant air and noise pollution, but this proposal mitigates the microclimate concerns well. The panel recommends ensuring that the air source heat pumps can provide cooling, especially for bedrooms that face south or onto the main roads. Access to the cycle store directly from the street is acceptable provided the project team designs the doors to be discrete and secure. The inset balconies soften the relationship with neighbours as far as possible within the constraints of this site. The panel finds refinements to the façades successful. The proportions and removal of the projecting bays on the north elevation are improvements. The panel encourages materiality and detailing that will deliver on the ambition to achieve a high-quality building: these could be conditioned in the planning consent. The detailing of the western elevation should be further considered to ensure that it works in longer views, and when seen from vehicles on the A1. The window studies are successful. The panel suggests varying this detail to drop the sill height and allow more light and views into rooms that do not have kitchen units beneath windows.

These comments are expanded below.

Massing

- The massing of the rear elevation has been reduced by pulling back the top floor and angling the roof towards the south of the site. In the panel's view, this minimises the impact on neighbours and is an improvement in key views.

Microclimate and sustainability

- The panel understands that there have been concerns around the quality of life that can be achieved for residents on a traffic island. However, it notes that there are already houses here, and that this proposal will be better equipped to deal with the issues of noise and air pollution than the existing houses.
- It is also likely that pollution from the A1 (Archway Road) will decrease with the transition to electric vehicles and potential future traffic calming measures. The panel thinks that this scheme makes good use of a difficult site to provide much-needed affordable housing that can be successful.
- The panel does suggest that it would be prudent to ensure that the air source heat pumps are able to provide cooling as well as ventilation, heating and hot water. This will enable a comfortable temperature without having to open



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windows and let in noise and air pollution, especially for those bedrooms that face south or onto the Archway Road.

- In the panel's experience, this is important for affordable tenures (as in this scheme) where residents tend to occupy their homes for longer hours and therefore the buildings have greater overheating issues to mitigate.
- The project team could take inspiration from Beechwood Mews, by Peter Barber Architects. This scheme is less than four kilometres north of the site and is a strong precedent for social housing in a similarly harsh environment.

Ground floor plan layout

- The panel notes that the cycle store is still accessible directly from the street. While some resident cyclists may feel that this poses a security risk, the panel is convinced that the door can be designed to appear discreet and that the undercroft will provide psychological separation from the public realm.

Balcony design

- The panel welcomes the revised balcony design, which uses loggias within the building line to successfully softens the relationship with neighbours to the south. The panel thinks that the overlooking issues have now been mitigated as far as possible on this site.

Architectural detailing and materials

- Proportionally, the elevations are working well. The removal of the projecting bays on the northern elevation is also a positive amendment.
- The choice of red brick is appropriate to the site's context and the panel is not concerned about any impact on daylight into the building or its neighbours. It would not, therefore, encourage the use of a lighter, more reflective brick as one stakeholder has suggested.
- The panel recommends that high quality materials are a condition of any planning consent. Robust materials that weather well and are properly detailed will be important for this scheme to have longevity, particularly its parapets.
- The panel welcomes the project team's work to ensure that the western gable end of the building does not have windows that would preclude future development to the west of the site, but that there is still some interest in the elevation.
- However, the panel thinks that this is not yet powerful enough. The one-way system on Archway Road means that this elevation will be seen frequently at high speeds by drivers and those on public transport, but the façade detailing appears as horizontal slot windows in longer views.



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- The panel suggests thinking about how this building will be seen from all sides and working more contrast and relief into the façade design for these longer distance views. The project team could also try wrapping part of the front elevation around to embrace the 360-degree nature of this site.
- The elevation studies of the windows are attractive. These work well proportionally, and the sill details are convincing. The panel thinks that the textured area beneath windows should match the scheme's colour palette.
- The panel understands that these studies were explored looking at the sill height for kitchens. In other room types, such as living rooms that will not have kitchen units beneath windows, the project team could drop the sill line to allow more light and provide better views, rather than repeating the same detail in all conditions.

Next steps

The panel wishes the project team every success with their planning application. 505-511 Archway Road does not need to return to review again.



Appendix 5 PSC Briefing Minutes

PPA/2020/0002 - 505-511 ARCHWAY ROAD, LONDON, N6

The Committee considered the pre-application briefing for the redevelopment of existing car-wash site to provide 16 new homes for Council rent comprising a part three, part four-storey apartment building fronting Archway Road, and two houses fronting Baker's Lane with associated refuse/recycling and cycle stores, amenity space and landscaping. Provision of one on-street wheelchair accessible parking space and service lay-by on Archway Road. The applicant team and officers responded to questions from the Committee:

- Some members asked about accessibility; it was noted that the site was located on the gyratory, that there would only be one blue badge parking space, and that the nearby crossing points were not zebra crossings or traffic lights. The applicant team noted that an accessibility consultant had been involved in the scheme and it was considered to be fully accessible. It was added that a detailed report would be available in the application documentation.
- It was explained that an existing layby on the road would be a dedicated blue badge parking space. Transport for London (TfL) did not generally permit dedicated spaces in these situations but had acknowledged the importance in this case.
- Some members suggested that the bicycle lane on the gyratory should be protected and it was enquired whether the applicant or officers could further discuss this with TfL. The applicant team explained that this would be pursued but was unlikely to be successful. It was noted that the proposals for the site should not prevent future changes if they were agreed by TfL.
- Some members noted that the proposal would be for 16 new homes at council rent and it was enquired what this meant in planning terms and what sort of weight the Committee should give to this. The applicant team noted that the financial appraisals had been undertaken for social rent, also known as target rent, and that no other form of rent was being considered; the Head of Development Management explained that the Section 106 legal agreement would be drawn up on this basis. In terms of the weight in decision making, the Head of Development Management noted that this was a matter of discretion but that council rent was classified as a type of affordable rent and that it would be reasonable for the Committee to take affordability into account as part of its decision making. It was noted that there was no specific guidance that this should be given more or less weight. It was confirmed that council rent meant formula rent in this case.
- It was clarified that there would be no change to the adjacent red route and that the loading bay and parking bay would be monitored by TfL Closed Circuit Television (CCTV).
- The applicant team clarified that a landscape architect was designing a play area for under fives on the site. The amenity space was being designed to comply with the required standards and would be provided at ground floor level; full details would be included as part of the application.
- Some members drew attention to the other buildings that had been used as inspiration and queried whether the proposal should include some more detail, such as pitched or mansard roofing. It was suggested that it would be beneficial for the design of the proposal to be more distinct to reflect its context as a prominent entrance point to Haringey. The applicant team

explained that they had undertaken a lot of design and conservation work in designing the scheme. Further work would continue before the application was submitted and it was hoped that the Committee would find the design acceptable. It was highlighted that flat roofs were sometimes required in order to meet Passivhaus low energy design standards.

- Some members provided comments that the units would benefit from avoiding letterboxes on external walls, good design of the lobbies which allowed easier maintenance, and reversible windows that could be cleaned from the inside. It was also requested that the application set out whether the units would have open plan kitchens or separate kitchens and how many units would be single aspect.
- The applicant team commented that they would be securing a minimum of 'Good' for designing out crime and would be aiming for 'Outstanding'.
- In relation to the impact of noise and pollution for residents of the site, the applicant team noted that detailed scientific research had been undertaken and that the results would be included with the application. It was explained that there would be mechanical ventilation on site and the levels of pollution were predicted to be similar to other, urban schemes. It was added that the principal rooms for the units would face inwards, to the garden area, rather than to the road.

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2022/4319 & HGY/2022/4320 **Ward:** Bruce Grove

Address: Edmansons Close, Bruce Grove, London, N17 6XD

Proposals

HGY/2022/4319

Full planning application for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes; alterations to existing Gatehouse to provide 1 x 2 bed homes; construction of 1 x new build 3 bed home to replace 1970s infill building; construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

HGY/2022/4320

Listed building consent for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes; alterations to existing Gatehouse to provide 1 x 2 bed home; construction of 1 x new build 3 bed home to replace 1970s infill building; construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

Applicant: The Drapers' Almshouse Charity / The Drapers' Company

Ownership: Private

Case Officer Contact: Gareth Prosser

1.1 These applications have been referred to the Planning Sub Committee for decision as the planning application relates to major development that is also subject to a section 106 agreement; and the listed building consent is an integral accompanying application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATIONS

- Although no affordable homes can viably be delivered within this scheme, the provision of new high-quality housing through refurbishment of vacant homes and new build homes, including family housing, will contribute to the Borough's housing stock and targets. The site has been fully vacant since August 2024.
- The mix and quality of new-build accommodation are acceptable and either meet or exceed relevant planning policy standards. The dwellings have private external amenity space and all dwellings are in close proximity to a substantial sized open space – the central quadrangle.
- The design and appearance of the development responds appropriately to the local context and is supported by the Quality Review Panel
- The refurbishment works to the Grade II listed chapel are welcomed and would greatly improve and enhance the character of the building as a focal building within the site and would have a positive impact on the character of the listed building. The proposal to retain and carry out improvement works to remove an unsympathetic extension and undertake internal refurbishment works to the Grade II listed building are welcomed and will greatly improve and enhance the character and appearance of the chapel as a focal building within the conservation area. Currently vacant, this heritage asset will be brought back into use and upgraded in line with contemporary housing standards.
- The proposed development would lead to less than substantial harm to the significance of the conservation area and its assets, which would be outweighed by the public benefits of the development; primarily in the form of additional housing and refurbishment of vacant listed homes and the chapel.
- The proposal would provide good quality hard and soft landscaping with 23 new trees; a net gain of 8 trees above the existing.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The revised development would be 'car free' and would provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives. There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The development would provide appropriate carbon reduction measures and a carbon off-setting payment to provide a zero carbon development, as well as site drainage and biodiversity improvements. The scheme would meet the Council's sustainability objectives and provide an increase in urban greening and biodiversity.

The proposed development would 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 and Planning Enforcement 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 and Planning Enforcement 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 and Planning Enforcement 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 27/11/2025 within such extended time as the Head of Development Management or the Director of Planning and Planning Enforcement 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/2022/3419 (the full text of recommended conditions/informative is contained in Appendix 1 of the report

Conditions:

1. Three years
2. Drawings
3. Materials & Design Detail
4. Demolition Works
5. Replacement Windows & Doors
6. Details for extension junctions to existing building, chimney, roof and party wall
7. Retrofitting
8. Landscaping

9. Details of ancillary buildings, including cycle store, bin stores, ASHP screening
10. Energy Strategy
11. Whole-House Retrofit Strategy and Monitoring
12. Overheating
13. Living roofs
14. Biodiversity
15. Demolition and Construction Logistics and Management Plan
16. Cycle Parking
17. Land Contamination
18. Unexpected Contamination (Pollution)
19. NRMM
20. Demolition/Construction Environmental Management Plans
21. Waste
22. Secured by Design
23. Secured by Design
24. Tree Protection Plan
25. Surface Water Drainage 1
26. Surface Water Drainage 2
27. Accessible Homes
28. Electric Vehicle Charging Point

Informatives

- 1) NPPF
 - 2) CIL liable
 - 3) Hours of construction
 - 4) Street Numbering
 - 5) Thames Water – public sewers
 - 6) Thames Water - petrol/oil interceptors
 - 7) Thames Water – groundwater protection
 - 8) Thames Water – water pressure
 - 9) Pollution - asbestos
 - 10) Secure by design
- 2.4 That the Committee authorise the Head of Development Management and Planning Enforcement or the Director of Planning and Building Standards to **GRANT Listed Building Consent** subject to conditions and informatives as set out below.
- 2.5 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 conditions set out in this report and to further delegate their power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

Conditions/Informative Summary – Listed Building Consent application HGY/2022/4320 (the full text of recommended conditions/informative is contained in Appendix 2 of the report)

Conditions

1. Time period
2. Drawings
3. Building Recording
4. Demolition works to chapel and existing homes
5. External Material Samples
6. Replacement windows and doors
7. Details for extension junctions to existing building, chimney, roof and party wall
8. Servicing
9. Retrofitting
10. Staircases
11. Internal finishes & schedule of existing features
12. Structural intervention details
13. Repairs And Restoration Methodology For Exterior
14. Contingency Condition

Section 106 Heads of Terms_- Planning Application HGY/2022/4320

1. Sustainable Transport Initiatives

- Car Free Agreement - £4,000 towards the amendment of the Traffic Management Order to exclude residents from seeking parking permits
- Residential Travel Plan - Monitoring of the travel plan initiatives £3,000 for five years (£15,000 in total)
- Appointment of Residential Travel Plan Co-ordinator to monitor the travel plan initiatives annually for a minimum period of 5 years
- 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.
- £10,000 towards monitoring of the Demolition and Construction Logistics and Management Plan, which should be submitted 6 months prior to the commencement of development

2. Carbon Mitigation

- Be Seen commitment to uploading energy data
- Energy Plan

- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £92,625 (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.

3. **Employment Initiatives**

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

4. **Monitoring Contribution**

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

5. **Early and Late Stage Review**

- Early and late stage reviews of the viability position would be secured, with any improvement in the viability of affordable housing being captured either via on site provision of affordable housing, or a financial contribution towards providing affordable housing off-site

6. **Restoration Works**

- No more than 50% of the homes can be occupied until the restoration works to the Grade II listed Chapel are completed

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

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

1. The proposed development, in the absence of a legal agreement to secure early and late stage reviews the proposal would fail to provide an opportunity to secure

any affordable housing that may be achievable in the future. As such, the proposal is contrary to Policy T1 of the London Plan 2021 and Policies DM31, DM32 and DM48 of the Development Management Development Plan Document 2017.

2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of the Local Plan 2017.
3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policy DM21 of the Development Management Development Plan Document 2017. As such, the proposals would be contrary to Policies H4 and H5 of the London Plan 2021, Policy SP2 of the Local Plan 2017 and Policies DM11 and DM13 of the Development Management Development Plan Document 2017.
4. The proposed development, in the absence of a legal agreement securing.
 - 1) A contribution towards amendment of the local Traffic Management Order
 - 2) Monitoring of the travel plan initiatives £3,000 for five years (£15,000 in total)
 - 3) A contribution towards a Construction Logistics and Management Plan,
 - 4) £200 voucher for active travel related equipment purchases
 - 5) A contribution towards monitoring of the Construction Logistics and Management Plan;

would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and would not enable residential occupiers to benefit from sustainable transport options, leading to a net increase in car movements.

- 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 and Planning Enforcement (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Director/Head of Development Management within a period of not more than 12 months from the date of the said refusal, and

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

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

3.1.1. The proposal consists of two applications:

1) Full planning application for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes; alterations to existing Gatehouse to provide 1 x 2 bed home; construction of 1 x new build 3 bed home to replace 1970s infill building; construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

2) Listed building consent application for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes; alterations to existing Gatehouse to provide 1 x 2 bed home; construction of 1 x new build 3 bed home to replace 1970s infill building; construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

Description of proposal seeking planning permission

3.1.2. Planning permission is sought for works to Grade II listed homes, including internal amalgamation and rear extensions, work to the listed Gatehouse, new residential development comprising 2 x 'corner' pavilions, a new home in place of the 1970s infill building and a new 2-3 storey apartment building built to the rear of the site in the underutilised garden. The proposal involves a number of demolitions, including a single storey laundry building, the aforementioned residential infill development, unsympathetic rear extension to the existing Chapel and partial demolition of the rear façade to the existing almshouses. The proposals also include other landscape and associated enhancements to the site

3.1.3 The proposed residential development would include 7 x studio homes (14.58%), 17 x one-bedroom homes (35.42%), 18 x two-bedroom homes (37.5%) and 6 x three-bedroom homes (12.5%). Three of the new one bed flatted dwellings would be wheelchair-accessible and located at ground floor level of the proposed apartment building. The new residential blocks will be contemporary in style and finished in buff-yellow brick to match the existing almshouses, with a darker buff brick to projecting horizontal banding, to provide a slight contrast similar to the red brick horizontal bands of the existing almshouses.

- 3.1.4 The proposed scheme would be 'car-free' whilst providing five on-street 'blue badge' parking spaces, with residents/occupiers applying for a designated on street blue badge bay.
- 3.1.5 Soft and hard landscaping is proposed around the site, notably the central quadrangle, private gardens, and at roof level. The landscaping would comprise of new tree planting, hedge planting, living roofs, grassland, permeable block paving.

Demolition of proposal seeking listed building consent

- 3.1.6 Listed building consent is sought for refurbishment/restoration works to the existing chapel and homes.

The proposed works include the following:

- Demolition of existing laundry building and 1970s infill building
 - Alterations and extensions to 44 existing homes to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed homes
 - Alterations to existing Gatehouse to provide 1 x 2 bed home
 - Construction of 1 x new build 3 bed home (to replace 1970s infill building);
 - Construction of a new apartment building comprising 7 x studio homes and 9 x 1 bed homes; construction of 4 x new build 2 bed homes within two new pavilions (2 homes in each pavilion, 4 homes in total);
 - Landscaping; improvements to access; car parking; and ancillary development thereto.
- 3.1.7 The planning application has been amended since initial submission. Many existing window and door arrangements on the rear lean-tos are now retained. Half of each of the amalgamated almshouses retain their original form. In summary the changes include:
- House Type 1 change: Retain existing rear elevations and change door to fully glazed
 - House Types 2 and 3 change: Retain half the existing rear elevation and change door to fully glazed (as house type 1)
 - Add double glazed doors to the other half (to living room side) to replace sash window and single door
 - Additional photovoltaics (PVs) have been added to the new build elements of the development
 - Air Source Heat Pumps (ASHPs) are to be provided to all homes other than the 8 x 1 bed homes which would utilise electric-combi boilers
 - Floor and wall insulation added to the almshouses
 - New screens added to the south elevation of the apartment building

3.2 Site and Surroundings

- 3.2.1 The site, which is located within Bruce Grove Ward, fronts Bruce Grove to the south with buildings wrapped around a large, lawned quadrangle. The site is bounded by Lordship Lane to the North, Bruce Grove and Hartham Road to the south.
- 3.2.2 There are important views both into and from the main quadrangle, specifically from Lipley Road and along Bruce Grove. Located to the rear of the site is the Tottenham Magistrates Court building and further afield, Elsdon Road, a row of terraced Victorian houses whose gardens back onto former allotment gardens.
- 3.2.3 At the centre of the site is a former chapel, flanked either side by two-storey, Victorian terraces of almshouses, enclosing the central quadrangle on three sides with the south-west side open to Bruce Grove. The chapel building and almshouses are Grade II statutory listed buildings and the entirety of the site is located within the Bruce Grove and All Hallows Conservation Area.



Fig 1. The site from above (looking north)

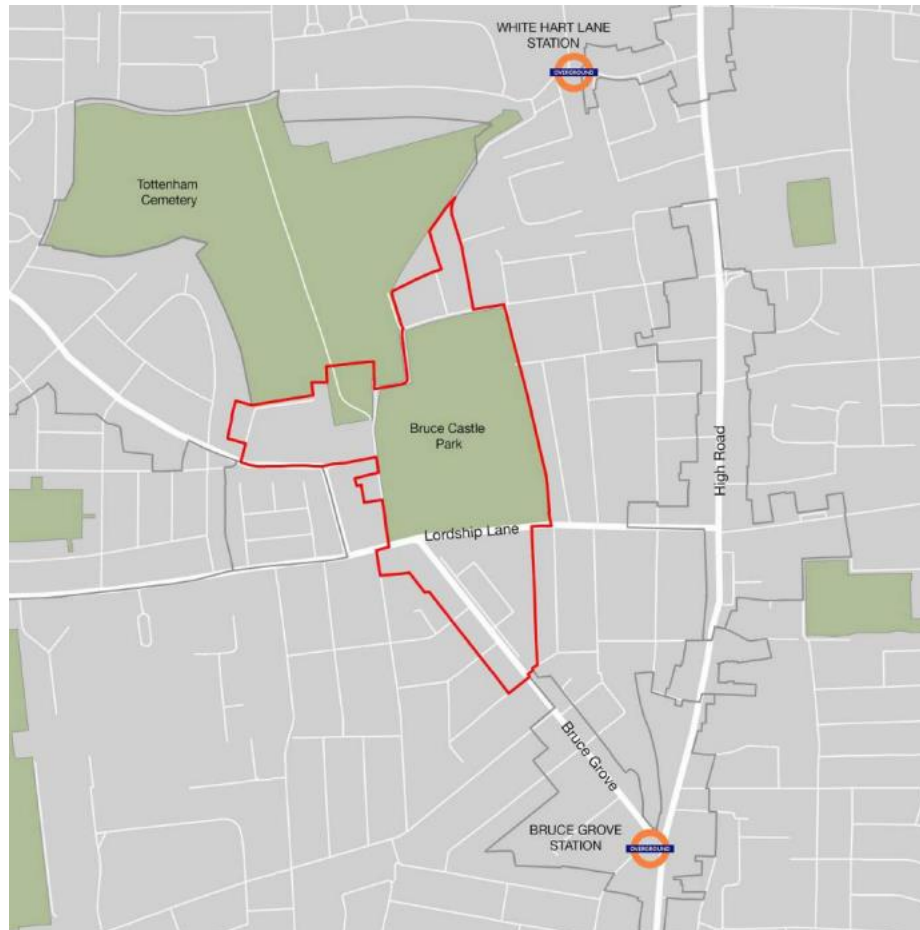


Fig 2. Bruce Grove and All Hallows Conservation Area.

- 3.2.4 To the south of the site, lies the original Gatehouse or Lodge Building which is also a Grade II listed building and was the original access point into the site. Adjacent to the Gatehouse is a 1970s residential infill building providing further accommodation. To the rear of the infill there is a small, single-storey laundry building dating from the 1970s, in a poor state of repair. This is not a listed building and is considered to detract from the heritage assets.
- 3.2.5 Two new access points were built later which allows vehicular entry into the site. There are a number of cherry trees in the quadrangle and some larger trees to the rear. Shrubs and smaller trees align the site along Bruce Grove.
- 3.2.6 The site has a public transport accessibility level (PTAL) of 5, which is rated as 'very good' access to public transport services. There is existing informal parking around the perimeter of the green space.
- 3.2.7 The estate currently contains 61 dwellings consisting of 48 x studios, 1 x 1 bedroom flat and 12 x 2 bedroom flats, all of which are self-contained and surrounded by communal gardens.

3.2.8 The site is located just outside of the Tottenham Area Action Plan (AAP) area and excluding its heritage and building conservation status, the site has no specific planning policy designations.

3.2.9 In summary the site contains the following structures:

- A chapel
- Converted homes, built as almshouses (studios and 1 & 2-bedroom flats - see para. 6.3.43 for full breakdown)
- Gatehouse/Lodge (2 studios)
- 1970s Infill block (8 studios)
- Prefab laundry building

Drapers Alms-housing

3.2.10 Built circa 1868, the above properties are owned by The Drapers' Almshouses Charity who have retained ownership ever since. The Drapers' Company is a philanthropic enterprise, originally established to regulate the trading of woollen cloth in the medieval City of London but today is responsible for charitable and philanthropic activities. The objectives of the charity are:

- The provision of housing accommodation for persons who are in need and resident in the area of benefit, defined as Greater London; and
- Such charitable purposes for the benefit of the residents at the accommodation provided by the charity as the trustee shall decide.

3.2.11 It has been the practice of the charity to use its assets and the income generated to provide housing accommodation to people in need. The charity has three almshouse sites: Queen Elizabeth's College, Greenwich; Walter's Close, Southwark; and Edmansons Close, Haringey. Historically the homes have been occupied by residents under licences, at a reduced price.

3.3 Relevant Planning and Enforcement history

HGY/2016/2725 Listed building consent Approve with Conditions 06/10/2016
Listed building consent for internal alterations and amalgamations to create larger dwellings. Proposals involve a reduction in homes from 50 studios, 2 x 1 bed flats and 9 x 2 bed flats to 23 x 2 bed houses and 8 studios.

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

4.2.1 The scheme has been presented to Haringey's Quality Review panel on three separate occasions, including one Chair's review.

- 4.2.2 Following the final Quality Review Panel meeting June 2022, Appendix 5, the Panel is 'warmly supportive of the scheme', with the summary from the report below;

The panel 'supports the scale of the proposals, the refurbishment of the chapel, the extension of the almshouses and the adjustments to the infill building on Bruce Grove.

However, there are still some aspects of the proposals that would benefit from some further consideration. These include the arrangements for cycle parking, the entrance sequences, and circulation layout within the new-build elements. The scheme would also benefit from a greater level of articulation and detail within the elevations of the new buildings, and from further clarity and control of the landscaped area in front of the new apartment building.

The design team will need to negotiate a careful balance between heritage requirements and energy efficient design; this should be undertaken in cooperation with Haringey officers. The panel would also welcome greater clarity of intention within the drawings in terms of the technical design of the development, which should include showing elements like air source heat pumps and photovoltaic panels within the drawings. The panel also highlights the importance of producing additional three dimensional (CGI) images to show the detail of all of the new-build elements, and the relationships between the new buildings and the existing buildings.'

The Quality Review Panel was 'delighted with the way that the scheme has progressed, and it looks forward to seeing the proposals come to fruition. Some comments on the details of the scheme remain, but the panel feels that these can be addressed in consultation with officers'.

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 4)

INTERNAL:

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided in support of the proposal

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections, subject to conditions

Arboricultural Officer

No objection subject to conditions

Inclusive Economy

No objection, Heads of Terms recommended

Flood and Water Management

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Pollution

No objection, subject to conditions

EXTERNAL

Thames Water

No objection – informatives recommended

Designing out crime

No objections, subject to conditions

Environment Agency

No comment

Greater London Archaeological Advisory Society (Historic England)

No objection

The Victorian Society

Overall, we do not have any major comments to make on the scheme, but we would caution the treatment of the rear elevations. These appear to include the loss of original windows but are not appropriately outlined or discussed in the heritage statement. The rear elevations, as a whole, are not discussed in terms of the significance of their features and so have neglected to make comment on whether the glazing or doors are original. If these features are original and are to be lost, the significance of the heritage asset will be negatively impacted.

The quality of design for the newly proposed flat blocks, whilst by no means bad, has chosen to prioritise a contemporary appearance. Ultimately, the alms houses are special for their high neo-Gothic design - the polychrome of the London Stock brick with red and black brick dressings creating visually exciting facades - but the contemporary appearance of these new additions falls flat in comparison. Whilst the Society appreciates the applicant's attempts to make these distinct modern interventions, they remain at a suitable distance from the alms houses that a more historicist approach to the new additions would complement rather than detract from the original buildings.

(Conservation Officer Comment: A contemporary approach given their historically incongruous location is considered more appropriate than a historic based one.)

5. LOCAL REPRESENTATIONS

5.1 On January 2023, notification was sent to the following regarding planning application HGY/2022/4319 and Listed Building Consent HGY/2022/4320:

- 254 letters to neighbouring properties
- Site notices erected in the vicinity of the site
- A press notice

5.2 The number of representations received from neighbours, local groups etc have been collated for the planning application and listed building consent application, as follows:

No of individual responses: 33
Objecting: 26
Supporting: 2
Representations: 5

- 5.3 The issues raised that are material to the determination of the application are set out in Appendix 4 and summarised as below. These matters are discussed within the assessment sections of this report.

Land Use and housing

- Overdevelopment/burden on public services (Officer comment: The proposal reduces the number of households on site and is a 'car-free' proposal with only provision for 5 accessible car-parking spaces on site. The proposal is sensitive to the listed buildings and preserves and enhances the open spaces on-site)
- Buildings should not be changed from almshouses. They should remain with the same purpose and not be used for profit. Suggest a planning condition to retain for social housing (Officer comment: The proposal is operated by a registered charity for charitable purposes).
- More 3 bed properties should be provided (Officer comment: The proposal offers new, high quality family housing where there is currently none).
- Change of use should not be permitted (Officer comment: No change of use is proposed).

Impact on Heritage Assets

- Out-of-character - current almshouses are beautiful to look at and proposals would damage the nature of the area. They should be held to the same standards / apartment building is a mis-match.
- Loss of historic windows (Officer Comment: Any replacements would be required to be 'like-for-like in design and materials')

Size, Scale and Design

- Overbearing - The scale of the works means that the proposed residential blocks will have an oppressive impact on surrounding areas/houses
- Landscaping - More opportunities for planting and enhancements should be made
- Proposal lacks detail/visual interest

Impact on neighbours

- Loss of privacy/overlooking
- Loss of daylight/overshadowing to Elsdon Road
- Noise and disturbance
- Odour
- No benefit to community

Parking, Transport and Highways

- Road safety - The development may lead to a significant impact upon road safety
- Increase in traffic/'insurmountable congestion'
- Cycle parking - Lack of cycle parking details

Process

- No satisfactory consultation process

5.4 The following issues raised are not material planning considerations:

- Profit generating development (**Officer Comments:** This is not a material planning consideration)
- Consultation process not adequate / public engagement was poor (**Officer comments:** the applicants undertook their own consultation exercise through a public exhibition. The Council sent out 254 individual letters to surrounding residents informing occupiers of the proposals and site notices were erected around the vicinity of the site and the proposal was also included in the local press)
- Lack of engagement (**Officer comments:** The applicant has provided a statement of community involvement which sets out the engagement that took place. Officers are satisfied that this meets the requirements for an application of this scale)

6 MATERIAL PLANNING CONSIDERATIONS

6.1 Statutory Framework

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

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

- Principle of the development
- Affordable Housing and Housing Mix
- Heritage Impact
- Design and appearance
- Residential Quality
- Impact on Neighbouring Amenity
- Parking and Highways
- Sustainability, Energy and Climate Change
- Urban Greening, Trees and Ecology, Biodiversity
- Flood Risk and Drainage
- Air Quality and Land Contamination
- Fire Safety
- Employment
- Equalities
- Conclusion

6.2 Principle of the development

National Policy

- 6.2.1 The National Planning Policy Framework 2024 (hereafter referred to as the NPPF) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing. It also advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.
- 6.2.3 Paragraph 93 of the NPPF (2024) states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Regional Policy

- 6.2.4 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.
- 6.2.5 London Plan Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.2.6 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.2.7 London Plan Policy S1 states that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. New facilities should be easily accessible by public transport, cycling and walking and should be encouraged in high streets and town centres.

Local Policy

- 6.2.8 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.9 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.
- 6.2.10 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.11 Local Plan Policy SP16 states that the Council will work with its partners to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey communities.
- 6.2.12 The Development Management Development Plan Document 2017 (here after referred to as DM DPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.2.13 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites. The policy states that the council will resist the loss of all existing housing, including affordable housing and specialist forms of accommodation, unless the housing is replaced with at least equivalent new residential floorspace.
- 6.2.14 Policy DM49 of the DM DPD seeks to protect existing social and community facilities, and proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided such schemes meet specific criteria as set out in the DM DPD. As part of preparing a New Local Plan, the Council is currently consulting on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation running from 10 October to 19 December 2025. Paragraph 48 of the National Planning Policy Framework (NPPF) states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework. It is recommended that very limited weight be afforded to the Draft Local Plan's policies as the Draft Local Plan is in the early stages of preparation and has not yet been submitted for

examination, the policies in the said Plan may be subject to change as objections to the same can still be made, and the relevant policies in the current Plan are consistent with the relevant policies of the NPPF.

6.2.15 As part of preparing a new Local Plan, the Council is currently consulting on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation period running from 10 October to 19 December 2025. The Draft Local Plan sets out the Council's emerging placemaking framework, spatial strategy, and policy direction. At this stage, the new Local Plan is in the early stages of preparation and has not yet been submitted for examination. In accordance with the National Planning Policy Framework (NPPF), paragraph 49, officers consider that only very limited weight should be afforded to the Draft Local Plan's policies at this time.

5 Year Housing Land Supply

6.2.16 Paragraph 78 of the NPPF requires local authorities to 'identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement... The supply of specific deliverable sites should in addition include a buffer'.

6.2.16 The Council monitors the supply of sites on an annual basis as part of the Authority Monitoring Report (AMR) review process and, according to the latest AMR published in April 2025, as at 31 March 2024 the Council has a housing land supply of 5.18 years.

6.2.17 Overall, the proposal for a residential proposal, expanding the residential offering on site, whilst renewing and upgrading existing housing stock is considered acceptable, being in accordance with the existing use and the policies outlined above.

Affordable Housing

6.2.18 The London Plan (2021) states that all major development of 10 or more homes triggers an affordable housing requirement. The London Plan Policy H4 states that the threshold level of affordable housing on gross residential development is set at a minimum of 35 per cent. Haringey's Local Plan Policy DM13 'Affordable Housing' states that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on individual private residential and mixed-use schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 and the achievement of the Borough-wide target of 40% affordable housing provision.

6.2.19 The proposal, whilst providing new-build residential development on site, does not propose any affordable housing. The applicant states that the provision of affordable housing on site would make the proposal unviable.

6.2.20 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.

6.2.21 The SPG states that plans adopted post-NPPF should be considered viable and negotiations to reduce obligations are only for exceptional cases where site-specific issues create abnormal costs that make policy compliance unviable. Exceptional or abnormal costs may include issues such as high levels of contamination, requirement to divert major utilities, poor ground conditions necessitating special foundations/ground works. However, it should also be noted that the presence of such issues will also impact land value and the cost should not necessarily be borne through a reduction in Planning Obligations.

Affordable Housing - Viability Assessment and Review

6.2.22 The proposal is supported by a viability appraisal (updated July 2025) which demonstrates that affordable housing is not viable on this site. The viability assessment is based on delivering 48 homes within the development, including 27 homes within the existing structures. The viability report also sets out that the development will provide funds to enable the refurbishment works to the listed almshouses and the chapel to be carried out.

6.2.23 The viability appraisal has been reviewed by the Council's independent assessor who found that the proposal, if assessed as 100% private housing, generates a residual land value (RLV) of £5,945,000. Against the site's Existing Use Value (EUV) the proposal generates a significant deficit (- £1.145 million) and as such is considered unviable.

6.2.24 Officers recognise that the cost to upgrade, restore and refurbish a group of listed buildings to secure their long-term future would be significant. Given the independent viability assessment (revised/updated since the submission of the original application), officers accept, on this occasion, that the inclusion of affordable housing within the proposal would make the scheme undeliverable.

6.2.25 Given the existing poor state of repair of the listed buildings, the existing sub-standard accommodation and given that the site is currently vacant, the desire to see investment, sympathetic development, and a scheme that delivers new homes to modern standards the site being brought back into beneficial use, is supported by officers.

Affordable Housing – The Status of Almshousing

6.2.26 The conclusion of the viability assessment is based on the existing site being assessed as 'private housing'. Should the existing site be considered 'affordable housing' then the outcome of the viability assessment differs, as the Existing Use

Value (EUV) would differ. Should the site be assessed as 'affordable housing' then a surplus profit could be generated and the scheme as proposed could be capable of supporting affordable housing,

6.2.27 The outcome of the viability depends on whether the existing vacant homes are considered 'affordable housing' in contemporary planning policy terms or if the site is 'private housing'.

6.2.28 The owners of the site; the Drapers' Company, is a philanthropic enterprise, originally established to regulate the trading of woollen cloth in the medieval City of London but today is responsible for charitable and philanthropic activities. The Drapers' Company operates as a charity.

6.2.29 Built circa 1863, the alms houses were established with the purpose of providing housing accommodation for persons who were in need and resident in the area of benefit (defined as Greater London). It has been the practice of the charity to use its assets and the income generated to provide housing accommodation to people in need.

6.2.30 The National Planning Policy Framework (NPPF) outlines the definition of 'affordable housing' and its various forms in the context of planning policy. Affordable housing is defined as:

'Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions':

a) **Social Rent:** *meets all of the following conditions:* (a) the rent is set in accordance with the Government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

The rent in this case is not set in accordance with the Government's rent policy for social rent and the landlord is not a registered provider; so the existing housing does not constitute affordable housing under this criteria.

b) **Other affordable housing for rent:** *meets all of the following conditions:* (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is

expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

The landlord is not a registered provider, and the new homes could be rented or sold. Typically the rent has been at least 20% lower than local market rates (including service charges); however this was because of the size of the accommodation so the existing housing does not constitute affordable housing under this criteria.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

The existing homes are rental properties, so the existing housing does not constitute affordable housing under this criteria.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.

The existing homes are rental properties, there is no route towards home ownership, so the existing housing does not constitute affordable housing under this criteria.

6.2.31 As such, whilst these alms houses have provided a form of reduced-cost housing, given that this property is owned and operated as a charity, for charitable purposes, officers consider that this is 'charitable housing' and does not meet the planning policy definition of 'affordable housing' and therefore the Existing Use Value (EUV) which the Benchmark Land Value (BLV) is based on, assumes private housing rather than affordable housing. The Drapers' Company clarify that whilst the objective of the charity is to provide accommodation for people in need (below market-rent housing), there is no restriction on the charity renting the properties at full market-rent, effectively operating them as 'private housing' at any time. Officers agree, that given the age of the properties, there are no planning controls restricting the status of the alms-houses to 'reduced-cost' housing and that the owner (trustee) is free to let the existing homes at full market rents or to sell the properties at full market value. In terms of their charitable status the Drapers would then need to use the proceeds to meet their charitable purposes. However, this is a matter governed by the charity legislation, distinct from planning legislation.

6.3.32 The alms houses at Edmansons Close, built in the mid-nineteenth century by a private, charitable organisation do not meet the criteria outlined above in the NPPF 2024 and as such is not considered 'affordable housing' in contemporary planning policy terms for the purposes of the site's existing use.

6.3.33 As such, the result of the independent viability assessment, based on a scenario of all 'private housing' shows that the provision of affordable housing as outlined in the NPPF definition would make the proposed planning application unviable. Officers accept this position and as such, in this scenario, affordable housing is not required as a condition of any planning permission.

Alm-Houses Rents

6.3.34 The submitted viability appraisal (revised 2025) outlines market rents for the local area. Officers have compared these with the rents charged by the Drapers Company for the most recent occupants. Table 1 below illustrates the weekly market rent for studios, 1 bed and 2 bed apartments capped as Local Housing Allowance levels (LHA). LHA levels vary by location, as they are set for different Broad Rental Market Areas (BRMAs) and are based on the number of bedrooms required for a household.

6.3.35 Table 2 compares 2022/23 weekly rents achieved for studios, 1 bed and 2 bed apartments within the property to 80% of the market rent (weekly). The 80% of market rent threshold relates to the Government's rent policy for 'Affordable Rent' set at least 20% below local market rents (including service charges where applicable).

The alms-houses rents for 2022/23 were as follows:

- Average studio unit rent of £419 per month plus service charge of £105 per month giving a total charge of £524 per month or £131 per week
- Average one bed rent of £489 per month plus service charge of £105 per month giving a total charge of £594 per month or £148.50 per week (approx.)
- Average two bed rent of £552 per month plus service charge of £105 per month giving a total charge of £657 per month or £164.25 per week (approx.)

6.3.36 The table and commentary above illustrate that the rents charged by the Drapers Company in 2022/23 are significantly below, both the weekly market rent and the 80% of market rent figures for studios and 1-2 bedroom flats. However, it should be noted that whilst the alms houses rents were significantly less expensive than 'affordable rents' in 2022/23, the quality of the homes were also significantly below policy standards. The London Plan (2021) states that 1 person studio apartments should be a minimum of 39sqm. Many of the studio apartments are approximately 29sqm, significantly below the London Plan minimum standard (comprising only 74% of the minimum standard). The site is currently made up of 78.69% studios

and therefore, the existing development as a whole, offers sub-standard homes in terms of floorspace in relation to contemporary policy standards.

Table 1

Comparison of rents				
Unit Type	Market Rent p/wk	80% Market Rent	LHA (outer north London BRMA)	Rent used in appraisal p/wk
Studio apartment	£300	£240	£264.66	£240.00
1 bed apartment	£335	£268	£264.66	£264.66
2 bed apartment	£425	£340	£322.19	£322.19
2 bed house	£500	£400	£322.19	£322.19

(Source: WSP, GL Hearn – July 2025)

Table 2

Unit Type	Rent p/wk	80% Market Rent	Rent p/wk difference
Studio apartment	£131	£240	- £108.75
1 bed apartment	£148.50	£268	-£119.5
2 bed apartment	£164.25	£340	-£175.75

Grants and Subsidy

6.3.34 All schemes are expected to determine whether grants and other forms of subsidy are available and to make the most efficient use of this to increase the provision or level of affordable housing delivered. All applicants are expected to work with the LPA, the Mayor, and Registered Providers (RPs) to ensure affordable housing from all sources is maximised.

6.3.35 The applicant, on the advice of officers, explored opportunities to secure grants with a view to closing the viability gap, thus enabling some affordable housing to be provided on site. The Greater London Authority was consulted on the planning

application and concluded that the site does not meet the eligibility criteria for funding for the following reasons:

- given their age, all the listed almshouses do not meet the minimum housing size requirements and the heritage constraints mean they cannot be adapted to be suitable for affordable housing
- the new build elements of the scheme are not alone sufficient to meet the minimum 35% affordable housing requirement and these are unable to provide the required mix which would be needed to support affordable housing, particularly the studio units
- the costs of repairs and alterations to listed buildings are high, making the viability challenging as listed buildings incur higher maintenance costs. The properties are not suitable for affordable housing which is required to provide low maintenance costs
- a housing grant, if awarded, would not make up the reduction in the value incurred from changing the tenure from a private unit to affordable homes

6.3.36 In addition, the Government, as part of its consultation on the revised National Planning Policy Framework (NPPF) in 2024 consulted on the definition of 'community-led development'. Some respondents suggested that alms houses should be included in this definition which would mean they may be able to benefit from extra sources of funding, including related to affordable housing. In December the Government responded to the consultation and said 'Having carefully considered responses, Government will not extend the definition to capture alms houses. While alms houses make a valuable contribution to the provision of affordable housing for those in particular need, the alms house model differs fundamentally from community-led housing. Developments are taken forward by the board of an alms house charity rather than by the prospective residents, and the residents are not automatically entitled to become voting members of the body that controls the homes'.

6.3.37 Officers are satisfied that the applicant has explored relevant potential funding streams and accepts that the site is ineligible. Officers conclude that the scheme is not suitable for housing grants and in any case, grants would not significantly improve the overall viability position.

6.3.38 Officers are conscious that market conditions are changeable, thus impacting values, costs and ultimately viability. As such an early and late-stage viability review mechanisms can be secured by legal agreement in order to capture any uplift in values, including close to completion of the homes. Early and late-stage reviews are mechanisms to re-evaluate a development's financial viability after planning permission is granted, ensuring affordable housing contributions are captured if a project becomes more profitable than initially assessed. They are triggered by factors like a developer's failure to start the project within a certain timeframe (early) or the completion of a significant portion of homes (late). The 'affordability' aspect comes into play because these reviews can lead to financial

payments to the Local Planning Authority towards off site provision of affordable homes, more affordable housing on site, or both, if the scheme is more successful than the original viability assessment predicted. This allows officers to re-assess the viability of the proposal should market conditions change. Should a shift in market conditions improve the viability of affordable housing on the site, then officers have the right to re-evaluate the proposal and secure affordable housing provision, if viable.

6.3.39 In addition, the applicant has also agreed to a mechanism whereby no more than 50% of the homes can be occupied until the restoration works to the Grade II listed Chapel are completed. The proposal therefore would be acceptable in this instance.

Overall Housing Mix and Reduction in homes

6.3.40 London Plan (2021) Policy H10 states that schemes should generally consist of a range of home sizes. To determine the appropriate mix of home 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 homes 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.

6.3.41 The London Plan (2021) states that boroughs may wish to prioritise meeting the most urgent needs earlier in the plan period, which may mean prioritising low cost rented homes of particular sizes.

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

6.3.43 The existing mix of housing within the proposed development is as follows:

Homes Existing		
No of beds	No of homes	%
Studios	48	78.69
1	1	1.639
2	12	19.67
3	0	0
Total	61	100%

6.3.44 The overall mix of housing as percentage proposed development is as follows:

Homes Proposed		
No of beds	No of homes	%
Studios	7	14.58
1	17	35.42
2	18	37.5
3	6	12.5
Total	48	100%

6.3.45 The proposed housing split between refurbished structures and new-build is as follows:

Refurbishment		
Home type	No of Beds	Total homes
1	1-bed	8
2	2 bed	12
3	3 bed	6
4 (Gatehouse)	2 Bed	1
Total		27
New-build		
Apartments	Studios	7
Apartments	1 bed	9
Infill (new house)	2 Bed	1
Pavilions x 2	2 bed	4
Total		21
Overall Total		48

6.3.46 Proposed Floorspace (sqm) for each housing typology.

	Existing Structures				
House Type	No.	Beds/Storeys	Proposed Floorspace	London Plan Standards	Compliance
Single House (Type 1)	8	1bed/2 storey	47.7	58	No

Amalgamated houses – no extension (Type 2)	12	2 bed/2 storey	97.4	79	Yes
Amalgamated houses + new rear extension (Type 3)	6	3bed /2 storey	123.3	93	Yes
Gatehouse (Type 4)	1	2 bed / 2 storeys	84.8	79	Yes
New-build					
New house (Type 5)	1	2 bed /2 storey	104.3	79	Yes
Pavilions	4	2 bed	66.7-69	61	Yes
Apartment Block (Studios)	7	Studio	37-37.5	37	Yes
Apartment Block (1 beds)	9	1 bed	50	50	Yes

6.3.47 Of the 44 existing homes, 8 homes would be returned to their original layout; 24 homes would be adapted to create 12 x 2 bed houses with each combining 2 of the existing homes, and 12 homes would be adapted to create 6 x 3 bed houses with each combining 2 of the original homes and adding modest two-storey, rear extensions. The overall proposal, when comparing the existing quantity of homes to the proposed quantity, would result in a net loss of 13 homes.

6.3.48 Whilst the proposal would result in a net loss of homes, the overall residential floorspace would increase by 1,451.70sqm (a 50.83% increase on the current floorspace). This increase not only allows for entirely new homes to be provided but also for the floorspace of 6 existing properties to be increased to meet modern day space standards. This would provide a better mix of home sizes and provide larger homes, with the existing housing configuration not meeting current space standards.

6.3.49 The reduction in the number of homes is largely due to the reconfiguration of the existing homes which have previously been sub-divided into smaller homes, resulting in almost half (48%) of the site being studio flats; the smallest type of permissible homes and the least desirable within this part of the borough. These studios are significantly below contemporary London Plan space standards, with many only 29.2sqm gross internal area (GIA). As such, the existing homes provide sub-standard accommodation which would not be permissible today. The minimum GIA for a studio flat within The London Plan is 37sqm, significantly more than the existing homes. The proposal offers the opportunity to reconfigure some homes to modern-day space standards, whilst returning others to their original configuration (two-storey terraced houses). All new-build homes would meet contemporary standards

New Family Housing

6.3.50 In addition, the east of the borough is a designated 'Family Housing Zone', due to previous house conversions into flats which have increased pressure for family-sized homes (3 bedrooms) of which none are currently provided on site. The scheme, however, proposes 6x3 bed homes suitable for family use.

6.3.51 The proposed development would reduce the number of studio homes from the current 78.7% of homes (48 dwellings) to 14.6% of homes (7 dwellings). There would be a substantial increase in 1 bed and 2 bed homes on the site, as well as the 6 new, family sized homes (3 beds). The majority (all but 8) of new or reconfigured homes would meet or exceed minimum floorspace standards outlined in The London Plan (2021).

6.3.52 Properties exceeding required space standards include the amalgamated houses (no extension) which would be 97.4sqm, significantly above the 79 sqm required for a 2 bed/2 storey home. The amalgamated houses (with new rear extensions) would be 123.3sqm, 30sqm above the 93sqm required for a 3bed /2 storey house. In addition, the proposed new house would be 104.3smq which is above the 79sqm required for 2 bed /2 storey homes and the proposed 'pavilions' would contain 66.7-69sqm homes, above the 61sqm required for 2-bedroom homes. Lastly, the proposed 1-bedroom homes and new-build studio apartments would meet, the London Plan space standards.

6.3.53 The exception are eight previously converted homes (flats) which will return to their original floorspace of 47.7sqm. Whilst this is below the current London Plan standard for 1bed/2 storey homes (58sqm), this is the original 1860s floorspace and therefore is a restoration of historic floorplans. As such, this shortfall is considered acceptable in this instance.

6.3. 54Officers consider that the scheme provides a good mix of homes which would deliver a range of home sizes and introduces family housing to meet local housing requirements. The net reduction in homes is considered acceptable given the

significant overall increase in residential floorspace, the higher quality of each living space, as well as the restoration of the original floorspace to homes.

- 6.3.55 As such, it is considered that the proposed tenure, mix and quality of housing provided within this proposed development and location is acceptable, and in general accordance with the development plan.

6.4 Heritage Impact

Policy Context

- 6.4.1 Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 6.4.2 Paragraph 202 of the NPPF states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.
- 6.4.3 Policy HC1 of the London Plan 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. Policy SP12 of the Local Plan and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.4.4 Policy DM9 of the DM DPD further 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.

Legal Context

- 6.4.5 The property is located within the Bruce Castle and All Hallows Conservation Area. There is a legal requirement for the protection of conservation areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are 'the planning Acts'."

- 6.4.6 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 6.4.7 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case states that 'Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given 'considerable importance and weight' when the decision-maker carries out the balancing exercise.'
- 6.4.8 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.4.9 An authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other, if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.10 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.

- 6.4.11 The Council's Conservation Officer has reviewed the proposal and its impact on heritage assets and notes that the Drapers Almshouses (Nos 1-61 Edmansons Close), its associated Chapel and Gatehouse (Lodge) form a group and are Grade II listed buildings. The site lies within the Bruce Castle and All Hallows Conservation Area and to the rear is the Grade II listed Tottenham Magistrates Court.

Listed Buildings

- 6.4.12 The Conservation Officer advises that the property is formed of a group of five buildings centred around three sides of a central green (quadrangle) with two short wings along the street. The chapel forms the focal point, facing onto the middle of green, with the gatehouse set slightly apart from the main group to the south-west along Edmonson Close. The almshouses date from 1868-9 and were designed by Herbert Williams for the Drapers Company which replaced three of their original lost almshouses. The almshouses are two-storeys designed in High Victorian Gothic style with polychromatic brickwork. The main buildings are formed of London Stock brick with red and black brick dressings and detailing and some stonework. The front facades have highly detailed gabled dormers and porches.

- 6.4.13 The chapel is taller than the houses and has a stone portico with gothic arched window which sits under an angled fleche, which gives the communal building prominence. To the rear, the elevations are simpler with no ornamentation as these would not be seen by the public or visitors; however, these retain their original openings and windows. The external appearance of the almshouses, their composition, design and consistency and retention of original features, contribute to their aesthetic value.

Internal Alterations

- 6.4.14 Internally the existing buildings have been significantly altered, with significant floor plan alterations occurring in the mid-late C20, when the cottages were altered into their current layout.

- 6.4.15 The composition and design of the buildings also contribute to the buildings' illustrative historic value as a type of almshouse associated with Victorian philanthropy. The prominent chapel, plan form and architectural detailing are important characteristics of almshouses and, in addition to their architectural interest, also demonstrate historic qualities, such as the projection of piety and corporate status. The historic association with the Drapers Company, and with the company's Herbert Williams who also designed the Drapers Court and the Drapers' College (later High Cross School) in Tottenham High Road also contributes to the buildings' significance.

Conservation Area

6.4.16 The Bruce Castle and All Hallows Conservation Area is defined by its historic buildings and their relationship to their respective historically significant open spaces, contrasting the surrounding later residential development. Alongside Bruce Castle and All Hallows Church, the Drapers Almshouses form one of the three important historic open spaces which survive in the Conservation Area, with the almshouses forming an important landmark. The group of buildings form an important part of the character and appearance of this part of the conservation area, and positively contribute to its significance. There is a Conservation Area Appraisal and Management Plan (2019) for Bruce Castle and All Hallows Conservation Area.

Surrounding Heritage Assets

6.4.17 The other heritage asset which the development site lies within its setting is the adjacent Grade II Listed Tottenham Magistrates Court. The building is a well surviving suburban police court from 1937, associated with the noted W.T.Curtis. The building's interest primarily lies within its architectural design; however, it also has links to the almshouses, as it was built on the site of a girl's orphanage formerly supported by the Drapers Company.

Unsympathetic additions

6.4.18 Whilst the site has significant heritage value, the character, whilst largely intact, has been eroded by unsympathetic additions, namely the two-storey residential infill development fronting Bruce Grove, a single storey laundry building to the rear of the almshouses and single storey additions to the rear of the chapel. Each are considered to detract from the character and appearance of the listed buildings and the wider conservation area.

6.4.19 The Conservation Officer advises that the proposed design has benefitted from extensive pre-application discussion and formal design reviews that have sought to address both the heritage sensitivity of the development site and the opportunity to manage change within the heritage setting through informed and sensitive design. The application has been amended since the original submission. These amendments are discussed below within each element of the proposal.

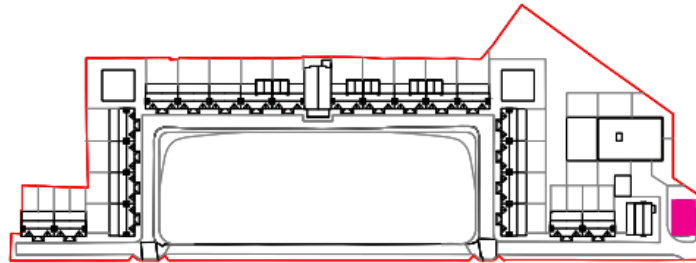
Alms Houses & Gatehouse

6.4.20 The Conservation Officer advises that the almshouses were heavily altered internally in the 1970s, converting the cottages into flats. As such, the internal alterations proposed would affect more modern building fabric than historic interiors. Some of the proposals (blocks 1 and 5 and the gatehouse), would restore the original cottage footprint whilst the remainder of the proposals include incorporating 2 original homes into one house.

6.4.21 The reconfiguration of the almshouses proposes changes to the original, although less prominent and less ornamented rear façade, with changes to ground floor fenestration and the inclusion of 6 x two-storey extensions, which would allow the size of the homes to be increased and 6 family-sized homes (3 beds) to be provided where there are currently none.

6.4.21 With the demolition of the existing residential infill development facing Bruce Grove, the gatehouse would be returned to its original, detached state, with a small change to the rear doorway proposed. The original north façade of the gatehouse would be revealed and restored to its original state.

Fig 3 - The Gatehouse



6.4.22 The Conservation Officer states that whilst the proposals would require partial demolition to the likely original rear walls and lean-tos, given that the original floor plan has been lost, this is likely to cause a limited amount of harm to the significance of the listed buildings.

6.4.23 The Conservation Officer advises that as part of the application process there has been a considerable development of the design. The changes in the design to the almshouses consist of:

- Revision of the rear elevations to accommodate the retention of the original windows to the ground floor and the original rhythm of the rear elevations
- Associated minor alterations to the ground floor layouts
- Associated lower extent of demolition

6.4.24 The amendments have alleviated the previously raised concerns that the rear demolitions would cause harm to the significance of the listed buildings and these amendments are welcomed and in line with the officers' recommendations.

6.4.25 Whilst the condition survey and more detailed heritage statement demonstrate that the interior of the buildings have undergone a considerable redevelopment in the late C20, there are also a lot of modern finishes which, although unlikely, may be overlaid on top of more historic fabric. It is recommended that a contingency condition is attached to the listed building consent so that if any historic fabric is uncovered it can be appropriately accommodated within the design.

6.4.26 As the buildings will undergo a large permanent change including areas of demolition and subdivision it is recommended that a level 1 building recording is undertaken in line with best practice and NPPF paragraph which states:

‘Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.’

6.4.27 Given the Grade II status of the building, and the demonstrated condition of the interior of the building a level 1 recording, as set out in Historic England’s: Understanding Historic Buildings: A Guide to Good Recording Practice, should be sought. A condition for a written scheme of investigation is recommended. Officers have added the condition accordingly.

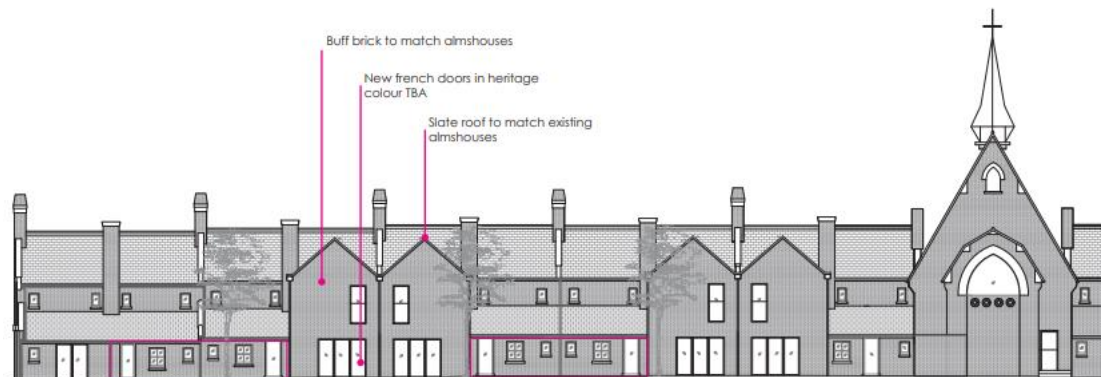
6.4.28 Officers recognise that whilst, less prominent and ornamental, the rear façade of the almshouses still contribute to the significance of the heritage assets. Revisions have allowed a greater level of the original façade to be retained whilst also allowing the site to increase the standard and tenure of homes offered on site. The changes to the rear façade when weighed against the benefit of higher quality homes, new family homes as well as overall investment in the listed building, which are currently vacant, is considered justifiable in this instance, providing significant public benefit.

6.4.29 Officers also note that the proposed two storey rear extensions are sympathetic in their design, being gable-roofed in materials to match the existing. The extensions would sit below the ridge line of the existing cottages and as such will not be visible from the front of the properties. The most significant views of the almshouses, from the front, will remain unaltered and as such this aspect of the proposal is considered acceptable.

Figure 4 – Proposed demolition

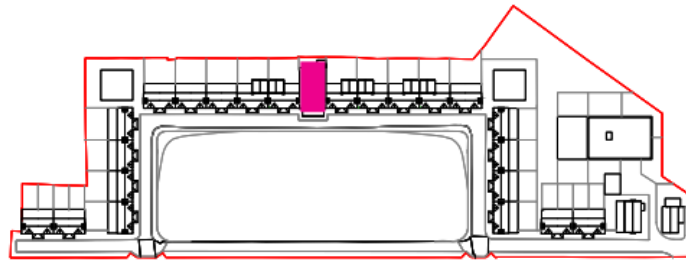


Figure 5 – Proposed rear elevation (amended)



Chapel

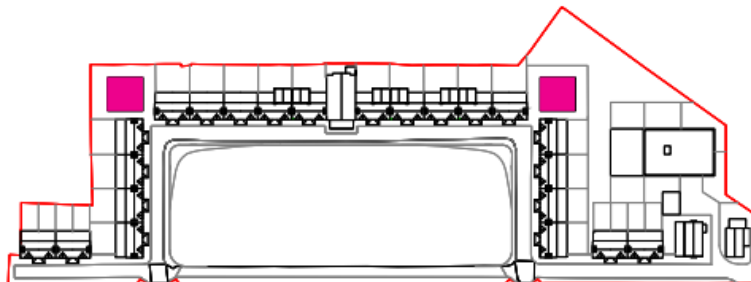
6.4.30 The Conservation Officer advises that the works proposed to the chapel include the demolition of the rear, single storey additions, the replacement in part with an accessible WC and a new staircase to the mezzanine. The replacement of the existing single storey buildings, and their replacement with a much smaller building, housing a WC, is considered to have a minor beneficial impact in the significance of the listed building as it would reveal slightly more of the chapel's exterior. The chapel will be refurbished with no further changes proposed.



6.4.31 Internally the works included in the plans appear relatively minimal, the installation of a new staircase would not cause harm to the significance of the listed building, subject to detailed design.

Pavilions

6.4.32 These two proposed new buildings are located in the underused corners formed by the terraces and are modest in size, simple in design and subservient to the more ornate almshouses. Proportions of windows match those of the almshouses and a simple head jointed brick banding takes precedent from the brick banding of the almshouses. There will be short glimpses of the buildings from around the site. The architecture is modest and will be built in brick to match the historic buildings with generous inset balconies placed to get the best views of the surrounding landscape.



6.4.33 The Conservation Officer states that the scale and massing of the proposed pavilions and the new flat block have been refined and demonstrate that they would not have an overbearing impact on the almshouses. The flat blocks, whilst

visible from within the square, have been set back so they would not be prominent features and the block's size has been reduced so that it is not visible above the ridgeline of the almshouses.

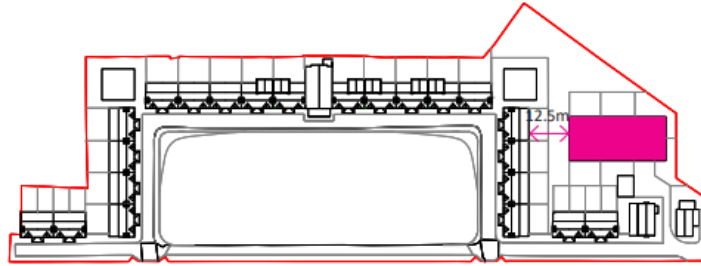
- 6.4.34 The design of the proposed flat-roofed blocks has taken a contemporary approach, allowing the buildings to be read as modern interventions rather than a pastiche of the original Victorian architecture. The design of the buildings, is not considered overbearing, reading as subservient to the original structure. Materials and detail quality can be ensured through condition.



Figure 5 – 'Pavilion' extension when viewed from quadrangle.

Apartment Building

- 6.4.35 On the site of the existing 1970s laundry building, a new apartment block is proposed. At 2-3 storeys, the freestanding block would be larger than the proposed pavilions and would continue the simple and contemporary design aesthetic. Again, the concept is a subservient form of architecture designed to complement, rather than emulate the original Victorian Architecture of the existing structures.

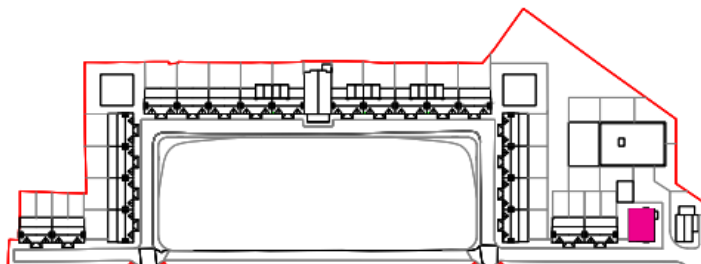


6.4.36 The Conservation Officer states that the scale and massing of the proposed apartment block has been refined and as with the proposed pavilions has demonstrated that it would not have an overbearing impact on the almshouses. The apartments would have limited visibility from the street, being located behind the almshouses and set back from their rear facades. The Conservation Officer states that the block would not be a prominent feature and would not be visible above the ridgeline of the almshouses.

6.4.37 The building would be positioned further away from the almshouses and finished in materials to match both the alms-houses and proposed pavillions. The building would step down in height from three to two storeys towards the almshouses and is not visible from any part of the main quadrangle. The entrance would be visible from Bruce Grove and this would improve wayfinding.

New House

6.4.38 An entirely new, additional home, replicating the design of the almshouses, is proposed on the site of the existing 1970's residential infill development. The previous infill development is perhaps the most significant and most prominent detractor to the listed buildings and the conservation area, in particular the gatehouse which abuts the block.



6.4.39 The demolition of the block is welcomed and the more sympathetic, two storey, pitched roof design considered more in keeping with the historic context. Whilst one dwelling, the proposal has been designed to resemble two dwellings, following the modest rhythm of the alms houses which read as single terraced houses. This would be achieved with architectural details such as coping to the roofslope and chimneys to each side of the house. Whilst contemporary in appearance, the scale

and massing matches that of the original almshouses, ensuring a respectful relationship between the two.



Figure 6 – Outline of proposed new-build development behind existing almshouses

Servicing, Retrofitting & Renewables

6.4.40 As part of the development of the sustainability statement during the application process, more works to retrofit the listed buildings and a deeper retrofit of the listed buildings is now envisioned. This will now include:

- Secondary glazing to original windows
- Internal wall insulation
- Loft insulation
- Under floor insulation
- Air Source Heat Pumps (ASHP) to most homes
- Solar panels and ASHPs proposed to the flat blocks have been refined to alter the number and location of these units, and to ensure they are not visible from the ground

6.4.41 The Conservation Officer states that there is a need to balance increasing the energy efficiency of the listed building against causing harm to the listed building. This is supported in Historic England's Document 'Historic Alms Houses – A Guide to Managing Change', which states that 'Comfort is an important contributor to the quality of life of residents in an almshouse and energy improvements therefore an important requirement. In the light of the Government's declaration of a climate emergency, and the need for residential buildings to be more energy efficient, a more sustainable approach is needed for the improvement of their energy and carbon performance'. The document continues, stating that 'Almshouses will need to comply with the domestic minimum energy efficiency standards (MEES) where the property is let domestically'. Conservation and Sustainability officers have carefully developed the sustainability strategy with the applicant, and these measures have been carefully considered as in principle the best way to balance both the heritage and energy efficiency aspects of the proposal.

6.4.42 The detailed design of these interventions will need to carefully take into account the significance of the listed buildings as well as technical considerations to ensure the long-term condition of the listed buildings. This will need to be controlled through the detailed design stage which can be accommodated through a set of conditions. Conditions have been recommended accordingly.

Conclusion on Heritage Impact

6.4.43 The Conservation Officer has advised that the harm would be 'less than substantial', (making Paragraph 202 of the NPPF relevant), and concludes that the proposed scheme is acceptable from a conservation perspective as it will lead to a very low, less than substantial harm to the significance of the conservation area and its assets. Officers consider this low level of harm would be outweighed by the public benefits of the proposed development, namely repairing the listed chapel, alms houses, gatehouse, the removal of unsympathetic structures including the existing laundry, 1970s infill development, chapel rear boiler room extension and the reconfiguration and upgrading to the quality of the accommodation which currently falls well below London Plan space standards (See housing section). In addition, upgrades to energy efficiency, the landscape setting and the removal of car parking (excluding 5 accessible bays) will significantly enhance the lifespan of the listed building as well as enhancing the wider conservation area.

6.4.44 Conditions have been imposed on any planning permission granted requiring further details of the design, material specification and method statements related to demolition, repair works to the listed buildings to ensure that the character and appearance of the conservation area are effectively enhanced.

6.4.45 Given the above and the support from the Design Officer and the Quality Review Panel, the proposed development in conservation and heritage terms is therefore acceptable.

6.5 Design and Appearance

National Policy

- 6.5.1 Chapter 12 of 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.
- 6.5.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.5.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).
- 6.5.4 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increase due to the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

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

6.5.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on three occasions. The panel, on the whole supported the scheme.

6.5.9 The full and most recent Quality Review Panel (QRP) report is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

The panel 'supports the scale of the proposals, the refurbishment of the chapel, the extension of the almshouses and the adjustments to the infill building on Bruce Grove.

However, there are still some aspects of the proposals that would benefit from some further consideration. These include the arrangements for cycle parking, the entrance sequences, and circulation layout within the new-build elements. The scheme would also benefit from a greater level of articulation and detail within the elevations of the new buildings, and from further clarity and control of the landscaped area in front of the new apartment building.

The design team will need to negotiate a careful balance between heritage requirements and energy efficient design; this should be undertaken in cooperation with Haringey officers. The panel would also welcome greater clarity of intention within the drawings in terms of the technical design of the development, which should include showing elements like air source heat pumps and photovoltaic panels within the drawings. The panel also highlights the importance of producing additional three dimensional (CGI) images to show the detail of all of the new-build elements, and the relationships between the new buildings and the existing buildings.'

The Quality Review Panel was 'delighted with the way that the scheme has progressed, and it looks forward to seeing the proposals come to fruition. Some comments on the details of the scheme remain, but the panel feels that these can be addressed in consultation with officers'.

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

Table 1

Panel Comment	Officer Response
1. It will be an important development for the borough.	This is noted. The site is in urgent need of regeneration and provides an important opportunity to bring vacant homes back into use, to deliver a mix of housing to the borough in a sustainable location. This will include a wide number of benefits such as sensitive restoration of listed buildings; improved sustainability, landscaping and biodiversity; a car-free scheme; high-quality design; and optimisation of a brownfield site.
2 The proposals are moving forward well and represent a substantial amount of work by the applicants.	The applicants and officers have been in discussion and working on the proposal for over a period of 15 years to arrive at the most suitable design for the site, whilst fully accounting for heritage considerations.
3 The panel is warmly supportive of the scheme, and of the way that the project team have responded to feedback from the two previous reviews.	Noted.
4 The panel supports the scale of the proposals, the refurbishment of the chapel, the extension of the almshouses and the adjustments to the infill building on Bruce Grove.	Noted.
5. There are still some aspects of the proposals that would benefit from some further consideration. These include the arrangements for cycle parking, the entrance sequences, and circulation layout within the new-build elements. The scheme would also benefit from a greater level of articulation and detail within the elevations of the new buildings, and from further clarity and	The cycle parking for residents of the new apartment block is proposed to be located in a single building of brick construction close to the apartment building. The cycle storage building was reduced in height and the front elevation has been landscaped with a green wall. Visitor cycle spaces are proposed to be located on the western slip road and will

control of the landscaped area in front of the new apartment building.	be in a covered shelter – the full detail to be agreed via planning condition. The entrance to the apartment building has been adjusted so that it is visible from Bruce Grove making wayfinding easier. The 'staggered' footprint of this building has been redesigned to form a simple rectangle with clear accessible circulation. The new buildings have been designed in more detail, such as the addition of head jointed brick banding taking their precedent from the brick banding of the almshouses, stone copings, stone cills, and solar shading sliding screens to the south elevation of the apartment building. A full Landscape Design Statement has been prepared and proposes a 'welcome garden' in front of the apartment building with ornamental planting, seating and stepping stones to create a social space.
6 The design team will need to negotiate a careful balance between heritage requirements and energy efficient design. This should be undertaken in cooperation with Haringey officers. The panel would also welcome greater clarity of intention within the drawings in terms of the technical design of the development, which should include showing elements like air source heat pumps and photovoltaic panels within the drawings. The panel also highlights the importance of producing additional three-dimensional (CGI) images to show the detail of all of the new-build elements, and the relationships between the new buildings and the existing buildings.	There has been a number of meetings between the applicants and carbon management and heritage officers. This has involved many proposed adaptations and discussions, to reach an agreed balance on heritage and sustainability matters. ASHPs and PV panels have been included on the planning application drawings for clarification. Additional CGIs have been prepared to show the relationship between old and new as well as additional site sections.

7 The panel concluded that it is delighted with the way that the scheme has progressed, and it looks forward to seeing the proposals come to fruition. Some comments on the details of the scheme remained, but the panel considered that those could be addressed in consultation with officers.	As set out above, the specific comments raised have been carefully taken on board and there has been on-going dialogue with officers to ensure the application submission addresses all points raised.
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Height, Bulk and Massing

- 6.5.11 The Council's Design Officer has been consulted and notes that the height, massing and scale of the proposed new-build part of the development which is a maximum of three storeys in height, would successfully respond to the site's context and existing built form of surrounding buildings.
- 6.5.12 The proposal has been designed to be 'subordinate' to existing structures sitting respectfully as a secondary element, allowing the original architecture to be read as the centrepiece of the site. This has been achieved by locating the main additions to the rear of the site, behind and below the ridgeline of the Victorian structures. The new structures would not reach beyond three storeys, with the corner pavilion and additional dwelling (replacing the infill development facing Bruce Grove) being a modest two storeys and the proposed apartment building being staggered between two and three storeys with the three storey element shifted away from the rear of the Alms Houses reducing both the visual impact on the heritage asset as well as potential overshadowing and amenity impacts.
- 6.5.13 Overall, officers consider the proposal to be sensitively designed in terms of height bulk and massing, respecting the modest proportions of the historical architecture and limiting the visual impact on the conservation area. The proposal has been designed in consultation with both the Design Officer and Conservation Officer and as such is considered acceptable in this regard.

Form, Rhythm and Fenestration

- 6.5.14 The primary form and massing of the site is retained with the rows of houses around the central quadrangle and a shorter row fronting Bruce Grove retained. Whilst additions are proposed, they are largely to the rear of this arrangement, allowing this original form and rhythm to be still read as the primary form and character of the site. Then proposal would enhance this form, with the removal of the existing 1970's infill development facing Bruce Grove and its replacement with an additional house, which more sympathetically sits within this established form.
- 6.5.15 The Design Officer states that the modifications to the retained property which included two storey rear extensions and changes to the ground floor fenestration

have been carefully designed to satisfy heritage considerations, following close consultation with the council's Conservation Officer and are considered in design terms to be compatible, modest and elegant.

6.5.16 The additional house, next to the existing gatehouse, is designed as a contemporary reinterpretation of the typical alms house, whilst also responding to, and to an extent, reflecting that of the gatehouse. Its simple, uncomplicated design, including the blank end gable facing Bruce Grove, reflects the existing almshouses.

6.5.17 Both new blocks (the one larger apartments block and the two corner blocks) are of a simple design, a rectilinear form and a modest, recessive rhythm of fenestration, between their stronger projecting horizontal bands and flat roofs. Their forms mark them out as contemporary, avoiding competing with the existing almshouses or being mistaken for part of the original development. Considerable care has gone into ensuring they will provide good quality homes, in attractive, private, landscaped settings, with clear routes of approach, whilst being hidden and tucked away from the main historic set pieces of the great central landscaped courtyard and of the Bruce Grove frontage.

Site Layout, Streetscape Character

6.5.18 The Design Officer states that the proposal layout is considered acceptable in urban design terms. There is a clarity between public and private realms, with the only new areas of public realm being the short roadway/path to the communal front door of the flatted block, and the gated path to the small 'wild garden' in the north-east corner of the site.

6.5.19 The route to the flatted block, although somewhat crooked, maintains a clear sight line from Bruce Grove to the front door, is short, well overlooked from the flatted block and surrounding houses, including the front door to the new gatehouse, and would be otherwise bounded by high hedges to the private gardens to the existing and new gatehouse and two of the ground floor flats. Details of the security of these boundaries should also be secured by condition.

Materials and Detailing

6.5.20 The Design Officer advises that the materials and detailing have been carefully considered. The main, proposed materials are to be yellow buff brick, with a darker contrasting buff across horizontal banding. The choice is designed to complement and provide a link between listed structures, including the Chapel and cottages, and the proposed new-build structures. This provides elevational richness to the development's composition as requested by the Quality Review Panel, without letting the new buildings stand out or compete with the listed buildings. In addition, grey slate will be used on the roofs to match the existing with cast iron used for hoppers and rainwater pipes in visible areas. Buff coloured stone is proposed for dressings, lintels and cills. The use of high-quality materials is considered to be

key to the success of the design standard. As such, a condition is recommended that requires further details and physical samples of the materials.

- 6.5.21 Conditions have also been recommended on any grant of permission requiring key details in both new-build elements and alterations and extensions to existing buildings, to ensure durability, elegance and compatibility with the existing listed buildings. This should include balcony cills, balustrades, and soffits, parapets to flat roofs, eaves, verge and ridge details to pitched roofs and window details to new and extended or altered existing blocks, as well as junctions to existing buildings.

Design Summary

- 6.5.22 The proposal will provide modest but elegant new residential buildings, providing much needed new housing, as well as restoring and sympathetically extending the existing chapel and homes which are currently vacant. The proposed height, proportions, fenestration and materials are appropriate, elegant, and give the proposals a confident, contemporary and complementary appearance; picking up on neighbouring existing heights, proportions and materials in a modest contemporary interpretation. The proposal promises to be of excellent quality and would greatly improve the relationship to the street and its neighbourhood, whilst being sensitive to the heritage and landscaped settings.
- 6.5.23 Therefore, the proposed design is considered to be appropriate, sympathetic and high quality and in line with the policies set out above.

6.6 Residential Quality

- 6.6.1 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 homes and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.6.2 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

Indoor and outdoor space/accommodation standards

- 6.6.3 All proposed, new-build dwellings would exceed minimum space standards. In addition, the historic housing would either be returned to their original floorspace prior to conversion (8 homes), or extended with two storey, rear extensions to exceed contemporary floorspace standards. Whilst the eight homes do not meet

current floorspace standards, this is the original, historic floorspace and as such is acceptable, with the proposal simply restoring the homes to their original layout. All homes would have private amenity space in the form of private gardens, terraces and balconies that meets the requirements of the Mayor's Housing SPG Standard. The site is also immediately adjacent to a public park.

- 6.6.4 The Design Officer states that 'all (new) house and flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards. All flats and houses are at least dual aspect, many triple, with northerly aspects avoided, and almost all flats and houses benefit from at least one sunny south-easterly or south-westerly aspect. The only exceptions being the two flats in the north Corner Pavilion' and three flats in the proposed Apartment Building, which are dual north-east and north-west facing, but benefit from views over particularly well landscaped areas within the site or its neighbours.
- 6.6.5. Officers acknowledge the generous private gardens provided to all houses and ground floor flats, and balconies that would be provided to upper floor flats. In addition, all flats and houses would have access to the generous landscaped shared private communal central courtyard, which provides landscaped relaxation and children's play space to more than meet needs and requirements.
- 6.6.6 As such, the proposed indoor accommodation and outdoor space proposals are considered acceptable and generally in accordance with the above policies.

Accessible Housing

- 6.6.7 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.
- 6.6.8 All new homes within the proposals will meet Policy D7 (Accessible Housing) of the London Plan and policy DM2 (Accessible and safe environments) of the Local Plan. The proposals also meet the London Plan (2021) Policy D7 which requires at least 10% of homes to be 'wheelchair user dwellings' M4(3) and 90% to meet Building Regulation M4(2):
- M4(2): Category 2 – Accessible and adaptable dwellings. This requirement is met when a new dwelling provides reasonable provision for most people to access the dwelling and includes features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.

- M4(3): Category 3 – Wheelchair user dwellings. This requirement is achieved when a new dwelling provides reasonable provisions for a wheelchair user to live in the dwelling and have the ability to use any outdoor space, parking and communal facilities.

6.6.9 In total the scheme proposes new 21 new-build homes as follows:

- 16 flats (apartment building);
- two corner pavilion buildings, comprising two apartments each (4 in total); and
- one new-build house

6.6.10 10% of these homes are allocated as wheelchair accessible (3 homes).

The 3 x one bed flats on the ground floor of the proposed apartment building will be Building Regs (Part M) M4(3) wheelchair user dwellings.

6.6.11 Five wheelchair accessible car parking spaces are provided around the central quadrangle.

Child Play Space provision

6.6.12 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.

6.6.13 The site has substantial open green space with the front quadrangle being the most notable space. Given the heritage setting, no formal, cordoned-off play area on the front quadrangle has been proposed as this would impact the views of the heritage assets. However, the applicants have agreed that the front green should include an area of natural play comprising balance beams, logs etc so it would blend more sympathetically and provide a more fluid play space.



Fig 7: Indicative landscaping plan

Outlook and Privacy

6.6.14 All flats and houses would be at least dual aspect, many triple, and given the site alignment northerly aspects are avoided and almost all flats and houses benefit from at least one sunny south-easterly or south-westerly aspect, the only exceptions being the two flats in the left hand Corner Pavilion, and three flats in the Apartment Building, which are dual north-east and north-west facing, but benefit from views over particularly well landscaped areas within the site.

6.6.15 Generous private gardens would be provided to all houses and ground floor flats, and balconies are provided to upper floor flats. All flats and houses have access to the generous landscaped shared private communal central courtyard, which provides landscaped relaxation and children's play space to more than meet needs and requirements.

6.6.16 In terms of privacy, the balconies have been carefully designed to ensure there is no overlooking/loss of privacy issues within the proposed development.

6.6.17 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed homes.

Sunlight/Daylight /overshadowing – Future Occupiers

6.6.18 Daylight and sunlight studies have been undertaken to assess the levels of light within the proposed development. The study is based on the numerical tests in the new updated Building Research Establishment (BRE) guidance 2022. Specialist 3D modelling and daylighting software has been used to predict internal daylight and sunlight levels for the proposed scheme against the above guidance.

6.6.19 The BRE suggests a set of recommendations to safeguard the daylight to main rooms (living rooms, kitchens and bedrooms) of nearby buildings when a new development or extension is proposed. The guidance provides a decision chart with sequential tests to be used to determine the impact upon daylight availability of the existing dwellings before and after the new development. The assessment metrics and the methodology are as follows:

- Distance
- 25degree Obstruction Angle
- Vertical Sky Component (VSC)
- No Sky Line (NSL) – Daylight Distribution Line (DDL)/ No-sky view

New Development

6.6.20 The submitted study states that in terms of daylight, the illuminance method has been used to assess spatial daylight autonomy. Eighty five out of the 138 assessed habitable rooms (62%) meet the BRE recommended criteria.

6.6.21 In terms of sunlight, 101 out of the 138 assessed habitable rooms (73%) meet the BRE recommended criteria for sunlight exposure.

6.6.22 Overall, the proposed new development will experience good internal daylight and sunlight levels within habitable rooms. Those rooms which do not meet the recommended criteria are predominantly north facing living rooms or living/kitchen/dining rooms within the existing houses. These existing buildings are Listed, hence there is limited opportunity to make changes due to their heritage status.

6.6.23 It should also be noted that the new BRE Guide Site layout planning for daylight and sunlight (2022) has been used for the assessment. Under the 2011 version of this guide using average daylight factor (ADF) metrics, 92% of rooms would meet the BRE recommended criteria demonstrating a good level of internal daylight within the proposed development.

6.6.24 Although some of the proposed new homes would fall below the BRE guidance for sunlight and daylight levels, this is attributed to the fact that many of the new homes are 'existing' and can only be adapted as far as their Statutory Listed status allows. Furthermore, given the fact that these new homes would also benefit from the site's unique appearance (quality landscaping, historical value, ample private and open space and strong transport links) the benefits of this should be considered and weighed against the sunlight and daylight levels.

6.6.25 Overall it is considered the homes would benefit from adequate levels of daylight and sunlight and is in accordance with Haringey DM DPD policy DM1 and BRE) guidance.

Refuse

6.6.26 The development includes widening of the carriageway in places to facilitate easier access for refuse collection and other larger delivery and service vehicles. Swept path plots have been provided for a refuse collection vehicle and these are accepted by LBH Transportation Officers. A designated waste store has been proposed for the apartment building as well as for each individual house. LBH's Waste Management Officer has commented on the application and raises no objections subject to further details being provided via condition.

Secured by Design

6.6.27 The proposal has been developed to incorporate Secure By Design principles of designing out crime and crime prevention. The proposal intends to create a safe and inclusive environment for future residents. As part of this, the design has been prepared with security, safety and the avoidance of public nuisance in mind. The landscape design reinforces the sense of security with a strategy of planting and hard landscaping. The site would also benefit from a central security regime co-ordinated by building management

6.6.28 The Secured by Design Officer does not object to the proposed development subject to the imposition of conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme.

6.7 Impact on Neighbouring Amenity

6.7.1 London Plan Policy D6 outlines that design of new development proposals 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. These issues are considered below.

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 existing neighbouring residential properties.

- 6.7.4 The assessment finds that overall the impact of the development on existing neighbouring residential properties
- 6.7.5 In terms of daylight and sunlight impacts on existing neighbours, the study finds no loss of daylight and a small loss of sunlight to neighbouring properties (annual hours, but no loss for winter hours). This is a good performance for development in an urban location, especially considering that the existing site is unusual in having no buildings above one storey in the area closest to the houses on Elsdon Road. As such the proposal is within with Building Research Establishment (BRE) expectations and neighbouring properties are not impacted to a significant degree with properties retaining sufficient sunlight.

Privacy/Overlooking and Outlook

- 6.7.6 Concerns have been raised that the proposed development would result in a loss of privacy/overlooking issues, particularly with regards to the terraced homes immediately east of the site on Elsdon Road. This corner of the site is where there would be the greatest potential impact on existing residential amenity. In addition, also within situated this corner of the development, just to the south and next door to the existing Gatehouse there are flats at no. 68E is Bruce Grove.
- 6.7.7 The proposed apartment block would be closest to the houses on Elsdon Road, but it would be set out at about 45° to these houses, and its closest corner and would be approximately 18m from the nearest face of the houses' rear projection. Eighteen metres is considered to be an acceptable distance to avoid any material loss of privacy in an urban area. There is also fairly dense vegetation along the boundary, within both the application site and the neighbouring houses gardens, further softening any impact. Proposed landscaping will further densify the vegetation.
- 6.7.8 The layout of the proposals is largely determined by the existing property layout, with rear extensions to the original almshouses only modestly increasing their rear projections, and the four new build blocks would be set out within the form, pattern and separation between existing blocks in order to avoid overlooking between homes within the development.
- 6.7.9 Taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable material impact on local amenity in terms of loss of outlook or privacy.

Other Amenity Considerations

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

- 6.7.11 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. Officers accept the findings of this report.
- 6.7.12 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the established residential use of the site and the current urbanised nature of the surroundings.
- 6.7.13 Demolition and construction impacts are largely controlled by non-planning legislation and are of a temporary nature. Nevertheless, conditions have been imposed requiring details and control over the demolition and construction methodology.
- 6.7.14 Therefore, it is considered that the proposal would not have a material adverse 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 is located within the Bruce Grove North CPZ, which restricts parking to permit holders only Monday to Saturday, 0800 – 1830, there are extra extended hours on THFC events days. The development fronts onto Bruce Grove which is a part of Transport for London's Road Network (TLRN), who are the Highway Authority rather than Haringey Council. The proposal site has PTAL rating of 5 indicating that its access to public transport is very good 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 proposal site has convenient access to shops, services, facilities and transport links. Bruce Grove Overground station is only a 2min bike ride and approximately 7min walk from the site location.

Furthermore, in close proximity to the northern entrance are 2 bus stops which are served by bus routes 123 and 243.

Parking

- 6.8.4 The Transport officer notes that the revised proposal would be a car free development with the residents not being able to attain a parking permit, therefore there would be no need to increase on-street parking bays as no new demand will be generated from the development. This is further supported by the Bruce Grove North CPZ, which restricts parking to permit holders only for Monday to Saturday, 0800 – 1830. The proposal would provide 5 on street blue badge car parking spaces, which would meet the 10% blue badge parking requirement. Additionally, all accessible bays associated with the development must be for resident use only; and this would be secured within the proposed legal agreement.

Car Free

- 6.8.5 The original iteration of this application proposed 28 residential on-site car parking spaces, plus 2 visitor car parking bays; 81 long-stay and 2 short-stay cycle parking. At the request of officers, the proposal has been revised to accord with planning policies. A 'car-free' development is now proposed, and permits would not be allocated to the new properties for on-street parking. Due to the site's public transport accessibility level (PTAL) (5 - 'very good' access to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Cycle parking

- 6.8.6 For the residential provision proposed, to meet the numerical requirements of the London Plan, 81 residential cycle parking spaces and 3 visitor spaces should be provided. Locations for storage have been designated to the rear of each house as well as a designated storage area for the proposed apartment block.
- 6.8.7 Transportation Officers require fully dimensioned layout and installation details for the long and short stay cycle parking, to demonstrate adherence with the London Cycle Design Standards. This information is required prior to commencement of any physical works at the site. As such, a pre commencement condition is included.

Deliveries and Servicing

- 6.8.8 A deliveries and servicing management plan has been submitted with the application. The Transport officer notes that delivery and service vehicles and

refuse/recycling collection vehicles will progress along Edmansons Close, and a plot for a collection vehicle is included within the Transport Assessment. The Transport Assessment (TA) references location of bin stores within 25m of the collection point, and it is noted that Haringey's waste and recycling team have commented on the proposals and are supportive of the proposed arrangements.

- 6.8.9 As such, the proposed arrangements are considered to be satisfactory and this has been confirmed by the Waste Collection team subject to further details to be supplied via condition.

Construction Logistics and Management

- 6.8.10 The applicant has submitted a draft Construction and Logistics Plan detailing a number of aspects of the proposed arrangement. Additional refinements are required, which can reasonably be secured by a condition.

- 6.8.11 Overall, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.10 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 SI2 '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.

Carbon Reduction

- 6.10.4 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

6.10.5 The applicant has revised and updated their Energy Assessment and Statement on the advice of LBH Carbon Reduction Officers. The redevelopment now achieves a site-wide reduction carbon reduction of 65% (New Build – 75% and refurbishment 62%) and as such exceeds the 35% on-site target. This is achieved with efficient building fabric elements (roof, windows, walls etc.) for the new-build section of the proposal and refurbishment for the existing buildings, including the following systems.

- individual air-source heat pumps
- direct electric heating (for small 1-bed almshouses)
- 16kWp Solar Photovoltaic system

6.10.6 Although, there has been an improvement in the proposed building fabric specification of the refurbished almshouses, the very high Energy Use Intensity (EUI) and Space Heating Demand (SHD) would still result in high energy costs for the future occupants. The submitted Life Cycle costs analysis of the heating system for new build and refurbishment shows the heating system's operational costs for refurbished almshouses is almost 2.5 times than that for new build.

6.10.7 Officers acknowledge the heritage and conservation constraints in the existing dwellings in comparison to the new-build structures. The applicant is required to maximise all opportunities to improve the energy efficiency of the existing property and to minimise the EUI and SHD for better energy security of the occupants. The updated Energy Strategy shows that improvements to energy efficiency are secured for both the new-build and the existing structures and overall the scheme would meet zero-carbon policy requirements as outlined in London Plan Policy SI2. The imposition of planning conditions have been recommended to secure the benefits.

6.10.8 Given that overall, the proposed development achieves a site-wide carbon reduction of 65%, an estimated carbon offset contribution (and associated obligations) of £92,625 (indicative), plus a 10% management fee is required in order to meet the zero-carbon target for the site as a whole as required by London Plan Policy SI2. This is outlined in the Heads of Terms.

Green Energy - Refurbishment

6.10.9 A full electric heating solution for the scheme is proposed, including:

- Individual direct electric heating for one bed almshouses homes,
- Individual air source heat pumps for 2 and 3 beds almshouses and new build.

6.10.10 The applicant has explored opportunities to install Solar PV on the roof of the existing houses. In line with the heritage and conversation considerations, PV solar panels could be installed on the roof, as the panels would not be visible from street level. However these roofs are mostly oriented towards the north, which is less

efficient orientation, therefore Solar PVs are not proposed as part of the refurbishment.

Green Energy - New Build

6.10.11 A Solar PV system is proposed on all available new-build roof spaces. A 16kWp solar PV system is proposed with 47 panels of 350W each at an angle of 5-10 degrees towards a southerly direction. In line with the London Plan Policy SI2, the applicant must maximise the opportunity of on-site energy generation and therefore is required to provide evidence of maximising solar PV coverage on the available new build roof space at later stages. This is secured via condition.

Overheating

6.10.12 The Chartered Institution of Building Services Engineers (CIBSE) TM59 aims to provide a standardised approach to predicting overheating risk for residential building designs using dynamic thermal analysis. The overheating analysis has been revisited a number of times, and the final version has modelled fourteen representative homes from the new proposed dwellings using updated weather data for London DSY1-3 2020s. All dwellings would pass the CIBSE TM59 criteria when assessed assuming no usability constraints in opening of the windows, which indicates that the design makes good use of passive cooling features like natural ventilation and shadings, which help keep indoor temperatures comfortable

6.10.13 However, when applying the windows opening constraints for the accessible flats, where windows may not be opened at night due to safety concerns, the report indicated some risks of overheating. To mitigate this, it is proposed to install a small cooling unit called air tempering with the Mechanical Ventilation with Heat Recovery (MVHR) system within the affected dwellings.

6.10.14 The final design features to reduce overheating in the new dwellings are as follows:

- Natural ventilation with openable windows
- Solar control glazing with g-value of 0.40
- External shading provided by balconies to some apartments, as per design proposals
- External shading provided by an increase external reveal depth of 250mm
- External louvres sliding screens on south façade of the apartment building
- Enhanced mechanical ventilation rates of 2ach in bedrooms

6.10.15 Additional measures that could be used in future includes:

- A guide for residents on how to keep their homes cool
- Reflective blinds to reduce sunlight entering the home
- Plug-in fans to improve air circulation

- Utility cupboards and MVHR homes to be designed to include air tempering cooling boil-on homes as future mitigation measure

6.10.16 A CIBSE TM59 analysis of the existing dwellings has also been undertaken and the results shows the most spaces (Kitchen, Living and Dining) pass the CIBSE TM59 criteria while the bedrooms fail. Although bedrooms fail, the number of hot nights has been significantly reduced compared to previous assessments.

6.10.17 For refurbished dwellings, the proposed overheating mitigation measures are limited as it is historical building, and major adjustments cannot be made to the building fabric. They are:

- Improving glazing specifications
- Incorporating internal blinds
- Standing fans

6.10.18 An updated overheating report will need to be submitted to confirm the overheating mitigation strategy in the Overheating Assessment as well as future mitigation measures for both new build and existing parts of the development; this can be adequately addressed at a later stage, and as such this matter can be secured by condition. It should be noted that LBH Carbon Management Officers have worked alongside LBH Conservation Officers in seeking amendments to the scheme, balancing the need for energy efficiency and historic building conservation.

Summary

6.10.19 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions as this scheme will ensure existing historic structures are upgraded in terms of energy efficiency and new residential dwellings have been designed at a high sustainability standard. As such, the application is considered acceptable in terms of its sustainability.

6.11 Urban Greening, Trees and Ecology

6.11.1 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. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

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

6.11.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.11.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, 'trees play a significant role in improving environmental conditions and people's quality of life', where the policy in general seeks the protection, management and maintenance of existing trees.

Biodiversity Net Gain (BNG)

6.11.5 From 12th February 2024, the Environment Act 2021 introduced mandatory requirements to demonstrate at least 10% net gain for major planning applications. Applications submitted prior to this date are not required to demonstrate a 10% net gain.

6.11.6 This planning application was originally received by the council in September 2022 and as such BNG is not required by policy.

6.11.7 However the applicant has undertaken and submitted a Preliminary Ecological Appraisal. Any planting on site will incorporate the suggested measures outlined in the report, include the incorporation of native plants, integrated bat roosting and bird nesting, hedgehog gaps in fencing and bug hotels/ log piles where possible.

6.11.8 A landscaping condition has been proposed in order to finalise details on the proposed green spaces across the site both existing and proposed.

Ecology and Biodiversity

6.11.9 Within the site, amenity grassland, hedges, trees, and wildflower planting is proposed to maximise the number of native species assisting with achieving the highest ecological value.

6.11.10 Whilst these measures are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition.

6.11.11 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

Urban Greening Factor

6.11.12 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential.

6.11.13 The existing site currently comprises of trees, grassland, hedging and shrubs and impermeable hardstanding. The proposed development would include permeable paving, amenity grassland, shrubs, planting, hedges, trees, and green roofs and achieves a UGF of 0.4423 exceeding the London Plan Policy GF target of 0.4.

6.11.14 As such this is considered acceptable. Final details of landscaping would be secured by the imposition of a condition to secure a high-quality scheme with effective long-term management.

Trees

6.11.15 Fifteen are proposed for removal. This includes 1 x category B 'Moderate' Quality tree. The remaining 14 trees are either category C 'low quality' or category U 'Unsuitable to retain'.

<i>Category</i>	<i>Individual Trees</i>	<i>Groups of Trees</i>
<i>U (Unsuitable to retain)</i>	<i>6</i>	<i>0</i>
<i>A (High Quality)</i>	<i>0</i>	<i>0</i>
<i>B (Moderate Quality)</i>	<i>1</i>	<i>0</i>
<i>C (Low quality)</i>	<i>8</i>	<i>0</i>

6.11.16 The Council's Tree Officer has been consulted on the proposal and considers the removal of the above trees acceptable subject to suitable, high-quality replacements being provided, and an agreed aftercare programme. The replacements also offer the opportunity to enhance the setting of the listed buildings and the conservation area by improving the planting and landscaping to reflect the quality of the heritage assets. Given the lack of 'high quality' Category A trees and the number of existing 'low quality', category C trees, officers consider the replacement trees to significantly enhance the setting of the listed buildings and the wider heritage asset.

6.11.17 Twenty-three new trees (made up of 10 varieties) are proposed on the site, replacing the No.15 category U and C category trees proposed for removal. As such the site will benefit from a net-gain of eight trees, whilst also benefiting from the replacement of poor quality or unsuitable existing trees. Replacement trees include English Oak (2), Bird Cherries (2), Kanzan cherries (6) and Downy Birch (2).

6.11.18 The species have been informed by the Preliminary Economic Assessment and discussions with the Council's Arborist. The quantum and selected species outlined by the applicant are considered appropriate for the site as well as mitigating the loss of the trees outlined above. As such, this is considered acceptable and supported by officers.

6.12 Flood Risk and Drainage

6.12.1 Policy SP5 of the Local Plan and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources.

6.12.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood and Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately. Recommended conditions have been added accordingly.

6.12.3 Thames Water raises no objection with regards to water network infrastructure capacity and surface water drainage if the developer follows the sequential approach to the disposal of surface water. Thames Water recommends imposing an informative regarding and water pressure.

6.13 Air Quality and Land Contamination

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 the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.

6.13.2 The Council's Pollution Officer raises no objection to the proposed development in respect to air quality subject to the imposition of conditions and informatives which have been added accordingly.

6.13.3 Concerns have been raised about construction works however, these are temporary impacts and can be mitigated through an agreed a construction management plan which would include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

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 The applicant has submitted a Phase I Contaminated Land Assessment prepared by Geo-Smart Information Ltd (dated September 2022) which investigates Potential Sources of Contamination from a number of active and inactive industrial land uses within 51 – 250m of the site. The Preliminary Risk Assessment indicated a moderate/low risk. As such there LBH Pollution Officer raises no objection to the proposed development, subject to conditions.
- 6.13.6 As such, the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use would be secured by condition.

6.14 Fire Safety

- 6.14.1 London Plan Policy D12 states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The policy outlines 6 key areas relating to how the development proposal will function; this includes means of escape, features which reduce the risk to life, access for fire service personnel and equipment and provision of access to the development within the curtilage. The applicant has submitted a Fire Statement by Tetra Tech outlining a response to each criterion. Officers are satisfied that the above policy criteria have been met. In addition, a formal, detailed assessment will be undertaken for fire safety at the building control stage of the construction process.

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 Supplementary Planning Document (SPD) requires all major developments to contribute towards local employment and training.
- 6.15.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement.

6.15.3 As such, the development would have a positive impact in terms of employment provision.

6.16 Equalities

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

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

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

6.16.3 The scheme would provide a private market housing development, consisting of 48 homes in total through new build and refurbished properties, which can significantly advance equality under the UK Equality Act 2010 by addressing the needs of individuals across all protected characteristics. By providing a range of new and accessible housing, the scheme promotes age inclusivity, supporting both younger and older residents, and ensures reasonable adjustments for people with disabilities, fostering independence and dignity. In delivering a range of homes the scheme should not prejudice people undergoing gender reassignment, pregnant people or those in maternity, or people from diverse racial, religious, and cultural backgrounds. Furthermore, by applying inclusive design, the scheme would be able to support equality for all sexes and sexual orientations, ensuring that no group is disadvantaged. Overall, the scheme is expected to contribute to eliminating discrimination and advancing opportunity.

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

6.17 Conclusion

- Although no affordable homes can viably be delivered within this scheme, the provision of new high-quality housing through refurbishment of vacant homes and new build homes, including family housing, will contribute to the Borough's housing stock and targets. The site has been fully vacant since August 2024.
- The mix and quality of new-build accommodation are acceptable and either meet or exceed relevant planning policy standards. The dwellings have private external amenity space and all dwellings are in close proximity to a substantial sized open space – the central quadrangle.
- The design and appearance of the development responds appropriately to the local context and is supported by the Quality Review Panel
- The refurbishment works to the Grade II listed chapel are welcomed and would greatly improve and enhance the character of the building as a focal building within the site and would have a positive impact on the character of the listed building. The proposal to retain and carry out improvement works to remove an unsympathetic extension and undertake internal refurbishment works to the Grade II listed building are welcomed and will greatly improve and enhance the character appearance of the chapel as a focal building within the conservation area. Currently vacant, this heritage asset will be brought back into use and upgraded in line with contemporary housing standards.
- The proposed development would lead to less than substantial harm to the significance of the conservation area and its assets, which would be outweighed by the public benefits of the development; primarily in the form of additional housing and refurbishment of vacant listed homes and the chapel.
- The proposal would provide good quality hard and soft landscaping with 23 new trees; a net gain on 8 trees above the existing.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The revised development would be 'car free' and would provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives. There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The development would provide appropriate carbon reduction measures and a carbon off-setting payment to provide a zero carbon development, as well as site drainage and biodiversity improvements. The scheme would meet the Council's

sustainability objectives and provide an increase in urban greening and biodiversity. The proposed development would secure several obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £103,201.35 (1,451.70sqm x £71.09) and the Haringey CIL charge will be £85,490.61 (1,451.70sqm x £58.89). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT planning permission and listed building consent for the reasons set out in Section 2 above.

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APPENDIX 1. Planning Conditions and Informatives

Subject to the following condition(s):

Time Limit

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

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

Approved Plans

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

Site Location Plan db-001-P 1-1250 A3
Existing Site Plan db-010-P 1-500 A1
Ground Floor Existing db-011-P Rev 1 1-500 A2
First Floor Existing db-012-P 1-500 A2
Roof Plan Existing db-013-P 1-500 A2
Existing Long Sections AA BB db-014-P Rev 2 1-100 A1
Existing Long Section CC DD db-015-P Rev 2 1-100/1-200 A1
Existing Long Sections EE FF db-016-P Rev 2 1-100 A1

Demolition Site Plan db-017-P 1-500 A1
Block 1 Demolition Plan db-018-P Rev 2 1-100 A2
Block 2 Demolition Plan db-019-P Rev 2 1-100 A2
Block 3 Demolition Plan db-020-P Rev 2 1-200 A2
Block 4 Demolition Plan db-021-P Rev 2 1-100 A2
Block 5 Demolition Plan db-022-P Rev 2 1-200 A2
Block 1 Demolition Elevations db-023-P Rev 1 1-100 A2
Block 2 Demolition Elevations db-024-P Rev 1 1-100 A2
Block 3 Demolition Elevations db-025-P Rev 1 1-200 A2
Block 4 Demolition Elevations db-026-P Rev 1 1-100 A2
Block 5 Demolition Elevations db-027-P Rev 1 1-100 A2

PROPOSED

Proposed Site Plan db-030-P Rev 1 1-1250 A3
Proposed Block Plan db-031-P Rev 1 1-500 A2
Ground Floor Proposed db-032-P Rev 3 1-500 A2
First Floor Proposed db-033-P Rev 2 1-500 A2
Second Floor Proposed db-034-P Rev 2 1-500 A2
Roof Plan Proposed db-035-P Rev 2 1-500 A2
Block 1 Proposed Plans db-040-P Rev 2 1-100 A2
Block 2 Proposed Plans db-041-P Rev 2 1-100 A2
Block 3 Proposed Plans db-042-P Rev 2 1-200 A2
Block 4 Proposed Plans db-043-P Rev 2 1-100 A2
Block 5 Proposed Plans db-044-P Rev 2 1-100 A2

Blocks 1 Proposed Elevations db-045-P Rev 2 1-100 A2
Blocks 2 Proposed Elevations db-046-P Rev 2 1-100 A2
Block 3 Proposed Elevations db-047-P Rev 2 1-200 A2
Block 4 Proposed Elevations db-048-P Rev 2 1-100 A2
Block 5 Proposed Elevations db-049-P Rev 2 1-100 A2
Proposed Long Section AA BB db-050-P Rev 2 1-100 A1
Proposed Long Section CC DD db-051-P Rev 2 1-100/1-200 A1
Proposed Long Section EE FF db-052-P Rev 2 1-100 A1
Proposed Long Section GG db-053-P Rev 2 1-100 A1

HOUSE TYPE 1 - SINGLE ALMSHOUSE
Plans/Sections/Elevations db-060-P Rev 1 1-100 A2

HOUSE TYPE 2 - ADJOINED ALMSHOUSES
Plans/Sections/Elevations db-070-P Rev 1 1-100 A2

HOUSE TYPE 3 - ADJOINED ALMSHOUSES + EXTENSION
Plans/Sections/Elevations db-080-P Rev 1 1-100 A2

HOUSE TYPE 4 - GATEHOUSE
Plans/Sections/Elevations db-090-P 1-100 A2

HOUSE TYPE 5 - NEW MEWS HOUSE
Plans/Sections/Elevations db-100-P Rev 2 1-100 A2

PAVILIONS
Plans/Sections/Elevations db-110-P Rev 2 1-100 A2

APARTMENT BUILDING
Plans/Sections/Elevations db-120-P Rev 2 1-100 A1

CHAPEL
Plans/Sections/Elevations db-130-P 1-100 A2

BIKE & BIN STORE
Plans/Sections/Elevations db-131-P Rev 1 1-100 A2

DETAILS
Apartment Building Typical Bay with detail section db-141-P Rev 21-50/ 1-20 A2
Windows Details Existing and Proposed db-150-P 1-50 A2
Windows Detail (secondary glazing) db-151-P 1-10 A2

Existing Sections 15608/S/01-01 1-100 A1
Topographical Survey 15608/T/01-02 1-200 A1
Topographical Survey 15608/T/02-02 1-200 A1
Flats 1-5 208044 - G.01 1-100 A3
Flats 6-15 208044 - G.02 1-100 A3
Flats 16-37 208044 - G.03 1-100 A3
Flats 38-47 208044 - G.04 1-100 A3
Flats 48-61 208044 - G.05 1-100 A3

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

Materials and design detail

3. Prior to the commencement of above ground works of the relevant part of the development detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
 - d) Details of entrances and porches which shall include a recess of at least 115mm;
 - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
 - f) Details of balustrading;
 - g) Facing brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
 - h) Details of cycle, refuse enclosures and plant room; and
 - i) Any other external materials to be used;

Together with a full schedule of the exact product references for all materials shall be submitted to and approved in writing by the Local Planning Authority. The relevant part of the development shall not be occupied until the development has been carried out accordance with the approved details. The development shall thereafter be retained as such for its lifetime.

Reason: To safeguard and enhance the visual amenities of the locality and to comply with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

Demolition Works

4. Prior to the commencement of development on site, a methodology for the demolition works to the chapel and the 1970s block including details of the existing condition of the wall which will become external, and details of their proposed repair, making good, including test patches where appropriate, and any new works require for their restoration shall be submitted to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To ensure that the special architectural or historic interest of the listed building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Replacement windows and doors

5. Notwithstanding the details contained within the approved plans, no works for the alteration, removal or insertion of windows and doors, except for the buildings which are undergoing complete demolition, shall be carried out on the site until details of the proposed windows and doors including:

- i) a schedule of the existing doors and windows which will be altered, removed, replaced, relocated or restored, including a description of the proposed works to them including secondary glazing
- ii) detail drawings at a scale of 1:10 or 1:20 of the proposed works including where appropriate sections of their cills, reveals, jambs, lintels and glazing bars,

have been submitted to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with these approved details.

Reason: To ensure that the special architectural or historic interest of the listed building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Details for extension junctions to existing building, chimney, roof and party wall

6. No works for the construction of the extensions to Block 3 shall be carried out until details of the proposed junctions and detailing between the proposed extension and the existing building, including the existing chimney and roof have been submitted to and approved in writing by the Local Planning Authority. Block 3 shall not be occupied until the work has been carried out in accordance with the approved details.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy SP12 of the Local Plan, DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Retrofitting

7. No works to the existing listed buildings except for the buildings which are undergoing complete demolition shall be carried out on the site until details of the:
- i. Internal wall insulation including detail drawings of the specification and build-up and junctions including around windows and doors
 - ii. loft insulation including the specification and build-up
 - iii. floor insulation including methodology for the removal of the existing floorboards, detail drawings. This should be informed by an investigation into the existing floor voids
 - iv. the proposed fireproofing measures
 - v. any other retrofitting measures

have been submitted to and approved in writing by the Local Planning Authority, and the development shall not be occupied until the work has been carried out in accordance with the approved details. The proposed retrofitting shall be based on a detailed assessment and modelling of the existing building and the proposed measures, including its associated moisture risk which shall be fully documented in an accompanying report. If this results in changes which deviate from the sustainability assessment approved at application stage, then accompanying updated reports shall be provided for approval by the Local Planning Authority.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Landscaping

8. Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out in accordance with the approved details.

Details shall include:

- a) Proposed finished levels;
- b) Means of enclosure and boundary treatments;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas, and parking and circulation and turning areas;
- d) Street furniture, minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans including a CAVAT assessment of existing and proposed trees;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- i) Existing trees to be retained;
- j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species which must include no less than nine new semi-mature trees
- l) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts;

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: To ensure that the character and appearance of the conservation area and the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Details of ancillary buildings, including cycle store, bin stores, ASHP screening

9. Notwithstanding the details contained within the approved plans, prior to any exterior works (including extensions and alterations) to the existing property, details of:
- i. Cycle parking storage
 - ii. Bin storage
 - iii. Air Source Heat Pump screening

shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be occupied until it has been carried out in accordance with the approved details.

These shall include detail drawings at a scale no less than 1:50 and include detailed specifications where appropriate, their size, proposed materials and finishes; including elevational drawings and a layout plan.

Reason: To ensure that the character and appearance of the conservation area and the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Energy Strategy

10. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Hodkinson (dated 27 Feb 2025) delivering a minimum 65% site-wide improvement on carbon emissions (75% over Part L 2021 for new build and 62% over the Energy Statement refurbishment baseline for refurbishment) with high fabric efficiencies, individual air source heat pumps (ASHPs), direct electric heating (one bed almshouses) and a minimum 16kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the fabric efficiencies of the new build to achieve a minimum of 19% reduction;

- Confirmation of the fabric efficiencies of the refurbishment to meet a minimum of 28% reduction;
- Evidenced effort to reduce the Energy Use Intensity and Space Heating Demand to the GLA benchmarks, aiming to limit the development's heating demand to a maximum of 35 kWh/m²/year;
- Details how thermal bridging will be reduced;
- Location, specification and efficiency of the proposed ASHPs & direct electric heating systems (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the 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 in accordance with the details so approved prior to first occupation and shall be maintained and retained for the lifetime of the development.

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

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

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in line 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 Development Management Development Plan Document 2017.

Whole-House Retrofit Strategy and Monitoring

11. Prior to commencement of development a whole-house retrofit strategy detailing how the insulation will be installed to avoid damage to the fabric of the listed buildings, along with a proposed monitoring arrangement shall be submitted to and approved in writing by the Local Planning Authority; and all works shall be required to conform with this strategy.

This shall include but is not limited to:

- Details of the Vapour Control Layer proposed for the building envelope;
- Analysis of effectiveness and impacts of proposed insulation strategy;
- Hygrothermal analysis to key build-up with internal insulation and where necessary;
- Submission of all thermal bridging junctions with plans showing how these are most optimally reduced;
- Dew point analysis of the building envelope with internal insulation, thermal bridging junctions, and a strategy to mitigate any condensation risk and reduce the thermal bridging;
- Provide details of technical specification of insulation materials (prioritising natural, breathable materials where possible);
- Plans and sections should show what elements will be thermally improved, thickness and where;
- Confirmation of air tightness delivery strategy;
- The proposed ventilation strategy (including how indoor air quality will be dealt with).

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions in line with the Energy Hierarchy, and to comply with Policies SI2 and SI3 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policies DM22 and DM49 of the Development Management Development Plan Document 2017.

Overheating

12. Prior to commencement of above ground works 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, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Dynamic Overheating Report prepared by Hodkinson (dated September 2024) as a starting point, taking into account the outstanding requirements at application stage.

This report shall include:

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

(b) Prior to occupation of the development, details of internal blinds to all habitable rooms in the retrofit homes shall be submitted to and approved in writing by the local

planning authority. This shall include the fixing mechanism, specification of the blinds, shading coefficient, etc.

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

If the design of blocks is proposed to be amended, which will impact on the overheating risk of any homes, a revised Overheating Strategy shall be submitted as part of the amendment application.

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

Living roofs

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

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

(b) Prior to the occupation of 90% of the dwellings evidence shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and

biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall 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.

Demolition and Construction Logistics and Management Plan

14. A Demolition and Construction Logistics and Management Plan shall be submitted 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority before any works hereby permitted take place. The plan shall include the following matters, but not be 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 highway dilapidation survey.
 - f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard.

Reason: In the interests of highway safety and to comply with Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

Cycle Parking

15. Prior to commencement of development details showing 81 accessible, sheltered, and secure long stay cycle parking spaces to serve future residents, along with 3 visitor cycle parking spaces located in an accessible location shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the cycle parking as approved has been installed; and the development shall be retained as such for its lifetime.

Reason: To ensure that adequate cycle parking is provided and to comply with the London Plan 2021 and the London Cycle Design Standard (LCDS).

Land Contamination

16. Before development commences other than for investigative work:
- a. Using the information already submitted in the Phase I Contaminated Land Assessment with reference 73492.00.01R3 prepared by Geo-Smart Information Ltd dated September 2022, chemical analyses on samples of the near surface soil in order

to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation shall be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.

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

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;

d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

Unexpected Contamination (Pollution)

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

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels 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 DM23 of the Development Management Development Plan Document 2017.

NRMM (Pollution)

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

proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and to comply with Policy 7.14 of the London Plan 2021 and the GLA NRMM LEZ.

Demolition/Construction Environmental Management Plans (Pollution)

19. 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:

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

- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
 - i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

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

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with Policy D6 of the London Plan 2021, Policy SP11 of the Local Plan 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

Waste

- 20. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented prior to first occupation and permanently retained thereafter.

Reason: In order to protect the amenity of the locality and to comply with Policy D6 of the London Plan 2021 and Policy DM4 of the Development Management Development Plan Document 2017.

Secured by Design 1

- 21. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above ground works of each building or part of the development. The development shall only be carried out in accordance with the approved details.

Reason: To ensure safe and secure development and reduce crime and to comply with Policy DM2 of the Development Management Development Plan Document 2017.

Secured by Design 2

22. Prior to the first occupation of each building or part of a building, a 'Secured by Design' certification shall be obtained for the building or part of the building or and thereafter all secure by design features are to be retained. This certificate shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of each building or part of a building.

Reason: To ensure safe and secure development and reduce crime and to comply with Policy DM2 of the Development Management Development Plan Document 2017.

Tree Protection Plan

23. No development shall commence until all trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: To ensure the safety and wellbeing of the trees on the site during construction works that are to remain after building works are completed and to comply with Policy DM1 of the Development Management Development Plan Document 2017.

Surface Water Drainage 1

24. No development shall take place until a detailed Surface Water Drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:
- a) Hydraulic calculations using XP Solutions Micro-Drainage software or similar approved. All elements of the drainage system should be included in the model, with an explanation provided for any assumptions made in the modelling. The model results should be provided for critical storm durations of each element of the system, and should demonstrate that all the criteria above are met and that there is no surcharging of the system for the QBAR rainfall, no flooding of the surface of the site for the 3.3% (1in30) rainfall, and flooding only in safe areas for the 1% (1in100) plus climate change.
 - b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
 - c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.

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

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter and to comply with Policy DM25 of the Development Management Development Plan Document 2017.

Surface Water Drainage 2

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

Reason: To prevent the increased risk of flooding, to improve water quality, to ensure future maintenance of the surface water drainage system and to comply with Policy DM25 of the Development Management Development Plan Document 2017.

Accessible Homes

26. Prior to occupation each home on site shall be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2013 (as amended), and at least 10% (eight dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

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

Electric Vehicle Charging Points

27. Prior to first occupation of the development hereby permitted provision of 1 active and 4 passive electric vehicle charging points to serve the on-site parking spaces shall have been implemented and maintained thereafter to the satisfaction of the Council.

Reason: To promote sustainable transport and to comply with Policy T6.1 of the London Plan 2021 and Policies DM31 and DM32 of the Development Management Development Plan Document 2017.

Informatives:

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

INFORMATIVE: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £103,201.35 (1,451.70sqm x £71.09) and the Haringey CIL charge will be £85,490.61 (1,451.70sqm x £58.89). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Hours of Construction Work

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

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

INFORMATIVE: Street numbering

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

INFORMATIVE: Thames Water

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>

Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

INFORMATIVE: Thames Water

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: Thames Water

The 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.

INFORMATIVE: Thames Water

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

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.

INFORMATIVE: Pollution

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

INFORMATIVE: Secured by Design

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

APPENDIX 2. LISTED BUILDING CONSENT

Time Limit

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

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

Approved Plans

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

Site Location Plan db-001-P 1-1250 A3
Existing Site Plan db-010-P 1-500 A1
Ground Floor Existing db-011-P Rev 1 1-500 A2
First Floor Existing db-012-P 1-500 A2
Roof Plan Existing db-013-P 1-500 A2
Existing Long Sections AA BB db-014-P Rev 2 1-100 A1
Existing Long Section CC DD db-015-P Rev 2 1-100/1-200 A1
Existing Long Sections EE FF db-016-P Rev 2 1-100 A1

Demolition Site Plan db-017-P 1-500 A1
Block 1 Demolition Plan db-018-P Rev 2 1-100 A2
Block 2 Demolition Plan db-019-P Rev 2 1-100 A2
Block 3 Demolition Plan db-020-P Rev 2 1-200 A2
Block 4 Demolition Plan db-021-P Rev 2 1-100 A2
Block 5 Demolition Plan db-022-P Rev 2 1-200 A2
Block 1 Demolition Elevations db-023-P Rev 1 1-100 A2
Block 2 Demolition Elevations db-024-P Rev 1 1-100 A2
Block 3 Demolition Elevations db-025-P Rev 1 1-200 A2
Block 4 Demolition Elevations db-026-P Rev 1 1-100 A2
Block 5 Demolition Elevations db-027-P Rev 1 1-100 A2

PROPOSED

Proposed Site Plan db-030-P Rev 1 1-1250 A3
Proposed Block Plan db-031-P Rev 1 1-500 A2
Ground Floor Proposed db-032-P Rev 3 1-500 A2
First Floor Proposed db-033-P Rev 2 1-500 A2
Second Floor Proposed db-034-P Rev 2 1-500 A2
Roof Plan Proposed db-035-P Rev 2 1-500 A2
Block 1 Proposed Plans db-040-P Rev 2 1-100 A2
Block 2 Proposed Plans db-041-P Rev 2 1-100 A2
Block 3 Proposed Plans db-042-P Rev 2 1-200 A2
Block 4 Proposed Plans db-043-P Rev 2 1-100 A2
Block 5 Proposed Plans db-044-P Rev 2 1-100 A2
Blocks 1 Proposed Elevations db-045-P Rev 2 1-100 A2
Blocks 2 Proposed Elevations db-046-P Rev 2 1-100 A2
Block 3 Proposed Elevations db-047-P Rev 2 1-200 A2
Block 4 Proposed Elevations db-048-P Rev 2 1-100 A2
Block 5 Proposed Elevations db-049-P Rev 2 1-100 A2

Proposed Long Section AA BB db-050-P Rev 2 1-100 A1
Proposed Long Section CC DD db-051-P Rev 2 1-100/1-200 A1
Proposed Long Section EE FF db-052-P Rev 2 1-100 A1
Proposed Long Section GG db-053-P Rev 2 1-100 A1

HOUSE TYPE 1 - SINGLE ALMSHOUSE
Plans/Sections/Elevations db-060-P Rev 1 1-100 A2

HOUSE TYPE 2 - ADJOINED ALMSHOUSES
Plans/Sections/Elevations db-070-P Rev 1 1-100 A2

HOUSE TYPE 3 - ADJOINED ALMSHOUSES + EXTENSION
Plans/Sections/Elevations db-080-P Rev 1 1-100 A2

HOUSE TYPE 4 - GATEHOUSE
Plans/Sections/Elevations db-090-P 1-100 A2

HOUSE TYPE 5 - NEW MEWS HOUSE
Plans/Sections/Elevations db-100-P Rev 2 1-100 A2

PAVILIONS
Plans/Sections/Elevations db-110-P Rev 2 1-100 A2

APARTMENT BUILDING
Plans/Sections/Elevations db-120-P Rev 2 1-100 A1

CHAPEL
Plans/Sections/Elevations db-130-P 1-100 A2

BIKE & BIN STORE
Plans/Sections/Elevations db-131-P Rev 1 1-100 A2

DETAILS
Apartment Building Typical Bay with detail section db-141-P Rev 21-50/ 1-20 A2
Windows Details Existing and Proposed db-150-P 1-50 A2
Windows Detail (secondary glazing) db-151-P 1-10 A2

Existing Sections 15608/S/01-01 1-100 A1
Topographical Survey 15608/T/01-02 1-200 A1
Topographical Survey 15608/T/02-02 1-200 A1
Flats 1-5 208044 - G.01 1-100 A3
Flats 6-15 208044 - G.02 1-100 A3
Flats 16-37 208044 - G.03 1-100 A3
Flats 38-47 208044 - G.04 1-100 A3
Flats 48-61 208044 - G.05 1-100 A3

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

Building Recording

3. No works, including demolition, shall take place on site until a detailed recording of the

building(s) concerned has been carried out by an archaeological/building recording consultant or organisation in accordance with a written scheme of investigation which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Demolition works to chapel and existing homes

4. Prior to the commencement of development on site, including demolition, a methodology for the demolition works to the chapel and the 1970s block including details of the existing condition of the wall which will become external, and details of their proposed repair, making good, including test patches where appropriate, and any new works required for their restoration have been submitted to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

External Material Samples

5. Prior to above ground work development, excluding demolition works, taking place samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall have been submitted to and approved in writing by the Local Planning Authority. This will include sample panels of brickwork, demonstrating the colour, texture, face bond and pointing of the proposed brickwork for use in the new buildings and the alterations to the existing buildings. Development shall be carried out in accordance with the approved details prior to first occupation. Samples shall be made available for viewing on site at the request of the Local Planning Authority.

Reason: To ensure that the character and appearance of the conservation area and the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Replacement Windows and Doors

6. Notwithstanding the details contained within the approved plans, no works for the alteration, removal or insertion of windows and doors, except for the buildings which are undergoing complete demolition, shall be carried out on the site until details of the proposed windows and doors including:
 - i) a schedule of the existing doors and windows which will be altered, removed, replaced, relocated or restored, including a description of the proposed works to them including secondary glazing

- ii) detailed drawings at a scale of 1:10 or 1:20 of the proposed works including where appropriate sections of their cills, reveals, jambs, lintels and glazing bars, have been submitted to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details, prior to first occupation.

Reason: To ensure that the special architectural or historic interest of the listed building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Details For Extension Junctions To Existing Building, Chimney, Roof And Party Wall

- 7. No construction works for the extensions to Block 3 shall be carried out on the site until details of the proposed junctions and detailing between the proposed extension and the existing building, including the existing chimney and roof have been submitted to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details, prior to first occupation.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Servicing

- 8. No works to the existing buildings except for the buildings which are undergoing complete demolition shall be carried out on the site until details of:
 - i. Electrical services including CCTV and lighting
 - ii. Pipework and plumbing including any external pipework
 - iii. Ventilation including any external vents
 - iv. Alterations to the existing rainwater goods

have been submitted to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details prior to first occupation.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Retrofitting

- 9. No works to the existing listed buildings except for the buildings which are undergoing complete demolition shall be carried out on the site until details:
 - i. Internal wall insulation including detail drawings of the specification and build-up and junctions including around windows and doors

- ii. loft insulation including the specification and build-up
- iii. floor insulation including methodology for the removal the existing floorboards, detail drawings. This should be informed by an investigation into the existing floor voids
- iv. the proposed fireproofing measures
- v. any other retrofitting measures

have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details. The proposed retrofitting must be based on a detailed assessment and modelling of the existing building and the proposed measures, including its associated moisture risk which shall be fully documented in an accompanying report. If this results in changes which deviate from the sustainability assessment approved at application stage, then accompanying updated reports will also be required to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Staircases

- 10. No works for the removal, alteration or installation of staircases within the listed buildings shall be carried out on the site until details of the proposed staircases including details at a scale of 1:10 or 1:20 and any associated alterations for openings or rrvention where they are proposed have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy and DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Internal Finishes & Schedule Of Existing Features

- 11. Notwithstanding the details contained within the approved plans, no internal works to the existing almshouses except in the areas of complete demolition, shall be carried out on the site until details of the existing and proposed internal finishes including:

- i) a schedule of the existing ornamental features, including but not exclusive to, chimney pieces, plasterwork, architraves, skirting panelling, doors and staircase balustrading and any areas of lime plasterwork which shall also include details of any proposed works
- ii) details of the proposed internal finishes

have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management

Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Structural Intervention Details

12. No structural works to the existing almshouses, except in the areas of complete demolition shall be carried out on the site until details of the proposed structural interventions including associated alterations to the existing building have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Repairs And Restoration Methodology For Exterior

13. No exterior works (including extensions and alterations) to the existing almshouses shall be carried out on the site until a methodology for the repair and restoration of the exterior of the listed building have been submitted to and agreed in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

Contingency Condition

14. Any Historic or archaeological features not previously identified which are revealed when carrying out the works hereby permitted shall be retained in-situ and reported to the local planning authority in writing within 1 working day of their being revealed. Upon revealing any such features works shall be immediately halted in the area/part of the building affected until provisions are made for the retention and/or recording in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority

Reason: To ensure that the special architectural or historic interest of the Listed Building is preserved and to comply with Policy DM9 of the Development Management Development Plan Document 2017 and the provisions of the National Planning Policy Framework.

APPENDIX 3: Plans and images

IMAGE 1: Existing Aerial View of The Site



IMAGE 2: Existing Uses



IMAGE 3: Proposal Viewed from Quadrangle



IMAGE 4: View of New-build House from Bruce Grove



IMAGE 5: View of Extended Alms-Houses (rear)



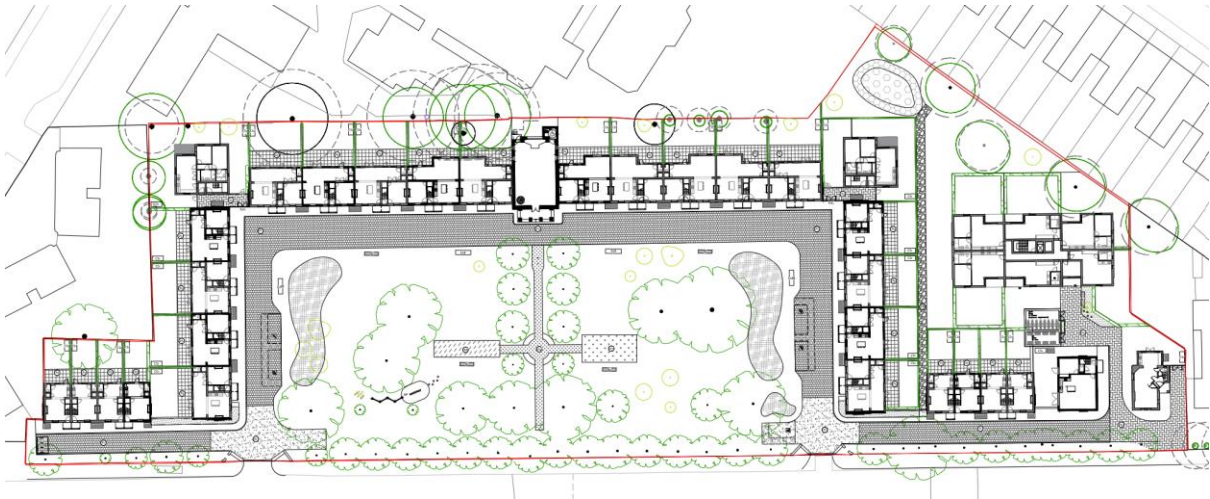
IMAGE 5: View of Proposed Apartment Building in Relation to Rear Of The Alms-Houses.



IMAGE 5: View of Existing structure in relation to proposal Apartment building.



IMAGE 6: Proposed Landscaping Plan



APPENDIX 4: Internal and External Consultee Response

Stakeholder	Question/Comment	Response
Internal and external	The full consultee responses are set out below this table.	The consultee comments are directly addressed in the body of the report.
LBH Conservation	Further to my original consultation response the design and alterations proposed to the listed almshouses have been amended to help address the concerns raised. Since the initial submission, the heritage statement has been amended and added to cover aspects of the previously missing information and demonstrate more fully the considerable work and negotiation behind the design of the proposed development. The heritage statement now fully covers all aspects of the building, and more research has been undertaken to guide the impact assessment which has resulted in some changes to the alterations proposed. A condition survey of the building has now also been undertaken to help inform the baseline conditions of the building and the refurbishment of the buildings. This in conjunction with the structural survey and the impact assessment within the heritage statement have produced a much clearer and fuller assessment of the existing buildings and the works which will be required as part of the proposed development. This will allow appropriate conditions to control the detailed design stage of the development and ensure the significance of the listed buildings can be conserved appropriately. <u>Proposed pavilions and new flat block</u> The outstanding drawing inconsistencies have been amended as part of the latest suite of drawings. The Victorian Societies comments on the design of the new flat blocks is noted, however the proposed flat blocks are located in in the corners and behind the courtyard buildings, which are not traditional locations for buildings within this layout. In this context a contemporary design is considered the appropriate response as they are discernibly new additions. Provided these buildings are of high quality, in both their materials and detailing, the new blocks should sit quietly in their context and have a neutral impact on the significance of the listed buildings, conserving their special interest. <u>Alterations to Existing Almshouses and Lodge House</u> As part of the application process there has been a considerable development of the conversion design. The changes in the design to the almshouses consist of: • Revision of the rear elevations to accommodate the retention of the original windows to the ground floor and the original rhythm of the rear elevations • Associated minor alterations to the ground floor layouts • Associated lower extent of demolition The amendments has alleviated the previously raised concerns that their loss would cause harm to the significance of the listed buildings and these amendments are welcomed and in line with the LPA's recommendations. The Victorian Societies comments may reflect that the original documents which included the loss of these windows and a schedule of the proposed window alterations will ensure these are kept and appropriately retrofitted. Whilst the condition survey and more detailed heritage statement demonstrate that the interior of the buildings have undergone a considerable redevelopment in the late C20 there are also a lot of modern finishes which, although unlikely, may be overlaid on top of more historic fabric. It is recommended that a contingency condition is attached to the listed building consent so that if any historic fabric is uncovered it can be appropriately accommodated within the design. As the buildings will undergo a large permanent change including areas of demolition and subdivision it is recommend that a level 1 building recording is undertaken in line with best practise and NPPF paragraph which states:	Noted. Conditions added.

	<i>“Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.”</i> Given the grade II status of the building, and the demonstrated condition of the interior of the building a level 1 recording, as set out in Historic Englands: <i>Understanding Historic Buildings: A Guide to Good Recording Practice</i>. A condition for a written scheme of investigation is recommended. <u>Servicing, Retrofitting & Renewables</u> As part of the development of the sustainability statement during the application process more works to retrofit the listed buildings and a deeper retrofit of the listed buildings is now envisioned. This will now include: • Secondary glazing to original windows • Internal wall insulation • Loft insulation • Under floor insulation • ASHPs to most units • Solar panels and ASHPs to the flat blocks have been refined to alter the number and location of these units and to ensure they are not visible from the ground There is a need to balance increasing the energy efficiency of the listed building against causing harm to the listed building. Conservation and sustainability have developed the sustainability strategy considerably with the applicant and these measures have been carefully considered as in principle the best way to balance both of these aspects of the proposal. The detailed design of these interventions will need to carefully take into account the significance of the listed buildings as well as technical considerations to ensure the long-term condition of the listed buildings. This will need to be controlled through the detailed design stage which can be accommodated through a set of conditions. <u>Landscaping</u> The various ancillary buildings and landscaping has been amended throughout the application. An appropriate design for the courtyard and the Bruce Grove street frontage is the most important part of the landscaping design to ensure it has an appropriate impact on setting of the listed buildings, the Conservation Area as well as the locally listed garden itself. These amendments include • Removal of car parking all around the central green and a reduction to the recommended number car parking bays • Retention of the existing mature trees • Plans have now been provided for the separate bike and bin store which has been further amended in height The amendments to this aspects of the proposed development are welcomed and represent positive changes to bring clarity to the scheme. The changes to the parking has improved the scheme, the central green will no longer be encased in car parking and there is now scope for a high quality landscaping design to soften the impact of the required spaces. It is considered that this level of information is enough to develop an appropriate landscaping design during the detailed design stage of the scheme, controlled through an set of appropriate conditions to ensure the proposals have a neutral or beneficial impact on the significance of the almshouses, the Conservation Area, and the locally listed garden. <u>Overall</u>	
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	The scheme has undergone a high level of scrutiny and design development so that the impact of the proposed development has been either mitigated or reduced in line with best practice. The impact to the Conservation Area, the adjacent listed magistrates court and the locally listed garden will be neutral, subject to condition. Whilst the proposed development would cause some less than substantial harm to the significance of the listed buildings, this should be balanced against the heritage benefits of helping ensure the long-term condition and use of the buildings. Accordingly, Conservation supports this proposed scheme.	
LBH Design	I am very familiar with the site and proposals, having been involved in pre-app and application discussions for this and previous proposals for this site stretching back to 2015 at least! Summary The length of time taken to get these proposals to the point where they are a planning application ready to be decided by the committee, and the extent of pre-application discussion and review, investigation of design alternatives and detailed examination of the history, form and significance of the existing site are considered to have been justified in these subtle, sensitive, cautious and elegant proposals. Site Location, Principal of Development 1. This application site is an existing nineteenth century, purpose-designed “campus” of almshouses, built by the Worshipful Company of Drapers and Sailmakers, one of the ancient City Livery Companies of the City of London, in pursuit of their charitable aims. 2. The site is located on the east side of Bruce Grove at its northern end. This straight street originally formed a private ceremonial avenue of approach to Bruce Castle, which is just to the north of the site, linking it to Tottenham High Road to the south, in the direction of London, when that mansion of medieval origin had more extensive grounds. In subsequent years up to the nineteenth century as the castle went through different uses and its lands were sold off, Bruce Grove became a street, lined with grand 18th and early 19th century houses at its southern end, a long unbroken run of which survive on the west side. Bruce Grove now forms a part of the A10 and terminates at a T-junction with Lordship Lane, a major east west arterial, in front of what’s now the main frontage of The Castle. 3. The Drapers & Sailmakers Company originally acquired a large triangle east of Bruce Grove, south of Lordship Lane, on which they built their original quadrangle facing Bruce Grove, with terraces of small single bedroom, two-storey houses and the central chapel forming the other three sides, with short terraces continuing up and down the Bruce Grove frontage. Subsequently, a large triangle to the north-east, facing Lordship Lane and extending close to the back of the main range was sold to build Tottenham Magistrates Court, whilst smaller plots to the north-west corner, where Bruce Grove meets Lordship Lane, and in the southern corner, were sold for small private flatted blocks in the inter-war years. At some point a single storey laundry was built in the large remaining landscaped area to the east of the site, where the site reaches the back gardens of Victorian two-storey terraced houses on Elsdon Road to the east, and in the 1970s the almshouses were extensively altered, from individual houses into small clusters of flats and bedsits, with some then-contemporary infill to the south. 4. The site and its existing buildings are statutory listed Grade II and are located within the Bruce Castle Conservation Area, which also includes the magistrates court, flatted blocks either side, properties on the opposite side of Bruce Grove, Bruce Castle itself and its park, and properties to the north and west of the castle. The separate Bruce Grove Conservation Area covers most of the southern end of Bruce Grove, as well as a significant section of Tottenham High Road, with most of the rest of the High Road covered by other Conservation Areas. But the rest of the	Noted. Conditions added.

	surrounding, mostly residential, hinterland, including Elsdon Road who's houses back onto the eastern edge of the site, are not protected by Conservation Area status. 5. The site is not a formal Site Allocation, is just outside of the Tottenham AAP area, and apart from its Heritage and Building Conservation status has no specific planning policy designations. Site Layout 6. The proposals would retain and enhance the main quadrangle of original almshouses, centred on the chapel and open to Bruce Grove, with all of those almshouses returned to single dwellings and the chapel retained and improved as a community asset, available for religious and non-religious hire. The almshouses are then to be altered back from the 1970's flat conversions into individual houses, but "modernised" to better appeal to contemporary, open-market, home buyers; for it is intended they will then be sold for the highest price obtainable, rather than retained as almshouses or any form of subsidised housing or homes for any particular group. The applicants explain that the proceeds from these sales will only be used for the furtherance of their charitable aims, either locally or elsewhere in London. 7. The physical alterations to the almshouses are only internal and to their rears, so will not be visible at all from the central courtyard, and it is likely they will only be briefly glimpsed from Bruce Grove. However, some pairs of the original houses will be combined to create a single larger house, and where currently and originally two front doors shared the distinctive hipped porches, in most cases one door will be fixed closed, although with no change to their external appearance. Details of how different elements of the listed almshouses will be refurbished, including design of any replacement elements or components, and how their energy performance can be improved, are not provided with this application, and will have to be controlled through conditions and/or detailed Listed Building Consent Applications. 8. A short section of 1970's infill towards the southern end of the site, facing Bruce Grove, will be removed, recreating a gap between the short original terrace of almshouses facing the street south of the quadrangle and the original gatehouse, a larger, standalone version of their standard almshouse. This gap will be partly filled by a new detached house, designed with elements of a modern reinterpretation of the original almshouses and elements of a modern reinterpretation of the original gatehouse, and separated from that by a narrow roadway providing access to the proposed new flats behind. However, its' more important relationship will be its' closer relationship to the re-exposed (following removal of the '70s infill) flank elevation to the short row of original almshouses to its left, facing Bruce Grove. This relationship will be that it will act as a bookend, similar to and matching the bookend formed by the flank next to the other end of this terrace, as well as framing, alongside the gatehouse, a new opening into the space behind the almshouses. 9. This route through will lead to the largest new intervention, a part-two, part three storey block of one-bedroom flats, to be reserved for older people, the only definite instance in this development of the charitable housing aims being retained on site. This block effectively replaces the single storey, post-war, concrete, laundry building, albeit that it is substantially bigger, which is not a concern as this area of the site has a large amount of space available. Other than the laundry, this area is currently a rather unused, informally landscaped part of the site, some of which had in the past been used (but not, it is believed, for the past 10 years) as residents' allotments. The corner of this new block, along with trees and landscaping beyond and to the site, will be visible through this gap, as will the communal front door when viewed at an angle, as shown on page 46 of the applicants' Design & Access Statement, but following extensive discussions, the third floor has been pulled back at its north-western end, and preparation of measured three-dimensional views, it has been confirmed (see p. 50 of the DAS) that it will not be visible at human eye level from any place within the central quadrangle. 10. The final intervention is that two small blocks, each containing two flats, which will be inserted in the corners of the quadrangle. These will not be visible when viewed straight on, on the main	
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	paths to the edges of the quadrangle, but a glimpse of them will be when viewed at an angle, from its landscaped centre. They are designed to be subservient to the long terraces of existing original almshouses, maintaining the same distance from both of the two flank elevations as the existing width of the gap between the existing side and main terraces. 11. This layout is considered acceptable in urban design terms. There is a clarity between public and private realms, with the only new areas of public realm being the short roadway/path to the communal front door of the flatted block, and the gated path to the small “wild garden” in the north-east corner of the site. Precise arrangements for access to this path and wild garden are unknown, and should probably be conditioned; potentially it would be safest for it to be locked with only residents, selected residents, or in extremis, site management or a reputable wildlife organisation having access, should issues of antisocial behaviour and/or crime be associated with this. 12. The route to the flatted block, although somewhat crooked, maintains a clear sight line from Bruce Grove to the front door, is short, well overlooked from the flatted block and surrounding houses, including the front door to the new gatehouse, and will be otherwise bounded by high hedges to the private gardens to the existing and new gatehouse and two of the ground floor flats. Details of the security of these boundaries should also be secured by condition. Streetscape Character, Height, Bulk & Massing 13. The existing character of the site is that of a campus or cloister, separated from the wider streetscape, with the character & psychological barrier of the fence and gates along Bruce Grove (albeit that the gates are not ever closed), the open green of the great courtyard and the consistent architectural form of the repeated almshouses and similar if grander chapel & gatehouse. Nevertheless, this is visible, “on display” from the busy street of Bruce Grove, and public access is not prevented. 14. Access for vehicular traffic to the lanes around the sides of the central courtyard and along the short arms to north and south alongside Bruce Grove through three sets of gates off Bruce Grove. Somewhat regrettably, residents’ parking spaces are proposed to the central courtyard and both north & south lanes, rather than opportunities being taken from the less useful and less visible available space to the sides and rear. It is a well-known phenomenon that people value being able to see their car from their home, and that secluded poorly secured car-parking can be a security concern. However, in design terms it would be preferable for there to be no long-term parked vehicles in the central courtyard, for cars parked on the northern and southern arms to be on the boundary side, rather than the building side, and for any further parking required to be in well-overlooked or secure locations to the sides and rear of the almshouses, such as to the flanks of the terraces or around the Apartment Building entrance; it is suggested a condition and informative be included requiring details of the parking to be agreed, avoiding any more than the minimum long term parking in the central quadrangle. 15. The spaces behind the long rows of almshouses are proposed to remain as existing as of a much quieter character, albeit of two distinctly different characters. The land immediately behind the almshouses, where their single storey lean-to currently open onto a communal strip of grass and a concrete path, are proposed to be converted into individual private gardens. This is considered to be a great improvement in urban design terms, providing secure boundaries and clear sense of ownership. However, it would appear “dirty” access for garden deliveries, access to residents’ cycle stores etc., would need to go through houses; a locked rear garden path giving controlled secure access to residents’ back gardens could be advisable and would be an easy amendment to make. 16. Ground floor flats in the flatted block also have a private garden, in addition to their “balcony” recess, as they have exactly the same floor plans as upper floors, who’s only outdoor amenity space is their recessed balcony. Both ground and first floor flats to the corner pavilions appear to also have their own private garden. The rest is part of the “wild garden” mentioned in paragraph	
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	11 above, where the need to confirm security of boundaries by condition was mentioned and should be reinforced here. It would not be acceptable in design terms either for plot boundaries, especially those to shared paths or the public realm, to be ambiguous, or not to be well designed, in good quality, durable, attractive materials appropriate to this delicate heritage context, preferably either brick or hedges. Block & House Form, Rhythm, Fenestration, Materials & Detailing 17. Retained & modified existing original almshouses are of a design and form that will basically replicate, or form replacements of parts of existing lean-tos, some in the most secluded locations with modest “outrigger” extensions to their rears. These are carefully designed to satisfy heritage considerations, following close consultation with Conservation Officer colleagues, and are considered in design terms to be compatible, modest and elegant. 18. The one new house, next to the existing Gatehouse, is designed as a contemporary reinterpretation of the typical existing almshouse, whilst also responding to and to an extent reflecting that of the Gatehouse. Its simple design, including the blank end gable facing Bruce Grove, reflects the existing almshouses including their blank gable. 19. Both new blocks (the one larger apartments block & the two corner blocks) are of a simple design, a rectilinear form and a modest, recessive rhythm of fenestration, between their stronger projecting horizontal bands and flat roofs. Their forms mark them out as contemporary, avoiding competing with the existing almshouses or being mistaken for part of the original development. Considerable care has gone into ensuring they will provide good quality homes, in attractive, private, landscaped settings, with clear routes of approach, whilst being as hidden and tucked away from the main historic set pieces of the great central landscaped courtyard and of the Bruce Grove frontage. 20. Brick is the dominant material and will be a consistent buff brick to match the existing almshouses, with a darker buff brick to projecting horizontal banding, to provide a slight contrast similar to but less strident than the red brick horizontal bands of the existing almshouses. This should provide sufficient elevational richness to composition as requested by the QRP, without letting the new buildings stand out or compete with the listed existing buildings. Choice of brick will, as usual, need to be conditioned, to be agreed before construction in consultation with Officers. 21. Conditions should also control detailing of key details in both new build elements and alterations & extensions to existing buildings, to ensure durability, elegance and compatibility with the existing listed buildings, in consultation with both design and conservation officers. This should include balcony cills, balustrades, and soffits, parapets to flat roofs, eaves, verge and ridge details to pitched roofs and window details to new and extended or altered existing blocks, as well as junctions to existing buildings. Residential Quality (flat, room & private amenity space, size, quality, privacy and aspect) 22. All house and flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. All flats and houses are at least dual aspect, many triple, and since the site alignment is at about 45 to the compass, northerly aspects are avoided, and almost all flats and houses benefit from at least one sunny south-easterly or south-westerly aspect, the only exceptions being the two flats in the left hand Corner Pavilion, and three flats in the Apartment Building, which are dual north-east and north-west facing, but benefit from views over particularly well landscaped areas within the site or its neighbours. 23. Generous private gardens are provided to all houses and ground floor flats, and balconies are provided to upper floor flats. All flats and houses have access to the generous landscaped shared private communal central courtyard, which provides landscaped relaxation and childrens play space to more than meet needs and requirements.	
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	24. The only existing residential neighbours in close proximity are the houses on Elsdon Road to the east of the site and the flats at no. 68E Bruce Grove to the south of the site. No new buildings will be closer than the existing Gatehouse to no. 68E, so it will not experience any greater loss of privacy. The new apartment block will be closest to the houses on Elsdon Road, but it will be set out at about 45° to these houses, and its closest corner will be about 18m from the nearest face of the houses' rear projection. As 18m is considered to be the closest distance where a human face can be recognised, distances greater than 18m are not considered to create any privacy concern, notwithstanding that the difference in angle will make the <i>really</i> experienced proximities greater still. There is also fairly dense vegetation along the boundary, in both this application site and the neighbouring houses gardens, and the landscape proposals for this application will further densify the vegetation. 25. The layout of the proposals is largely determined by the existing layout, with rear extensions to the original almshouses only modestly increasing their rear projections, and the four new build blocks set out within the form, pattern and separation between blocks of the existing to avoid overlooking between homes within the development. Considering the density of residential accommodation in and around the site and the complexity of this design, it is further testament to the quality and sophistication of this proposal that it creates no privacy concerns. Daylight and Sunlight 26. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that: <i>“...D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:</i> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i> <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”</i> 27. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment's publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2022), known as “The BRE Guide”. 28. In terms of day and sunlight impacts on existing neighbours, the same considerations as noted under privacy in paragraph 24 above reduce the likelihood of any detrimental impact, and the applicants consultants' report finds no loss of daylight to any neighbouring properties, and a small loss of sunlight (annual hours but no loss for winter hours). This is a good performance for development in an urban location, especially considering that the existing site is unusual in having no buildings above one storey in the area closest to the houses on Elsdon Road, a condition residents could not reasonably expect to continue indefinitely. 29. Regarding the daylight and sunlight levels modelled to be achieved in the proposed development, results are less wholly positive, but this is considered largely understandable given that the development consists of conversion of listed buildings and careful sensitive insertions in spaces between them in a conservation area. 62% of habitable rooms are found to meet the BRE standard for daylight, 73% for sunlight, with existing converted listed almshouses particularly suffering regarding daylight, with existing small windows, which cannot be enlarged, whilst the new corner pavilions have understandably poorer sunlight performance due to their predominantly northerly or easterly outlook. Surprisingly low day and sunlight levels to the proposed new build apartment block are most probably due to their deeply recessed balconies	
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	being the main window location for their living rooms, done to minimise disturbance and overlooking from this new block to existing neighbours 30. Overall, given that residents will get compensatory benefits from living in a secluded, peaceful, lavishly landscaped, historic precinct in a desirable location close to amenities, residents of those new dwellings that have less good daylight and / or sunlight (and it is not generally the same who loose both), will have chosen to live here and will still benefit from generous amounts of well daylit, well sunlit landscaped private and communal amenity space.	
LBH Transport	Development proposal This application is for redevelopment of the charity owned dwellings within Edmansons Close in Tottenham. The intention is to bring the private housing provision at the site up to current standards given many of the existing units are both dated and too small. At present the site includes 61 residential units, including 48 studio flats, plus 1 No. 1 bed and 12 x 2 bed units, all of which are owned and maintained by The Draper's Almshouse Charity. Existing facilities for residents include a Community Hall for social activities within the old Chapel and a laundry building. The redevelopment proposals include the following; • Demolition of existing laundry building and 1970s infill building • Alterations and extensions to 44 existing almshouses to create 8 No. 1 bed, 12 No. 2 bed and 6 No. 3 bed units • Alterations to the existing Gatehouse to provide a 2 bed unit • Construction of a new build 3 bedroom almshouse to replace the 1970s infill building • Construction of a new apartment building comprising 7 No. studio units and 9 No. 1 bed units • Construction of 4 No. new build 2 bedroom units within two new pavilions (2 units in each pavilion, 4 units in total) • Improvements to access arrangements and provision of five disabled car parking spaces. In total 52 residential units will be provided, a decrease of 9 compared to present. It is understood that the units are currently empty, with the last occupiers leaving in the last year or so. Location and access The site is accessed directly from Edmansons Close, which is a private road connecting to Bruce Grove. The site is located to the eastern side of Bruce Grove, south of Lordship Lane, and to the immediate west of the Magistrates Court. It has a PTAL value of 4/5 varying across the site, which is considered 'good' to 'very good' access to public transport services. 10 different Bus services are accessible within 2 to 8 minutes' walk of the site, plus Bruce Grove railway station is an 8 minute walk away too. Bruce Grove is on Transport for London's Road Network (TLRN) who are the Highway Authority rather than Haringey. The site is located within the Bruce Grove North CPZ, which has operating hours of 0800 – 1830 Monday to Saturday, plus extended hours on Match and event days. Transportation considerations This is a smaller development than existing in terms of unit numbers, however there are other changes in transportation characteristics to consider. There will be a proportion of family sized homes which are not provided at present. Trip generation As covered in the development description, there will be overall a reduction in total unit numbers, however 7 three bedroom/family sized units will be provided, that may have higher trip generation	Noted. Conditions added.

	capabilities compared to one or two bedroom units. In any instance overall the development is smaller than the existing site set up. The Trip Generation derivation included within the TA predicts total and vehicle trips for both existing and proposed configurations of the site. Given there will be an overall reduction the total numbers of person trips are predicted to reduce from 359 to 302 daily, and given there are only 5 accessible parking bays provided total vehicle trips will be minimal and not of any consequence in transport network and highway capacity terms. Access At present Edmansons Close operates a one way regime from north to south connecting to Bruce Grove at both ends. The existing road varies between 3.3 and 4.6m wide. This proposal retains that regime/arrangement but is including widening of the carriageway in places to facilitate easier access for refuse collection and other larger delivery and service vehicles. At present larger vehicles end up passing over the lawns in places. Swept path plots have been provided for a fire tender, refuse collection vehicle, and both 6m and 8.1m long delivery vans. These swept path plots appear fine. However, there doesn't seem to be anywhere in the application any clear details on the locations where the existing road alignment is to be changed/widened nor what the widths will change to. This should be clarified and details provided. Pedestrian access will remain as existing. Car parking considerations There are approximately 40 informal spaces at present along Edmansons Close. Given the demographic of some of the previous occupiers, very little car parking has historically taken place, which was predominantly from visitors to previous occupiers. The parking stress survey discussed below recorded only 6 cars parked overnight per evening, so existing demands are minor. Subsequent to the parking stress surveys it is understood that the existing units at the site have been vacated. The parking stress surveys were carried out during 2020, which could have been during the COVID lockdown. Although these comments are being drafted in 2025, the application was submitted in 2022, and it is generally considered that for the purposes of assessing this development proposal, they are sufficient as many occupiers were staying at home during the lockdowns. The parking stress survey found survey area wide parking stress at 54% on one night and 55% on the other, which meant there were 226 free spaces out of 497 within the 200m walk survey area. It is noted also that only 6 cars were parked within Edmansons Close both nights, with 29 spaces unused. The developer is proposing a considerable reduction in car parking, reducing to 5 No. blue badge spaces in total. This is appropriate in part when considering the London Plan which details for sites of PTAL 5, car free should be the default (except for accessible units). For PTAL 4, up to 0.5 – 0.75 spaces per dwelling is detailed. This site has values of both 4 and 5 across it and is quite close to shops and local services and public transport services so overall, taking this into account plus existing parking levels, the parking provision is considered appropriate. The site is located within the Bruce Grove North CPZ, which has comprehensive operating hours. The development will need to be formalised as permit free/car free as per policy DM32, so the applicant will need to enter into a S106 or similar agreement to formalise this, and meet the Council's administrative costs. Car club provision Transportation consider it appropriate that a car club facility is provided for occupiers of this redevelopment. It is not fully clear what the demographic of occupiers will be, given these are private units rather than housing association. The car parking levels proposed are appropriate but additional	
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	demands could arise from some households so a car club could mitigate future parking demands within the wider area. This can be covered by the S106, and the applicant should obtain written recommendations from an appropriate car club provider for this development and implement them. It is expected this will include memberships for three years plus a driving credit for each unit, and potentially provision of a car/space within the locality of the site. Cycle parking For the residential provision proposed, to meet the numerical requirements of the London Plan, 81 residential cycle parking spaces and 3 visitor spaces should be provided. It is noted the applicant's proposals are for 2 visitor spaces, however London Plan standards do detail 2 visitor spaces for up to 40 units, the one space per 40 units after this so 3 are required. There doesn't appear to be any clear details provided for all of the proposed cycle parking arrangements. The updated Transport Statement (appendix D) is for car and cycle parking but only shows a single cycle store containing 18 spaces towards the southern end of the development. The TA references the houses will have secure weatherproof storage in back gardens, and the flats secure cycle stores within buildings. Transportation do require fully dimensioned layout and installation details for the long and short stay cycle parking, to demonstrate adherence with the London Cycle Design Standards. This information is required prior to commencement of any physical works at the site and a pre commencement condition is included. Delivery and servicing arrangements Delivery and service vehicles and refuse/recycling collection vehicles will progress along Edmansons Close, and a swept path plot for a collection vehicle is included within appendix E of the TA. The TA references location of bin stores within 25m of the collection point, and it is noted that Haringey's waste and recycling team have commented on the proposals and are supportive of the proposed arrangements. Travel Plan The TA includes description of a Framework Travel Plan for this development, and the proposed scope/content of it. TfL's Travel Planning guidance details for residential development of between 50 and 80 units, a Travel Plan Statement is appropriate rather than a Framework Travel Plan. Construction arrangements and logistics plan The applicant has included a draft of a Construction Logistics Plan. This is quite informative, and a number of aspects of the proposed arrangements are noted; • 2 year build out/programme • 1 way access arrangements into the hoarded site, to replicate the one way arrangement in place at present (North to South) • Slot booking will be used for all construction related arrivals, and an outline estimate is for 15 to 20 HGV's a day. This will need to be refined for the different phases of work and presented in an updated CLP prior to commencement of construction. • Largest vehicles to visit will be 10m tippers, 8.4m readymix lorries and 8m 7.5 tonne box and flatbed lorries. • Wheelwash arrangements will be utilised at the vehicle exit back onto Bruce Grove • All arrivals and departures will be restricted to between 0930 and 1530. Overall, this document is useful, however will require some updating/refinement with respect to construction vehicle numbers dependent on the programme activities and also it needs to be clarified if the existing buildings are all to be decanted completely or not.	
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	Summary This proposal is for redevelopment of the existing Edmansons Close almshouses site, to provide up to date accommodation to modern standards. There will be a reduction in the total number of units from 61 to 52. From the transportation perspective, the travel demands will be very similar to (and slightly less) the existing units at the site. There will be a considerable reduction in car parking, with only 5 blue badge pays provided in total. This does suit current London Plan policies and reflects that existing parking demands are very low, as recorded with the Parking Stress Survey provided in the application. The whole development will be suitable for formal designation as car free/permit free to accord with Policy DM32, and it is appropriate for a car club facility to be provided. Cycle parking will be required to meet London Plan and London cycle design standards, clarity is needed in relation to the proposed arrangements for which a condition is included. A worked up Construction Logisitics Plan will also be required given the site's access/location off the TRLN. Subject to the following S106 obligations and conditions, Transportation do not object to this application. S106 Car-Free Agreement The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and 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 Travel Plan Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public 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 applicants are 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. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. 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	
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	£10,000 (ten thousand pounds) to cover officer time required to administer and oversee the temporary 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 highway dilapidation survey. f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard. Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety. Conditions Cycle Parking The applicant will be required to submit to the Highway Authority plans showing 81 accessible; sheltered, and secure cycle parking for long-stay residential cycle spaces, with 3 residential long-stay spaces located in a more accessible location for approval before development commences on site. REASON to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS). Reason: To ensure that cycle parking is provided in line with the London Plan 2021 and the London Cycle Design Standard (LCDS)	
LBH Carbon Management	In preparing this consultation response, we have reviewed: • Energy Statement prepared by Hodkinson (dated 27 Feb 2025) • Dynamic Overheating Report prepared by Hodkinson (dated September 2024) • Relevant supporting documents. 1. Summary The applicant has updated the energy statement which now proposes a site-wide carbon reduction of 65% (New Build – 75% and refurbishment 62%). This is achieved with efficient fabric elements, individual air-source heat pumps, direct electric heating (for small 1-bed almshouses) and 16kWp Solar Photovoltaic system. Although, there has been an improvement in the proposed building fabric specification of the refurbished almshouses, the very high Energy Use Intensity (EUI) and Space Heating Demand (SHD) is alarming, which results in high energy costs for the future occupants. The submitted Life Cycle costs analysis of the heating system for new build and refurbishment shows, the heating system's operational costs for refurbished almshouses is almost 2.5 times than that for new build. Acknowledging the heritage and conservation constraints in the existing dwelling, the applicant is required to maximise all opportunities to improve the energy efficiency of the existing dwelling and minimise the EUI and SHD for better energy security of the occupants. Planning conditions have been recommended to secure the benefits of the scheme. 2. Energy Strategy An updated energy assessment has been carried out with the proposed fabric parameters and the assessment for the refurbishment now is based on the notional figures for existing building in line with the Energy Assessment Guidance 2022 and Approved Document L.	Noted. Conditions added.

The revised energy statement proposes an overall site-wide reduction of 65% in CO₂ emissions with SAP10.2 carbon factors, from the baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 59.4 tonnes of CO₂ from a baseline of 91.9 tCO₂/year.

The calculated unregulated emission for the development is 57.5 tCO₂.

Site-wide (SAP10.2 emission factors)			
	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)
Part L 2021 baseline	91.9		
Be Lean	67.4	24.5	27%
Be Clean	67.4	0.0	0%
Be Green	32.5	34.9	38%
Cumulative savings		59.4	65%
Carbon shortfall to offset (tCO ₂)	32.5		
Carbon offset contribution	£95 x 30 years x 32.5 tCO ₂ /year = £92,625		
10% management fee	£9,262.5		
Total	£101,887.5		

Residential New Build (SAP10.2)			
	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)
Part L 2021 baseline	17.1		
Be Lean	13.9	3.2	19%
Be Clean	13.9	0	0%
Be Green	4.3	9.6	56%
Cumulative savings		12.8	75%
Carbon shortfall to offset (tCO ₂)	4.3		

Residential Refurbished Buildings (SAP10.2 emission factors)			
	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)
Part L 2021 baseline	74.8		
Be Lean	53.5	21.3	28%
Be Clean	53.5	0.0	0%
Be Green	28.2	25.3	34%
Cumulative savings		46.5	62%
Carbon shortfall to offset (tCO ₂)	28.2		

Energy – LeanRefurbishment:

The applicant is proposing an improvement to the external walls with a U-value to 0.55 W/m²K subject to consideration of condensation, vapour management and overall health of the building envelope. The report suggests this can be achieved with the following measures:

- 37.5mm high performance PIR insulated plasterboard (12.5mm plasterboard included and integrated AVCL).
- Cellulose insulation blown behind existing plaster lining (e.g. if lath and plaster present)
- 10mm Aerogel blanket applied to inner face and plastered or 26mm Aerogel lined Magnesium Oxide board.
- 50mm natural fibre (wood, hemp, cellulose, mineral wool) between timber drylining, with 12.5mm plasterboard.

This is supported. However, the proposed U-value will not result in improvement against the notional u-value of external wall of an existing building (ref. to the table below). Therefore, it is recommended to aim for a u-value of 0.55 W/m²K or better and not to reduce it which will worsen the energy efficiency of the building fabric.

	Residential Notional Specs for existing Building (Energy Assessment Guidance 2022)	Refurbishment Baseline	Proposed Specs for Refurbishment (Be Lean)
Floor u-value	0.25 W/m ² K	0.25 W/m ² K	0.40/45 W/m ² K (GF) 0.11 W/m ² K (1 st & GF)
External wall u-value	0.30-0.55 W/m ² K	0.55 W/m ² K	0.55 W/m ² K
Roof u-value	0.16 W/m ² K	0.16 W/m ² K	0.11 W/m ² K
Door u-value	1.60 W/m ² K	3.00 W/m ² K	3.00 W/m ² K (front door) 1.40 W/m ² K (rear door)
Window u-value	1.60 W/m ² K	1.5 W/m ² K	Existing single glazed windows to be added with secondary glazing providing 2.5 to 2.9 W/m ² K
Air permeability rate	Default – determined by fabric element types	15 m ³ /hm ² @ 50Pa	8 m ³ /hm ² @ 50Pa
Heating system – Be Lean (efficiency / emitter)	Notional specs of the existing heating system as per Section 6 of the Approved Document L1	Gas Boiler with 89.5% efficiency 100%	Gas Boiler with 89.5% efficiency

Energy Use Intensity / Space Heating Demand

The reported Energy Use Intensity (EUI) and Space Heating Demand (SHD) for the new build and refurbishment part of the proposed scheme are as follows:

Building type	EUI (kWh/m²/year)	Space Heating Demand (kWh/m²/year)	Methodology used
New Build	55.8	22	

Refurbishment	100.9	105.3	SAP 10.2 for regulated, PHPP for unregulated
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It can be noted that the EUI is very high than the GLA benchmark 35 kWh/m²/year and is almost three times higher for the refurbishment. Similarly, the SHD for refurbishment is seven times higher than the GLA benchmark, which raises several concerns including the costs of energy bills for the future occupants. **The applicant is required to explore all possible measures to minimise both EUI and SHD, as much as possible.** The energy costs are also evidenced by the life cycle cost analysis presented in the report (ref. appendix E, shared below).

Heating Operational Costs	Individual ASHPs – New Build	Individual Electric Boilers - Refurb	Individual ASHPs - Refurb
Cost of Heat (£/year)	£380	£1,649	£2,226
Dwelling Plan Maintenance (£/year)	£276	£276	£195
Dwelling Plant Replacement (£/year)	£339	£339	£137
Total (£/year)	£995	£2,264	£2,558

Energy – Green

Refurbishments:

The applicant is proposed a full electric heating solution for the scheme including:

- Individual direct electric heating for one bed almshouses unit,
- Individual air source heat pumps for 2 and 3 beds almshouses and new build.

The applicant has explored opportunities to install Solar PV on the roof of the existing building. In line with the heritage and conversation considerations, the roof which are not visible from the road are deemed viable for solar PV installation, however as per the report these roofs are mostly oriented towards the north, which is less efficient orientation, therefore Solar PVs are not proposed as part of the refurbishment.

New Build:

The applicant is now proposing Solar PV system in all available new build roof spaces. A 16kWp solar PV system is proposed with 47 panels of 350W each at an angle of 5-10 degrees towards southerly direction. In line with the London Plan SI2, the applicant must maximise the opportunity of on-site energy generation and therefore, are required to provide evidence of maximising solar PV coverage on the available new build roof space at later stages.

3. Overheating

The applicant has remodelled the overheating analysis using the LWC weather files for DSY1-3 2020s. Fourteen representative dwelling units from the new proposed dwelling on site have been assessed. All dwellings pass the CIBSE TM59 criteria when assessed assuming no usability constraints in opening of the windows, which indicated the passive design measures have been maximised.

However, when applying the windows opening constraints during sleeping hours in the accessible units within the apartment blocks, a number of spaces fail the CIBSE TM59 criteria B – showing overheating risks. To mitigate this residual risk of overheating, it is proposed to install an ‘air tempering’ (also known as ‘peak lopping’) cooling coil bolt-on to the MVHR system within the affected dwellings. The air tempering system modelled is assumed to supply 0.97kW and 70l/s per dwelling.

The final overheating mitigation strategy for new dwellings are as follows:

- Natural ventilation with openable windows
- Solar control glazing with g-value of 0.40
- External shading provided by balconies to some apartments, as per design proposals
- External shading provided by an increase external reveal depth of 250mm
- External louvres sliding screens on south façade of the apartment building
- Enhanced mechanical ventilation rates of 2ach in bedrooms

Future mitigation strategies:

- The occupants will be provided with a Home User Guide to be prepared for distribution to residents at handover
- Installation of reflective blinds to further mitigate solar gains
- Use of plug-in fans to increase air-flow
- Utility cupboards and MVHR units to be designed to include air tempering cooling coil-on units as future mitigation measure.

The applicant has also undertaken a CIBSE TM59 analysis of the existing dwellings and the results show an increase from 7% to 100% passing of criteria A while all rooms fail Criteria B. Although bedrooms still fail, the number of nights exceeding the criteria has decrease from 31 nights annually to 7 nights.

For refurbished dwellings, the overheating mitigation measures are as follows:

- Improving glazing specifications
- Incorporating internal blinds
- Standing fans

4.Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £92,625(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.

5.Planning Conditions

To be secured:

Energy strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Hodkinson (dated 27 Feb 2025) delivering a minimum 65% site-wide improvement on carbon emissions over 2021 Building Regulations Part L (75% for new build and 62% for refurbishment) with high fabric efficiencies, individual air source heat pumps (ASHPs), direct electric heating (one bed almshouses) and a minimum 16kWp solar photovoltaic (PV) array.

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

- *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
- *Confirmation of the fabric efficiencies of the new build to achieve a minimum of 19% reduction;*
- *Confirmation of the fabric efficiencies of the refurbishment will meet the following standards achieving a minimum of 28% reduction;*

	▪ Floor U-value0.11 W/m²K ▪ Ground Floor U-value0.40 W/m²K ▪ External wall and internal partition U-value:0.55 W/m²K or better ▪ Roof U-value:0.11 W/m²K ▪ Front Door U-value:3.0 W/m²K ▪ Rear Door U-value:1.40 W/m²K ▪ Window U-value (with Secondary glazing): 2.40 W/m²K ▪ Air permeability rate:8 m³/hm² @50Pa - Evidenced effort to reduce the Energy Use Intensity and Space Heating Demand to the GLA targets, limiting the development's heating demand to a maximum of 35 kWh/m²/year; - Details how thermal bridging will be reduced; - Location, specification and efficiency of the proposed ASHPs & direct electric heating systems (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the 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 and air source heat pumps must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter. (c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform. Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22. Whole-House Retrofit Strategy and Monitoring Prior to commencement of development a whole-house retrofit strategy detailing how the insulation will be installed to avoid damage to the fabric of the listed building, proposed monitoring arrangement shall be submitted and approved by the Local Planning Authority and all works will be required to conform with this strategy. This shall include but is not limited to: - Confirmation of the insulation proposed to meet the fabric efficiency requirements achieving a minimum of 28% carbon reduction; - Details of the Vapour Control Layer proposed for the building envelope;	
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	- Analysis of effectiveness and impacts of proposed insulation strategy; - Hygrothermal analysis to key build-up with internal insulation and where necessary; - Submission of all thermal bridging junctions with plans showing how these are most optimally reduced; - Dew point analysis of the building envelope with internal insulation, thermal bridging junctions, and a strategy to mitigate any condensation risk and reduce the thermal bridging; - Provide details of technical specification of insulation materials (prioritising natural, breathable materials where possible); - Plans and sections should show what elements will be thermally improved, thickness and where; - Confirmation of air tightness delivery strategy; - The proposed ventilation strategy (including how indoor air quality will be dealt with); 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, SI3, and Local Plan Policy SP4 and DM22 and DM49 of the Development Management 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 Dynamic Overheating Report prepared by Hodkinson (dated September 2024) as a starting point, taking into account the outstanding requirements at application stage. This report shall include: - Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios; - Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy; - Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; - Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; - Confirmation who will be responsible to mitigate the overheating risk once the development is occupied. (b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications. (c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development: - Openable windows; - Fixed internal blinds with white backing; - Solar control glazing with g-value of 0.40 - External shading provided by balconies to some apartments, as per design proposals - External shading provided by an increase external reveal depth of 250mm - External louvres sliding screens on south façade of the apartment building	
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	- Enhanced mechanical ventilation rates of 2ach in bedrooms - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. If the design of Blocks is amended, will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application. REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21. Living roofs (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include: i) A roof plan identifying where the living roofs will be located; ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces); iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays; v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native); vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and vii) Management and maintenance plan, including frequency of watering arrangements. viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site; (b) Prior to the occupation of 90% of the 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: 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. Biodiversity (a) Prior to the commencement of development, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the details of ecological enhancement measures and ecological protection measures, plans showing the proposed location of	
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	<i>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. A biodiversity net gain of 10% must be achieved.</i> <i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i> <i>Development shall accord with the details as approved and retained for the lifetime of the development.</i> <i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i> Urban Greening Factor <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>	
GLAAS	Recommend No Archaeological Requirement Thank you for your consultation received on 2022-12-06. The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration. Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. I agree with the conclusions of the submitted desk -based assessment. No further assessment or conditions are therefore necessary. This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.	Noted. Conditions added.
Metropolitan Police	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	Noted. Conditions added.

	<u>Section 1 - Introduction:</u> With reference to the above application, we have had an opportunity to examine the details submitted and to offer the following comments, observations and recommendations. These are based on relevant information from the site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations in the mixed use, complex design, layout and the sensitive location of the development. To ensure the development is 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 Security at pre-application stage to discuss our concerns regarding the design and layout of the development. There is no mention of crime prevention or Secured by Design in the Design and Access Statement, but it only refers to CCTV and surveillance and does not offer any target hardening to the build environment. We request that the Architects contact us at the earliest convenience to ensure that the development is designed to reduce crime at all levels. At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated and it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, in light of the minimal detail to reduce crime and keep the site safe, we have recommended the attaching of suitably worded conditions and an informative. The concerns 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 included in the Design and Access Statement (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application form at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to. <u>Section 2 - Secured by Design Conditions and Informative:</u> In light of the information provided, we request the following Conditions and Informative: <u>Conditions:</u> A. Prior to the commencement of above ground works of each building or part of a building, details of the design submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works commencing on 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' Accreditation shall be obtained for such building or part of such building or its use and thereafter all features shall be retained. Reason: In the interest of creating safer, sustainable communities. <u>Informative:</u>	
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	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. <u>Section 3 - Conclusion:</u> We would ask that our department's interest in this planning application is noted and that we are advised Decision Notice, with attention drawn to any changes within the development and subsequent Conditions that have 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 above, please do not hesitate to contact us at the above office.	
Flood & Water Management	Thank you for consulting us on the above planning application reference number HGY/2022/4319 for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed units; alterations to existing Gatehouse to provide 1 x 2 bed unit; construction of 1 x new build 3 bed almshouse to replace 1970s infill building; construction of a new apartment building comprising 7 x studio units and 9 x 1 bed units; construction of 4 x new build 2 bed units within two new pavilions (2 units in each pavilion, 4 units in total); with landscaping improvements to access; car parking; and ancillary development thereto at Edmansons Close, Bruce Grove, London, N17 6XD Having reviewed the applicant's submitted SuDSmartpro report reference number 73492.02.01R2 revision 1 Final dated 16th February 2022 as prepared by Geo Smart Information Consultant along with SuDS Proforma, we are generally content with the overall methodology as used and mentioned within the above report, subject to following planning conditions to be implemented regarding the Surface water Drainage Strategy and its management and maintenance plan. 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) A hydraulic calculations using XP Solutions Micro-Drainage software or similar approved. All elements of the drainage system should be included in the model, with an explanation provided for any assumptions made in the modelling. The model results should be provided for critical storm durations of each element of the system, and should demonstrate that all the criteria above are met and that there is no surcharging of the system for the QBAR rainfall, no flooding of the surface of the site for the 3.3% (1in30) rainfall, and flooding only in safe areas for the 1% (1in100) plus climate change. b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall dataset rather than usage of FSR rainfall method. c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development. d) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained. Reason : To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.	Noted. Conditions added.

	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	
Thames Water	Waste Comments 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. 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 With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes 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 discharge 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. 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. 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.	
LBH Carbon Management Team (Pollution)	Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed units; alterations to existing Gatehouse to provide 1 x 2 bed unit; construction of 1 x new build 3 bed almshouse to replace 1970s infill building; construction of a new apartment building comprising 7 x studio units and 9 x 1 bed units; construction of 1 x new build 2 bed units within two new pavilions (2 units in each pavilion, 4 units in total); with landscaping improvements to access; car parking; and ancillary development thereto and I will like to comment as follows. Having considered all the relevant supportive information especially the Air Quality Assessment Report with reference J10/12246A/10/1/F3 prepared by Air Quality Consultants Ltd dated August 2022 taken note of sections 4 (Assessment Approach), 5 (Baseline Conditions), 6 (Construction Phase Impact Assessment), 7 (Operational Phase Impact Assessment), 8 (Air Quality Neutral), 9 (Mitigation) and 11 (Conclusions) with the proposed installation of low-NOx gas boiler and Air Source Heat Pumps as well as the Phase I Contaminated Land Assessment with reference 73492.00.01R3 prepared by Geo-Smart Information Ltd dated September 2022 taken note of sub-sections 2.2 (Potential Sources of Contamination) with quite a few numbers of active and inactive industrial land uses within 51 – 250m of the site, 2.6 (Preliminary Risk Assessment) with moderate/low risk and 2.7 (Next Steps), 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 the Phase I Contaminated Land Assessment with reference 73492.00.01R3 prepared by Geo-Smart Information Ltd dated September 2022, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. 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 any additional remediation requirements where necessary. 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; d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. 2. Unexpected Contamination 2	

	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 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. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ 4. Demolition/Construction Environmental Management Plans a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and 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; 3	
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	iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out. Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic to protect air quality and the amenity of the locality.” 5. Combustion and Energy Plant Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 30 mg/kWh (0%). Reason: As required by The London Plan Policy 7.14. 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. I hope the above clarify our position on the application? Otherwise, feel free to contact us should you have any further query in respect of the application quoting M3 reference number WK/554735	
LBH Waste	I've looked at the details of this planning application for the development of Edmansons Close, Bruce Grove, London, N17 6XD. From the information provided in the Design and Access statement there is reference to storage for all the waste streams Haringey collects. All properties should have separate containers for mixed dry recycling, food waste, refuse and garden waste if appropriate and the numbers and types of bins should meet the guidance attached for ease of reference. It is noted that carry distances for collection crews and residents are compliant with the guidance and that vehicles can access as is currently the case. I would be happy to provide additional comments if more details are provided or if there is anything else you should be aware of concerning this application.	Noted. Conditions added.
LBH Arboriculture	I can confirm that I am satisfied with the Landscape plan. • There is an overall net gain with 15 trees being removed and 23 new trees to be planted	Noted. Conditions added.

	• The Holm Oak, Oak and Lime will establish larger crowns meaning a canopy and timber gain • The current Cherry Kanzans are declining and come to the end of their lifespans • Good species diversity and urban fitness trees have been selected. This reduces monoculture planting and the risk of future pest & disease and threats from climate change. There is all year-round arboricultural interest • The new trees will have the space to grow in a non-static environment and will eventually be in scale to their surroundings adding to the landscape and streetscape The trees are heavy standards for instant impact. We will require a condition for a three to five-year aftercare program, and replacement for any loss of trees. NO DEVELOPMENT SHALL TAKE PLACE UNTIL a schedule of landscape maintenance for a period of five years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.	
Ecology	Comments on the Bat Emergence Survey and Mitigation Report and the Preliminary Ecological Appraisal (PEA) for HGY/2022/4319. In summary, the proposed redevelopment at this site will have a minimal impact on ecology and particular bats, if all the recommendations set out in the reports are adhered to. <u>Bat Emergence Survey and Mitigation Report</u> Surveys including potential roost assessments, ground level tree assessments and emergence surveys of bats were completed in July and August 2025. These update surveys completed between 2020 and 2022 by CSA Environmental, which recorded a confirmed roost in the northern end of the main block of almshouses. The new surveys have recorded a very similar bat use and roosting on the site, with very little change from previous assessments. The on-site buildings were assessed externally and internally, where appropriate, to assess their potential to support roosting bats. In common with the 2022 assessment the sheds and outbuilding had negligible roosting potential, the almshouses had low to moderate potential, and the chapel had low potential. Four of the trees on the site have potential roosting features for individual bats. These trees will be retained post development. The bat emergence survey recorded a single emergence of a common pipistrelle bat from the base of a chimney on an almshouse near the chapel. This is classed as an opportunistic day roost. The bat survey completed in 2022 recorded emergences from a different feature on the same building. The overall bat activity on the site was low. Most of the calls recorded on the site were associated with a low number of foraging bats. The roosts identified in 2022 and 2025 will not be impacted by the proposed works for this development and any potential disturbance can be mitigated for by following a Precautionary Methods Working Statement (PWMS), using the NE Disturbance procedure. Broadly the PWMS will cover the timing of works and soft stripping techniques of the roof with an ecological clerk of works supervision. All the recommendations set out in Sec 6.0 of the Bat Emergence Survey and Mitigation Report must be adhered to prior to and during the whole construction process. <u>Preliminary Ecological Appraisal (PEA)</u>	Noted.

	The PEA report presents results on surveys undertaken on 2 and 3 July 2025. This updates the PEA previously undertaken by CSA Environmental in December 2019. The outcomes of the current assessment are very similar to those of previous assessments and there has been a negligible degree of change in habitats present. No new ecological constraints have been recorded. The site primarily consists of terraced almshouses, a chapel and laundry building backing onto vegetated garden. An orchard with mature Cherry trees exists in front of the almshouses. The site boundary with Bruce Grove consists of lines of Lime pollards. To the east of the site there is bramble scrub, modified grassland, a line of Leylandii trees, and a non-native hedgerow. The proposed development is for renovations to most of the existing buildings and with demolition of one 1970s-built fill in block, construction of residential properties, landscaping, and ancillary development. The development will have no impact on statutory or non-statutory sites nearby. Most of the on-site habitats will be retained and unaffected by the proposals with landscaping adding value to the site post development. Overall, the site is considered to have low-moderate ecological value with suitable habitats for species including hedgehog, nesting birds, and invertebrates. Root protection areas must be put in place for the trees that will be retained. Risk to hedgehog and nesting birds can be mitigated by implementation of standard best practice measures during vegetation or ground material clearance. If the removal of an on-site fox earth is necessary to facilitate development, appropriate measures must be taken to ensure any animals present are displaced humanely. The inactive den should only be destroyed once it is confirmed to be unoccupied.	
Local Resident Objections	Object to the building proposals of the demolition of these buildings and the proposals to renovate them. Principle - do not agree that buildings should be changed from almshouses. They should remain with the same purpose and not be used for profit. Suggest a planning condition to retain for social housing. Potential for Overlooking and Overshadowing Disturbance - unacceptable intrusion in the form of noise nuisance, general disturbance, odour, etc. - the road is already busy. Overbearing - The scale of the works means that the property/premises has an oppressive impact on surrounding areas/houses. Out-of-character - current almshouses are beautiful to look at and proposals would damage the nature of the area. They should be held to the same standards. Apartment building is a mis-match. Road Safety - The development may lead to a significant impact upon road safety. Increase in traffic. Cycle parking - Lack of cycle parking details. Loss of historic windows Mix of dwellings and design detail - Would be good to see more 3 bed properties and drawings lack detail/visual interest. Landscaping - More opportunities for planting and enhancements should be made.	Principle – The almshouses have now fallen vacant due to their constrained design and inability to meet modern day standards and health and safety requirements. They are not social housing but have been operated by the Drapers’ Almshouse Charity strictly in accordance with its charitable objectives. This means that residents have previously been selected based on being a resident in or having a connection to the local borough; being in need; and capable of independent living. No age restriction is applied to this, albeit it is noted that a number of the previous residents at Edmansons Close had been there for many years and were elderly. The Charity can choose to amend the above criteria at any time as it sees fit as long as it meets its charitable objectives. The proposals aim to retain the historic appearance of the almshouses making sensitive and restorative changes but to provide accommodation which is fit for modern day standards. The Viability Assessment submitted with the proposals and subsequent updates continue to show that the proposals remain unviable but the Drapers remains committed to bringing this site forward to deliver much needed housing rather than see it remain vacant. If any future profit were to be made then the Drapers Charity is required to re-invest this into its charitable purposes. The Council is to seek a review mechanism prior to commencement of works to this effect. Potential for overlooking and overshadowing - A comprehensive Daylight & Sunlight report by Hodkinson Consultancy was submitted with the application to assess the impact on light levels into the surrounding properties. It concludes that the

		proposed development will not significantly impact the levels of daylight or sunlight within the existing neighbouring buildings. Disturbance – Any impacts from Construction will be sensitively managed via submission of a detailed Construction Management Plan which will be a condition of any future planning permission, requiring approval from the local planning authority. Overbearing – The design of the proposals has been carefully designed to ensure that the pavilions, new almshouse and new extensions are modest and lower than the existing almshouses. The apartment building is stepped at two storeys closest to the almshouses and only three storeys further away. The scale and heights of the extensions and proposed new build elements are modest so that they do not adversely impact the almshouses or surrounding properties and no higher or overbearing than existing surrounding properties. The impact of this has been assessed in terms of Daylight & Sunlight as mentioned above which concludes there is no significant impact. The design team has also ensured that none of the new developments are visible from the front green/ area of open space. Out of Character – The design proposals are the result of many years of ongoing discussions with Haringey’s planning and conservation officers. The proposals have also been independently reviewed by Haringey’s Quality Review Panel on two separate occasions. The proposals have been informed by a detailed understanding of the listed buildings on the site and seek to better reveal significance through careful refurbishment. As a result of this approach, the proposals will, as a minimum, preserve the significance of the listed buildings and have the opportunity to better reveal significance through a carefully managed series of works which enhance significance. Road safety – The proposals have been revised during the course of the application to provide only 5 disabled car spaces in line with London Plan standards. This will mean that there will be much fewer vehicle movements than the previous existing situation. Any construction traffic will be sensitively managed through submission of a detailed Construction Management Plan which will be a condition of any future planning permission and require approval from the local planning authority. Cycle Parking – Cycle parking is to be provided within the gardens of each of the almshouses. Visitor cycle parking is to be provided via secure storage shelters – details and location to be agreed via planning condition with the Council. Cycle parking for the apartment building is to be provided within a separate sheltered secure cycle store as shown on the proposed ground floor plan. All cycle parking will be provided in accordance with London Plan standards. Loss of historic windows – The existing windows are generally considered to be in a reasonable condition but require redecoration and localised repair. We note that
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		suggestions have been raised over the replacement of windows to improve the sustainability of the almshouses by the carbon management team but we consider that such an approach would involve the unnecessary loss of fabric. The existing timber sash windows will be repaired and repainted in a heritage colour, with secondary glazing installed behind to improve the environmental performance of the buildings. Mix of dwellings and design detail – The site puts forward a mix which has been derived having regard to local and borough wide objectives as well as site and development specific circumstances. This is in line with Local Plan policy DM11 and provides a much more suitable mix than the current mix on site which is limited to mainly studios, with some 1 bed and two bed units. Further design detail has been developed during the course of the application, following discussions with officers. Revised plans have been submitted accordingly which provide further detail where deemed necessary. Final details of materials will be subject to approval with the Council through planning condition. Landscaping – A detailed Landscape Management Plan was submitted with the planning application. Full details of both hard and soft landscaping will be subject to approval by the Council through detailed planning condition to ensure the proposed landscaping fully integrates with the site's heritage and maximises landscaping opportunities.
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APPENDIX 5. Quality Review Panel Report

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Haringey Quality Review Panel

Report of Chair's Review Meeting: Drapers' Almshouses

Wednesday 15 June 2022

Video conference

Panel

Peter Studdert (chair)

Tim Pitman

Attendees

John McRory	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Sarah Carmona	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Chair's Review Meeting
15 June 2022
HQR88_Drapers' Almshouses

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1. Project name and site address

Drapers' Almshouses, Edmanson's Close, Bruce Grove, London N17 6XD

2. Presenting team

Mark Imms	Turner and Townsend
Polly Damen	d+b studios
Pippa Nisbet	JLL Inc
Paul Crisp	Smith Jenkins

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and, in addition, may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is located to the north eastern side of Bruce Grove and accessed from Edmanson's Close. The almshouses are laid out around three sides of a rectangular green space with short detached wings to either side, fronting Bruce Grove. The housing units are owned by the Drapers' Almshouse, a charitable housing provider, and provide accommodation for the elderly. Most units are empty, with many of the residents decanted to other properties. The almshouses are Grade II statutorily-listed and located within the Bruce Castle Conservation Area, within which the almshouses are considered an Important Frontage.

The site has a PTAL of 5 and there is existing informal parking around the perimeter of the green space. The surrounding area consists of predominantly residential land uses, in the form of terrace houses and low-rise flats, together with some commercial uses and the Grade II statutorily-listed former Tottenham Magistrates' Court to the rear of the site.

The proposal is for redevelopment, consisting of the amalgamation, extension and adaptation of the existing almshouses to provide a total of 48 dwellings, comprising: 26 family houses; 16 new-build studios and one bed apartments; four new-build two bed apartments, one new-build three bed almshouse; a two bed refurbished gatehouse; and retention of the existing chapel.

Officers seek the panel's views on the scheme's design quality.

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5. Quality Review Panel's views*Summary*

The panel welcomes the opportunity to review the proposed scheme for Drapers' Almshouses as it continues to evolve. It will be an important development for the borough; the proposals are moving forward well, and represent a substantial amount of work by the client and project team. The panel is warmly supportive of the scheme, and of the way that the project team have responded to feedback from the two previous reviews – held in person on 4 March 2020 (including a site visit) and online on 16 December 2020. It supports the scale of the proposals, the refurbishment of the chapel, the extension of the almshouses and the adjustments to the infill building on Bruce Grove.

However, there are still some aspects of the proposals that would benefit from some further consideration. These include the arrangements for cycle parking, the entrance sequences, and circulation layout within the new-build elements. The scheme would also benefit from a greater level of articulation and detail within the elevations of the new buildings, and from further clarity and control of the landscaped area in front of the new apartment building.

The design team will need to negotiate a careful balance between heritage requirements and energy efficient design; this should be undertaken in cooperation with Haringey officers. The panel would also welcome greater clarity of intention within the drawings in terms of the technical design of the development, which should include showing elements like air source heat pumps and photovoltaic panels within the drawings. The panel also highlights the importance of producing additional three-dimensional (CGI) images to show the detail of all of the new-build elements, and the relationships between the new buildings and the existing buildings.

Landscape proposals

- The panel feels that the design team has responded well to feedback about the landscape design. The relationship between public and private realms has improved, especially at the interface of the rear of the almshouses and the new-build blocks. The communal space is a good location for play space and the panel thinks that this could potentially be further reinforced.
- It questions whether the issue of cycle parking has been fully resolved and notes that the requirement for residents of the almshouses to carry their cycles through the house to the rear garden might be problematic due to the dimensions and angles of some of the interior spaces. It notes that while it may not be suitable to provide a separate external route to the rear gardens, additional communal cycle parking could be accommodated within the front courtyard.

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- The drawings need further clarity in terms of the relationship of the car parking spaces to the front of the almshouses, as they currently show the parking spaces very close to the front of the almshouses, and this may not be correct.

Refurbished almshouses

- The panel warmly supports the careful approach to the refurbishment and selective extension of the existing almshouses. A reduced number of two-storey extensions is a good strategy to optimise the accommodation provided.

Chapel building

- The proposed refurbishment of the chapel building works well; the panel supports the detailed approach to this part of the scheme.

New-build corner buildings

- The panel considers that the broad principles for the new-build corner buildings seem sensible. Some concerns remain about the entrance sequence from the exterior to the individual front doors internally.
- The panel understands that a 'quieter' architectural treatment has been adopted in response to previous panel comments, but it would encourage some further consideration of the details to enliven the elevations, while avoiding pastiche. This could include a strong coping detail to the parapet, and more substantial eills, incorporating a good drip detail to avoid staining. The panel wonders whether a material contrast with some red brick elements could also provide some greater depth and interest.
- The panel would encourage the design team to produce additional CGI images to show the detail of the new-build elements, and their relationship with the existing buildings on site. Carefully worked three-dimensional images will bring the drawings to life, and can demonstrate the shadow, depth and life of the elevations.

New-build infill building – adjacent to Bruce Grove

- The proposal for the new-build infill building seems to be very sensitive. The scale looks good and the orientation and design of the block are successful, opening up the entrance and providing a clear route to the apartment building at the rear.
- The primary frontage onto Bruce Grove – essentially the side gable of the building, due to its orientation – would benefit from another level of detail and richness in the architectural expression, to enliven this important frontage.



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- As noted above, additional CGI images are required to show the detail of the new buildings and their relationship with existing buildings adjacent.

New-build apartment building

- The design of the new-build apartment has generally come together well, although some concerns remain about the interior of the block, in terms of the configuration and quality of corridors. A simplified approach to circulation, perhaps through flipping the location of the core and the corridor, would improve the ground floor plan.
- Concern also remains about the approach to the main entrance from the direction of Bruce Grove. The panel notes that the dog-leg pathway to the entrance relies upon low boundary treatments for visibility, and is vulnerable to residents planting tall hedges which would block off the view to the entrance. Further consideration should be given to the soft and hard landscaping and its management.
- The panel supports the approach to the architectural expression of the building, and it would encourage further consideration of opportunities to achieve a greater depth and articulation of the elevational treatment through careful design and detailing. High quality materials and construction details will be very important.
- As noted above, additional CGI images are required to show the detail of the new buildings and their relationship with existing buildings adjacent.

Environmentally sustainable design

- The technical aspects of achieving the required environmental and energy standards through retrofitting the existing listed almshouses should be developed in consultation with the Council's Climate Change Officer.
- For example, the approach to retrofitting or replacing the windows in the existing almshouses will require careful attention, as there is a difficult trade-off between heritage and sustainability considerations. If more efficient windows can be achieved within the scheme then there will be a significant benefit for the residents in terms of future running costs.
- Increasing the biodiversity of the site is welcomed; the proposed provision of a pond to the rear of the site is a positive move.
- Clarity in the plans, elevations and images of the scheme is needed, to show the location and integration of technical design elements, such as air source



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heat pumps and photovoltaic panels. These are currently not shown in the drawings; more detail is needed to ensure that these elements will not be detrimental to the visual quality of the overall scheme.

Next steps

- The Quality Review Panel is delighted with the way that the scheme has progressed, and it looks forward to seeing the proposals come to fruition. Some comments on the details of the scheme remain, but the panel feels that these can be addressed in consultation with officers.



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APPENDIX 6. Financial Viability Assessment (FVA) Review (July 2025).



Our ref: JK

Gareth Prosser
Deputy Team Leader (East Team)
London Borough of Haringey
Level 5 Alexandra House
London
N22 8ZW

9 July 2025

Dear Gareth

Review of the Viability Addendum produced by JLL for Edmansons Close, Bruce Grove, Tottenham, London N17 6XD

GL Hearn were previously instructed by the applicant, The Drapers' Company, to undertake a due diligence review of a Financial Viability Assessment (FVA) completed by JLL submitted in support of planning application HGY/2022/4320 and HGY/2022/4319. An updated review was subsequently completed and an updated report issued on 30 November 2023.

We understand that an update to the viability appraisals has been requested to support the scheme which is shortly to be presented to the planning committee.

Given that the scheme is now vacant in anticipation of future development, we agree with JLL's approach and have continued to assume refurbishment to calculate the Alternative Use Value (AUV). We have therefore considered the two options put forward by JLL: (i) assess the existing scheme for sale as private housing and (ii) assess the existing scheme for sale as 100% affordable housing.

The table below summarises the key inputs and assumptions adopted in the appraisals to establish BLV:

Table 1: Residual Land Value (existing) private sale

Input	GL Hearn assumption	JLL assumption	Agreed?
Construction	8	8	Y
Sales	1 month	0 months	N but happy to agree
Construction cost	£4,781,576	£3,407,570	N
Contingency	5%	0	N
Finance rate	7%	7%	Y
Professional fees	5%	5%	Y
Disposal costs	2.5%	1.5%	N but happy to agree

GL Hearn Ltd is regulated by RICS for the provision of surveying services. This means we agree to uphold the RICS Rules of Conduct and all other applicable mandatory professional practice requirements of RICS, which can be found at www.rics.org. As an RICS regulated firm we have committed to cooperating with RICS in ensuring compliance with its standards. The firm's nominated RICS Responsible Principal is **Richard Williamson, Director – National Head of Business Rates, richard.williamson@glhearn.com**.

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Registered in England and Wales No. 3798877



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Gross development value	£15,256,050	£13,896,906	N
Residual land value	£5,945,122	£5,551,959	N
Developer's profit	10%	10%	Y
Benchmark land value	£7,083,483	£7,765,358	N
Surplus/Deficit	-£1,138,361	-£2,213,399	

We believe the revised refurbishment build cost figure to be low at £3,407,570 and have considered the rates as reported in BCIS which give a median rate of £2,150/m² for the refurbishment of flats in Haringey. This would equate to a build cost rate of £4,782,000 which is the rate we have used in our appraisals.

Scenario 1 – private sale.

JLL have applied the land registry indexation to the private GDV in the original report from September 2022 as follows:

Application Stage BLV GDV	Land Reg Index Q3 2022	Land Reg Index Q2 2025	Revised BLV GDV
£13,594,500	98.90	101.10	£13,896,906

The private GDV of the existing dwellings from the September 2022 report is £15,105,000 therefore we are unsure where the £13,594,500 figure derives from. We believe the correct indexation taken from the UK House Price Index is:

Q3 2022 98.9
Q1 2025 99.7

Using the GDV from the September 2022 report, this would produce a revised GDV of £15,256,050. Please see Appendix 3 for summary.

Scenario 2 - Affordable Rent

We have adopted the same tenure as JLL using Affordable Rent capped at Local Housing Allowance levels. We have determined the Market Rents by collecting comparable evidence.

Unit type	Market Rent pw	80% Market Rent	LHA (outer north London BRMA)	Rent used in appraisal pw
Studio apartment	£300	£240	£264.66	£240.00
1 bed apartment	£335	£268	£264.66	£264.66
2 bed apartment	£425	£340	£322.19	£322.19
2 bed house	£500	£400	£322.19	£322.19

Running a discounted cashflow appraisal using Podplan, specialist software used by the affordable housing sector to financially appraise affordable development opportunities, we believe that the 'package price' if purchased by an affordable housing provider would be £10,382,000. Please see Appendix 1 for summary.

Benchmark Land Value (BLV)

The BLV produced using the updated costs and revenue is:

Scenario 1 (private) £7,090,000
 Scenario 2 (affordable) £5,600,000

Proposed scheme

We understand that costs have increased since the last review due to timing and the request for additional sustainability measures. We accept the build cost figure provided and have used this in our appraisal.

Gross Development Value (GDV)

In our response letter dated 30 November 2023 we did not accept JLL's GDV figure and noted that they had used a different unit mix to that provided in the design and access statement. We have continued to appraise the mix as provided in the design and access statement.

We have indexed the values to today's date using the land registry indexation information

Table 2: House price index

GDV November 2023	Index November 2023	Index April 2025	Revised GDV
£22,638,719	97.30	99.70	£23,158,710

Please see Appendix 2 for summary.

Conclusion

We understand that the applicant continues to maintain that the existing properties should be considered as private residential rather than affordable and provide our opinion on both scenarios below.

Table 3: Viability conclusions

Scenario	Proposed scheme RLV	BLV	Surplus/Deficit	Exceeds BLV Y / N
All private	£5,945,000	£7,090,000	-£1,145 million	N
All affordable	£5,945,000	£5,600,000	+£0.345 million	Y

We conclude that the scheme as proposed is capable of supporting contributions to the local planning authorities affordable housing provision if the BLV is assessed as 100% affordable.

Yours sincerely



Jenny Kay
 Development Director

Planning Sub-Committee

Briefing paper for Planning Sub Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2025/0002

Ward: Noel Park

Address: Mallard Place, Coburg Road, Wood Green N22 6TS

Proposal: Preapplication proposal for redevelopment of the site by the erection of a 22 storey building with 8 storey wing, and a 14 storey building with 6 storey wing, to provide 150 social rent dwellings along with double height affordable workspace (539 sqm). The proposal also includes landscaped public realm.

Applicant: London Borough of Haringey

Agent: Sophie Heritage, Icení Projects

Ownership: London Borough of Haringey

Case Officer Contact: Valerie Okeiyi

2. BACKGROUND

- 2.1. The proposed pre-application development is being presented to Planning Sub-Committee to enable members to view it ahead of the submission of a full planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee for decision in February/March 2026. The applicant has engaged in pre-application discussions with Council Planning Officers, with formal pre-application meetings and QRP meetings.

3. SITE AND SURROUNDINGS

- 3.1 The site known as Mallard Place, falls within the Council's ownership and is currently occupied by a two-storey building, which is covered in a green wall and hardstanding to the rear of the building. The site has a frontage onto Coburg Road to the south, Western Road to the west, Clarendon Road to the east and New Road to the north.
- 3.2 Immediately adjoining the site to the west is Raphael House and to the east is Units 1,2,3 Kingfisher Place. The site is bounded by the Chocolate Factory Phase 1 development to the north, which received planning permission and is currently being built out under planning reference HGY/2017/3020-for a mixed

use development comprising of 10,657 square metres of commercial floorspace and 230 homes.

- 3.3 To the east of the site, on the other side of Clarendon Road, is Kingfisher Place followed by other commercial uses fronting Coburg Road. Further west of the site is the train depot and railway embankment with links to Alexandra Park and the New River via the Penstock foot tunnel. Immediately south of the site, on the other side of Coburg Road, is the Alexandra Gate development which received planning permission under planning reference HGY/2017/3117 and is currently being built out.



Fig 1: site (outlined in red) location in context

- 3.4 The site is located in an Opportunity Area as identified in the Mayor's London Plan 2021 and is located in the Wood Green and Haringey Heartlands Growth Area as identified in the Council's Local Plan 2017.
- 3.5 The site is also located within the designated Local Employment Area; Regeneration Area and located adjacent to Wood Green Common Conservation Area.
- 3.6 The site is designated in the Council's Site Allocation Development Plan Document (SA DPD) SA19 known as 'Wood Green Cultural Quarter (South)' which seeks to enhance the Wood Green Cultural Quarter through improvements to the Chocolate Factory and the creation of high-quality urban realm and comprehensive redevelopment of the remaining sites for employment-led mixed-use development with residential. The site is also designated as WG SA10 known as 'Mallard and Kingfisher Place' of the new Regulation 18 Draft Local Plan which is currently out for consultation; and carries very little weight at this point in time.

- 3.7 The site has a Public Transport Accessibility Level (PTAL) rating of 4, Wood Green Underground Station is a 9-minute walk away, and Alexandra Palace National Rail station is a 10-to-11-minute walk away. Two different bus services are accessible within 6 to 7 minutes' walk of the site. There is reference to improvements to bus services that are forthcoming, related to re-routing of bus services 91/N91 and the 232 via Western Road and Mayes Road respectively.

4. PROPOSED DEVELOPMENT

4.1. The proposal consists of:

- The demolition of the existing building which is occupied by the John Dewey (Area 51 Education) Special Needs College.
- Erection of a 22 storey building with an 8 storey wing and a 14 storey building with a 6 storey wing consisting of 150 new homes all for social rent;
- A housing mix of: 51 x 1 bed, 67 x 2 bed, 28 x 3 bed and 4 x 4 bed dwellings;
- 539 square metres of affordable workspace across the development on the ground and first floor,;
- Residential and commercial refuse/recycling storage on the ground floor;
- Cycle stores on the first floor;
- Plant rooms/service rooms/substation at ground floor;
- Podium courtyard/terrace including children's playspace at second, sixth and eighth floor level;
- Green roofs;
- Landscaping;
- Public realm improvements;
- 12 Blue Badge parking bays located on adjacent streets.

5. PLANNING HISTORY

5.1 There is no relevant planning history connected with the application property.

6. CONSULTATION

6.1 Public Consultation

6.2 The applicant has recently undertaken their own community engagement on the pre-application scheme. The applicant confirmed that 200 properties were sent engagement packs, and the period of community engagement ran for one month from August to September 2025. The applicant advises that ward councillors were sent a briefing note on the proposal.

6.3 Three community engagement events in total were held on the 9th, 13th and 18th of September 2025 at Long Lounge, Karamel, McQueen's Theatre 4 Coburg Road and at a pop-up event on the pavement besides the Penstock Tunnel where it joins Western Road. where the applicant presented their proposal to the community and responded to questions and provided feedback. The feedback from the event is included under Appendix IV .

- 6.4 This scheme is currently at pre-application stage. The proposals were presented by the applicant to the GLA in March 2025 and October 2025; and they are broadly supportive in principle. The proposals were also presented at a Development Management Forum on 2nd October 2025. The notes from the Forum are set out in Appendix III.
- 6.5 When a planning application is submitted to the Local Planning Authority (LPA) for consideration, consultation letters will be sent to neighbouring properties, site notices will be erected and an advert will be placed in the local newspaper to notify the community and invite comment.

Quality Review Panel

- 6.6 The proposal was presented to Haringey's Quality Review Panel (QRP) on 16 July 2025. The Panel offered their 'warm support' for the scheme. A summary of the Panel's response is as follows:

'The Haringey Quality Review Panel warmly welcomes the proposal for affordable housing and workspace, which is thoughtful and comprehensive. The panel encourages the project team to maintain this level of ambition as the scheme develops and suggests some areas for improvement.'

The fragmented land ownership means that comprehensive redevelopment cannot happen within the timescale of the application. This is not optimal but could be turned into an advantage and lead to a more successful scheme. If the southern and northern corner sites come forward for development, they should offer green relief from the density of neighbourhood, including children's play and bike storage. High level options should be produced to set intentions within this application.

The height and massing are comfortable in the context but would be improved by moving the 22-storey tower away from the emerging 27-storey tower on the Alexandra Gate site. The existing mature trees on the site should be retained, and this corner widened for orientation towards Chocolate Factory Square. Options should be tested, subject to the Crossrail 2 tunnel constraints, for moving the height and rebalancing the blocks to achieve a more favourable massing.

The quality of the housing proposed is commended. Further thought should be given to how the scheme will create a cohesive vertical community. The chamfered tower corners should have a stronger relationship to each other. A consistent base treatment is recommended, and the junctions between blocks should be resolved. The elevations and materials palette are developing well. Sustainability has been successfully embedded in the design, and the use of external shading is supported.

The boulevard of trees along Coburg Road are essential to the public realm. The purpose and design of the colonnade need further work. The podium

garden should not be enclosed on all sides in the future. All landscaping should be designed for low maintenance and water management.

The lower-level workspace provision is welcome. Flexible design and low rents should be considered to attract tenants and activate the street’.

- 6.7 The panel has expressed that they would welcome an opportunity to comment on the scheme again at an Intermediate Review, once the landscape and sustainability proposals have been developed further. Whilst the panel expressed a preference to see the final iteration of the scheme at a ‘chairs’ review, officers consider this to be unnecessary and the applicant’s architects can progress the scheme with the advice of the council’s principal design officer. Following the QRP the landscaping has progressed and communal amenity space is now also proposed on the 6th and 8th floor wings of the east and west tower. The sustainability proposals have also progressed following sustainability discussions with officers.

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

7. MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 7.1 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council’s Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.
- 7.2 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, and provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).
- 7.3 The site is designated as Site Allocation SA19 ‘Wood Green Cultural Quarter (South)’ in the Council’s Site Allocation Development Plan Document (SA DPD) which seeks to enhance the Wood Green Cultural Quarter through improvements to the Chocolate Factory and creation of high quality urban realm and comprehensive redevelopment of the remaining sites for employment-led mixed-use development with residential.



Fig 2: Site Allocation SA19 'Wood Green Cultural Quarter (South)

7.4 The requirements for the site, as set out under SA19 are listed as:

- Development proposals will be required to be accompanied by a site wide masterplan
- The original Chocolate Factory building will be retained
- Parma House, the Mountview Academy building, the buildings fronting Coburg Road east of Clarendon Rd, and the extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable uses to being retained and/or re-provided.
- The development should demonstrate that the maximum quantum of employment floorspace has been provided, subject to viability
- Uses that positively support the enhancement of the cultural quarter will be expected as part of any redevelopment
- This site should preserve the setting of the adjoining Wood Green Common conservation area and its significance
- In collaboration with neighbouring sites SA18 & SA20, a coordinated approach will be sought to the provision of an enhanced public realm to be created in the north of this site, which will act as the focal point of the Cultural Quarter around Clarendon Road. Active frontages to both sides of Clarendon Road will be required, to contribute to this vision.
- A public realm will be created that will act as the focal point for the Cultural Quarter in this the site around Clarendon Road

- Active frontages to both sides of Clarendon Road will be required, which contribute to the cultural output of the area
- Development should follow the principles set out in any future Council-approved masterplan, and the Wood Green Area Action Plan (AAP)
- Clarendon Road will be enhanced and provide a north-south pedestrian and cycling connection through the site
- Affordable rent housing may be sought having regard to the viability of the scheme as a whole, in line with Policy DM38
- This site falls within a Regeneration Area, and as such employment-led mixed-use development will be appropriate here
- Development should have regard to the adjoining site allocations (SA18 & SA20) and follow the principles set out in any future Wood Green AAP
- This site is subject to the requirements of Policy DM38 - Employment-Led Regeneration.

7.5 While some of the site allocation requirements above do not relate specifically to this site, the site would need to integrate with wider plans for this site allocation as a whole

7.6 The proposal would also need to be assessed against the requirements of Policy DM38 'Local Employment Area - Regeneration Areas of the Development Management Development Plan Document (DM DPD) 2017. The policy states that the Council will support proposals for mixed-use, employment-led development within a Local Employment Area - Regeneration Area, where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;
- b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:
 - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and
 - iii. Environmental quality of the site.
- c. Make provision for an element of affordable workspace where viable;
- d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;

- e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and
- f. Be designed to enable connection to ultra-fast broadband.

Draft Local Plan

- 7.7 As part of preparing a new Local Plan, the Council is currently consulting on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation period running from 10 October to 19 December 2025. The Draft Local Plan sets out the Council's emerging placemaking framework, spatial strategy, and policy direction. At this stage, the new Local Plan is in the early stages of preparation and has not yet been submitted for examination. In accordance with the National Planning Policy Framework (NPPF), paragraph 49, officers consider that only very limited weight should be afforded to the Draft Local Plan's policies at this time.
- 7.8 The site is designated as WG SA10 known as 'Mallard and Kingfisher Place' of the new Regulation 18 Draft Local Plan. Wood Green Site Allocation SA10 which is slightly amended, though, broadly in line with SA19 of the adopted local plan, expects redevelopment to provide a greater density and mix of employment, workspace and residential uses, supporting the Cultural Quarter. Active frontages and uses, and a dramatically improved public realm are expected as this will create a dynamic, creative environment along Coburg and Clarendon Road, as part of the strategic east-west cultural corridor. The Draft Local Plan only carries very limited weight compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan; given the consultation on the draft Local Plan has not yet concluded.

Land Use Principles

- 7.9 The proposed development, would replace an existing college for people with special needs with a mixed-use development comprising of new residential homes and employment floorspace

Loss of community use

- 7.10 Policy DM49 'Managing the Provision and Quality of Community Infrastructure' states that B) where a development proposal may result in the loss of a facility, evidence will be required to show that:
- a) the facility is no longer required in its current use;
 - b) the loss would not result in a shortfall in provision of that use;
 - c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on site

- 7.11 The existing special needs college does not provide the land uses (and general aims) of the site allocation which seeks employment and residential use on this site. The council is currently working with the college to relocate to ensure this important community use continues to operate.

Proposed mixed use – Employment and Residential Uses

Employment

- 7.12 The site forms part of the wider site allocation – SA19 of the SA DPD, which covers Raphael House, Units 1,2,3, Kingfisher Place and Land at Chocolate Factory and Parma House which has received planning permission in February 2019 under planning reference HGY/2017/3020 for a mixed-use development comprising of 10,657 sq.m of commercial floorspace and 230 residential homes (known as Chocolate Factory Phase 1).
- 7.13 The pre-application proposal would redevelop a portion of the remainder of the site (within SA19) with a scheme providing a mixed-use scheme consisting of residential and employment floorspace. The development proposes 539 square metres of employment floorspace. Site Allocation SA19 identifies a minimum development capacity of 12,243 square metres of employment floor space across the allocation as a whole. The proposed employment floorspace, in conjunction with the Land at Chocolate Factory and Parma House development, (part of SA19, which have planning permission and is currently being built out – reference HGY/2017/3020) would equate to 11,196 square metres of employment floor space across the site allocation.
- 7.14 Whilst there would be a shortfall in reaching the required employment floorspace, the adjacent sites, also within SA19, are yet to come forward for development and have the potential to further increase the employment capacity and overall requirement of employment floorspace as set out in SA19. The pre application proposal also includes affordable workspace on the ground floor which meets requirements of SA19 and Policy DM38 of the DM DPD.
- 7.15 Optimising affordable workspace provision along Coburg Road, Western Road and Clarendon Road is wholly supported and it is understood that the detail of what would be delivered is currently being discussed between the Applicant Team and the Council's Inclusive Economy Team.
- 7.16 Activation of the ground floor street frontage of Clarendon, Coburg and Western Roads would be established as part of the pre-application scheme and supported by Officers and the QRP. The applicants have provided details of the commercial space proposed, potential uses, potential sub-division of the space and how it will be serviced etc.
- 7.17 Officers have expressed the importance of designing the workspace to be as flexible as possible, which in turn would optimise the marketing potential of the units. This has also been echoed by the QRP. Furthermore, the ground floor

employment / commercial frontage would be 'double' height, which would establish and provide a commercial character to this part of the streetscene.

- 7.18 Offices consider that employment use is both appropriate and welcomed as part of the mix use scheme in light of SA19 of the SA DPD and the above mentioned local policies.

Residential Use

- 7.19 Policy DM10 of the DM DPD states that the Council will support proposals for new housing as part of mixed use developments. The residential homes forming part of this development would contribute towards the Council's overall housing targets and much needed housing stock. Site Allocation SA19 of the SA DPD states that a mixed-use development with residential use is expected.

Masterplanning and Regeneration

- 7.20 Officers acknowledge that, due to the fragmented nature of land ownership — particularly in relation to the adjacent sites — and the limited interest shown by some landowners in participating in a coordinated land assembly, a comprehensive redevelopment of the wider site is not achievable at this stage. The applicant has, however, submitted an indicative but yet to be detailed masterplan which includes the adjacent undeveloped sites (Raphael House, Units 1,2,3 and Kingfisher Place) in order to illustrate how these parcels of land could be built out without prejudicing the future development of the adjacent sites. This will ensure that the regeneration, vision and development objectives of SA 19 as a whole are delivered. This is also in line with Policy D55 'Regeneration / Masterplanning' of the DM DPD which seeks to safeguard and enable neighbouring development opportunities.
- 7.21 The QRP has noted that in the long-term, if the southern and northern corner sites become available, the panel recommends that they are used for wrap-around, green spaces, rather than developed for more housing. *Design Approach/Heritage and Conservation*
- 7.22 The existing building currently occupying the site is a two-storey flat roofed brick building with a green wall/roof which partially occupies the site area. The building has no architectural merit.
- 7.23 The pre-application proposal comprises of a 22-storey building with an 8 storey wing, and a 14-storey building with 6 storey wing and includes two staircases proposed for each core. 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 would be subject to Fire Safety Gateway 1 and therefore the Health and Safety Executive (HSE) / Building Safety Regulator (BSR) would be formally consulted on a planning application as the mixed used development is 14-22 storeys in height which exceeds the 7 storey and 18 metres threshold which triggers the need to consult with the HSE/BSR.

- 7.24 Policy SP11 of the Council's Local Plan and Policy DM6 of the DM DPD states that development proposals should be of an appropriate height and a scale which responds positively to the site's surroundings. Figure 2.2 of Policy DM6 of the DM DPD identifies the area around Wood Green/Haringey heartlands, as being suitable for tall buildings and defines 'Tall Buildings' as being 10-storeys and over. Policy D9 of the London Plan states that consideration of the visual impacts, functional impact, environmental impacts and cumulative impacts will need to be assessed.
- 7.25 The design of the buildings and scheme as a whole is progressing positively and officers are broadly supportive of the height and massing of the buildings. The site is recognised in the Site Allocations DPD and draft Wood Green AAP (although this AAP is not adopted, the sites and policies are to be subsumed in the emerging New Local Plan) as a suitable location for a tall building within a designated 'Growth Area'. The QRP also supports the height and massing of the buildings – however officers would like to see further details of the proximity of the 22-storey tower to the substantially developed Alexandra Gate development which includes proposals for tall buildings of their own immediately adjacent to this site.
- 7.26 The QRP and Officers consider that the elevations and material palette are developing well. It is recommended that the design of the tallest building should have a clearer base, middle and top, and pairing of middle floors, which the applicants are addressing. The applicant has been advised to consider the detailed design of the commercial unit frontages, as well as residential core entrances and doors to refuse stores, cycle stores and plant and seek to maximise active frontages in order to contribute to a successful public realm.
- 7.27 Officers have advised that a party wall approach to the flank walls of the neighbouring corner sites – that will be developed in the future, should be included in the indicative masterplan for the entire block. The central podium garden as proposed would be visible from the street in some locations, which is welcomed.
- 7.28 The applicant is currently working up a Heritage, Townscape and Visual Impact Assessment (HTVIA) to assess the impact of the proposed buildings on the surrounding townscape. Officers are currently reviewing the viewpoint locations selected by the applicants.

Public Realm / Landscaping/Biodiversity

- 7.29 The QRP note that the boulevard of proposed trees along Coburg Road are essential to the public realm. The purpose and design of the colonnade requires further work. Officers have advised that the podium garden should not be enclosed on all sides and that all landscaping should be designed for low maintenance and water management.

Residential Quality, Unit Mix and Affordable Housing

- 7.30 The applicant is currently exploring, following officer and QRP advice, how to secure adequate sunlight to the communal podium courtyard, which is currently challenging. The applicant has demonstrated that the proposed areas of amenity will receive very good levels of sunlight overall. Discussions on sunlight to the shared podium courtyard are still ongoing with Officers as part of the pre-application process. Officers consider that high-quality playspace and the provision of accessible communal amenity spaces for all residents should be possible to achieve and that both the podium and both roof terraces need to be accessible to all future residents.
- 7.31 Playspace for older children should be explored on the roof levels of each block.
- 7.32 The proposed new homes would consist of 51 x 1 bed, 67 x 2 bed, 28 x 3 bed and 4 x 4 bed dwellings. This range of home sizes is considered appropriate for a development and this location and would optimise the use of the site to meet housing need, particularly the need for family sized accommodation.
- 7.33 All homes would be provided to the local community as socially rented homes.
- 7.34 The applicants are aware that biodiversity is an important consideration and they will address this matter in detail within the planning application process.

Transportation and Parking

- 7.35 The site has a public transport accessibility level (PTAL) rating of 4 which is considered to have good access to public transport services. The nearest station to the site is Wood Green Underground Station which is a 9-minute walk away and Alexandra Palace National Rail station a 10-to-11-minute walk away. Two different bus services are accessible within 6 to 7 minutes' walk of the site. There is reference to improvements to bus services that are forthcoming, related to re-routing of bus services 91/N91 and the 232 via Western Road and Mayes Road respectively.
- 7.36 The proposed scheme would be a car free development. Given the site's PTAL of 4 the proposal meets the criteria of Policy DM32 for a car free/permit free development. However, as always, there is a potential for additional on street demands arising from a development. Therefore, it will be necessary for a parking stress survey to be provided as part of any planning application to give details of existing parking conditions in the locality of the site. Twelve blue badge parking bays would be provided to ensure a policy compliant provision (8% of the overall number of homes). The 12 blue badge parking bays would be located on the adjacent streets set out below;
- 5 x bays on New Street
 - 2 bays in the Chocolate Factory Phase 1 Block E2 Car Park
 - 4 bays on Clarendon Road
 - 1 bay on Western Road
 - The existing business permit parking on Clarendon Road is to be re-provided to Western Road

- 7.37 Mitigation measures to reduce potential parking impacts and promote the use of sustainable and active modes of travel would be required.
- 7.38 Policy T5 of the London Plan sets out the relevant cycle parking standards, which are reinforced in Policy DM32 of the DM DPD. The proposed arrangements should be secure, weatherproof, attractive and easy to use. The layout and design should meet the requirements of the London Cycle Design Standards as produced by TfL. The proposal would provide the cycle store at first floor level. The stores are proposed to be accessed externally via a designated cycle lift from Western Road, and internally from the cores. The locations envisaged for visitor cycle parking will also be required, to demonstrate they will be appropriately located and that they would not impede pedestrian movement or clutter the public realm.
- 7.39 Full details of the future servicing, refuse/recycling and emergency services arrangements will be required at application stage. This will need to include the numbers of trips, types of vehicles, dwell locations and associated dwell times. All servicing should take place from within the site and off the public highway and not interfere with the smooth and safe operation of the public highway.
- 7.40 A detailed draft of a Demolition and Construction Logistics Plan for the site will be required at application stage, outlining the demolition and construction periods and programme, and the numbers and types of demolition/construction vehicles attending the site. All arrangements would need to minimise the impact on both the public highway and neighbours.
- 7.41 Discussions are ongoing with the Council's Transport Planning team as part of the pre-application stage

Amenity

- 7.42 The pre-application proposal should not prejudice the future development of adjoining and surrounding sites notably; Phase 1 of the Chocolate Factory, Raphael House, Kingfisher Place, Parma House and the consented phase 4 and proposed phase 5 of the Alexandra Gate development.
- 7.43 An initial BRE assessment has been submitted in relation to daylight / sunlight matters, which seeks to ensure that the amenity of existing and future occupiers with regards to daylight / sunlight and overshadowing are acceptable. However further detailed assessments of this will be required to accompany the planning application, as well as information in relation to safeguarding privacy and other potential amenity impacts, to ensure that the proposed development doesn't materially impact existing and future occupiers, and that it does not materially prejudice neighbouring sites coming forward for development. The weight given to the impact of this is a matter of judgment for the decision-maker, who must consider all relevant factors and show that they have considered all relevant matters. The impact on the neighbouring site's development potential will be weighed against other considerations such as the public benefits of the proposed development.

- 7.44 A noise assessment and if necessary, mitigation measures, will also be required at application stage.
- 7.45 The pre-application proposal should include wind/microclimate studies, including the requirement for wind tunnel testing. To be successful, the proposed development will need to achieve wind levels suitable for comfortable outdoor seating in winter and summer for the external pedestrian circulation and sitting areas (Lawson Criteria A or B).

Sustainability

- 7.46 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; discussions are ongoing on the overall energy strategy for the development.
- 7.47 Site Allocation SA19 of the SA DPD states that the site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- 7.48 Discussions are ongoing with the Officers of the council's Carbon Management team across a range of sustainability measures to ensure the proposal is in line with the above policy requirements.

Appendix I

PLANS AND IMAGES

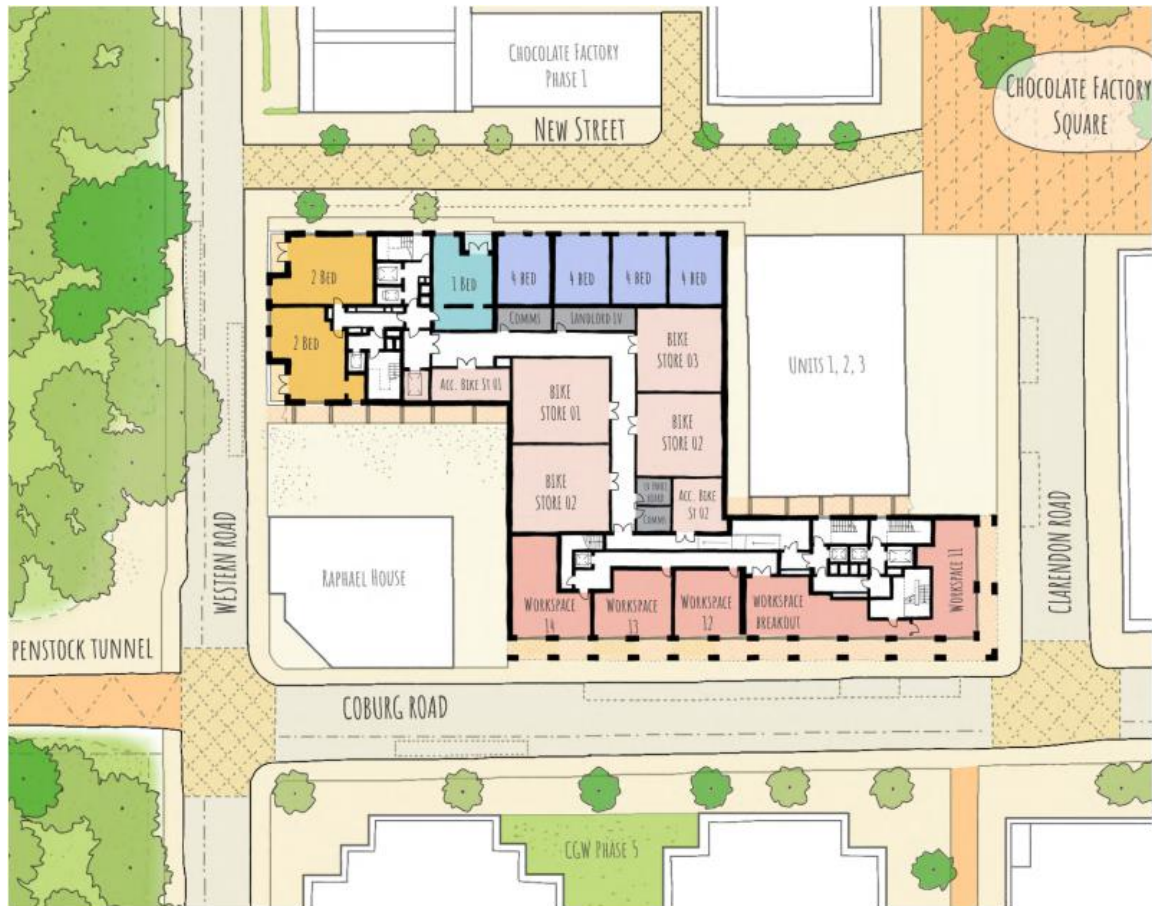
Birds Eye View



Proposed ground floor plan with the Crossrail 2 exclusion zone highlighted



Proposed first floor plan



Proposed second floor plan



Typical upper floor plan



Level 02 Podium Courtyard



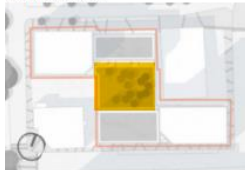
Mounded play feature



Seating and shared pathways for interaction



Planting character



Level 06 & 08 Podium terrace



Flexible, timber-stacked seating



Play, seating & growing space in a podium setting



Illustrative view along Coburg Road



- 1 Coburg Road Intersection**
and activation of key corner
- 2 Coburg Road Boulevard**
- widening and activating
the streetfront through
workspace and residential
entrances
- 3 Penstock Tunnel** and
popular route through to
Alexandra Palace. Activation
of Western Road corner.

Illustrative view along Coburg Road

COBURG ROAD



Illustrative view along Western Road

WESTERN ROAD

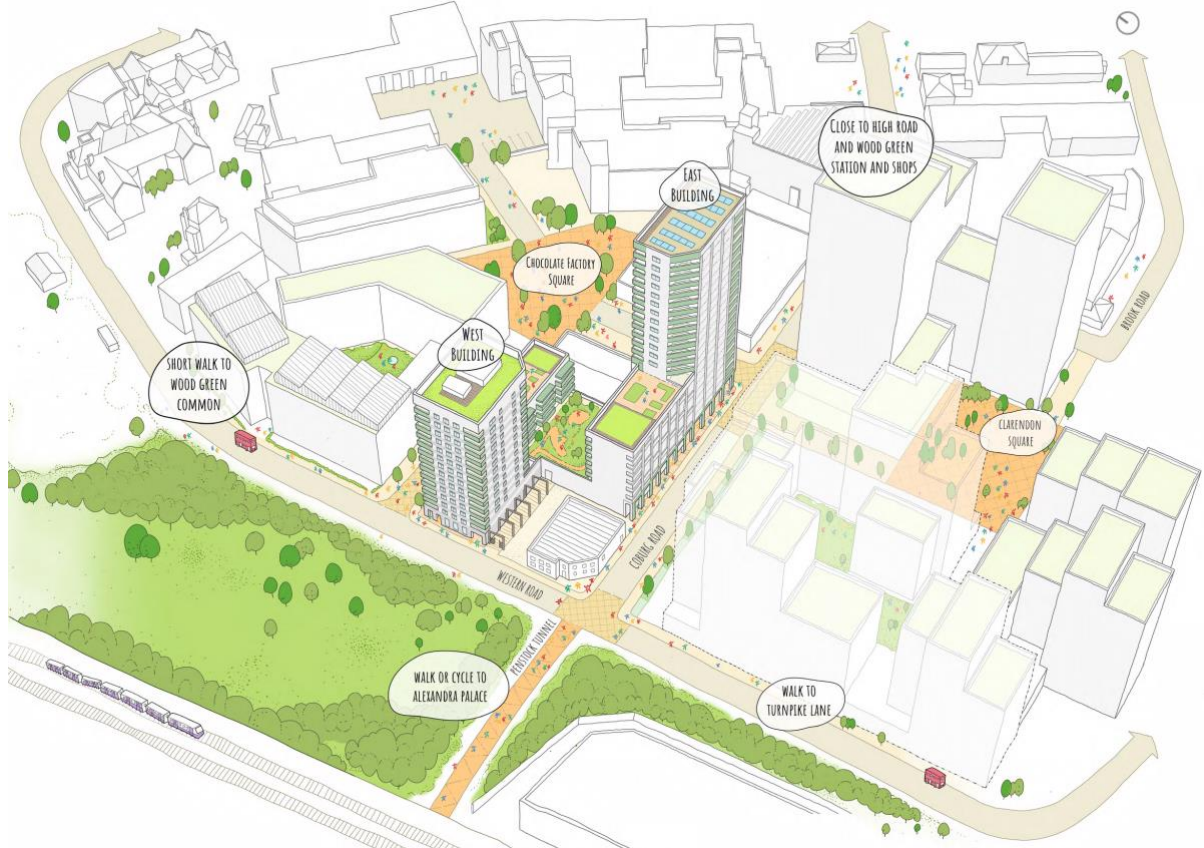


Illustrative view from east tower deck

EAST TOWER DECK



Illustrative birds eye view



Appendix II – QRP Response

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London Borough of Haringey Quality Review Panel

Report of Full Review Meeting: Mallard Place

Wednesday 16 July 2025

Level 6 Collaboration Space, Alexandra House, 10 Station Road, London N22 7TY

Panel

Esther Everett (chair)
Phil Askew
Rosie Bard
Hugo Braddick
Louise Goodison

Attendees

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Philip Crowther	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Joshua O'Donnell	London Borough of Haringey
Biplav Pageni	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Ashley Sin-Yung	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Alice Tsoi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Report of Full Review Meeting
16 July 2025
HQR149_Mallard Place

CONFIDENTIAL**Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Project name and site address

Mallard Place, Wood Green, London N22 6TS

2. Presenting team

Bruno Bridge	London Borough of Haringey
George Gemei	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Jamie Sullivan	Iceni Projects
Hugo Tomassi	Iceni Projects
Rhys Jones	Levitt Bernstein
Jo McCafferty	Levitt Bernstein
Lotta Nyman	Levitt Bernstein
Thomas Lefevre	Etude

3. Planning authority briefing

The site is within an opportunity area (identified in the 2021 London Plan), and a growth area (identified in the Haringey Local Plan 2017). It is also within a designated local employment area, regeneration area, and is adjacent to Wood Green Common Conservation Area. The site has a PTAL rating of 3 to 4.

Site Allocation SA19, known as Wood Green Cultural Quarter (South), seeks an employment-led mixed-use scheme to enhance the Chocolate Factory and create a high-quality urban realm. The immediate vicinity contains a host of designated site allocations that will also contribute to the regeneration of this neighbourhood. Many have planning permission for high-density tall buildings, and some are currently being developed. The most notable examples are the Alexandra Gate and Chocolate Factory schemes.

The proposal is for 150 affordable social rent homes in blocks two, six, seven, eight, 14 and 22 storeys tall. 548 square metres of flexible workspace will also be provided, alongside landscaped amenity space.

Officers support the principle of redeveloping this site for affordable housing and workspace. Officers recognise that, due to fragmented ownership and the adjacent owners showing no interest in land assembly or developing their sites, comprehensive redevelopment of the entire site cannot be achieved at present.

Officers asked for the panel's comments on all aspects of the scheme, including the overheating strategy in particular.



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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel warmly welcomes the proposal for affordable housing and workspace, which is thoughtful and comprehensive. The panel encourages the project team to maintain this level of ambition as the scheme develops, and suggests some areas for improvement.

The fragmented land ownership means that comprehensive redevelopment cannot happen within the timescale of the application. This is not optimal, but could be turned into an advantage and lead to a more successful scheme. If the southern and northern corner sites come forward for development, they should offer green relief from the density of neighbourhood, including children's play and bike storage. High-level options should be produced to set intentions within this application.

The height and massing are comfortable in the context, but would be improved by moving the 22-storey tower away from the emerging 27-storey tower on the Alexandra Gate site. The existing mature trees on the site should be retained, and this corner widened for orientation towards Chocolate Factory Square. Options should be tested, subject to the Crossrail 2 tunnel constraints, for moving the height and rebalancing the blocks to achieve a more favourable massing.

The quality of the housing proposed is commended. Further thought should be given to how the scheme will create a cohesive vertical community. The chamfered tower corners should have a stronger relationship to each other. A consistent base treatment is recommended, and the junctions between blocks should be resolved. The elevations and materials palette are developing well. Sustainability has been successfully embedded in the design, and the use of external shading is supported.

The boulevard of trees along Coburg Road are essential to the public realm. The purpose and design of the colonnade needs further work. The podium garden should not be enclosed on all sides in the future. All landscaping should be designed for low maintenance and water management.

The lower-level workspace provision is welcome. Flexible design and low rents should be considered to attract tenants and activate the street.

Uses and delivery

- The panel commends both Haringey Council and the project team for bringing forward a one hundred per cent affordable housing development.
- Positive features of the proposal – including climate resilience, number of homes per core, and inset balconies – should be embedded in the drawings and the delivery strategy. The panel also encourages Haringey Council to retain the project team to ensure that the design quality presented is also delivered.



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- The workspaces at ground and first floor levels are a positive way to activate the development and Coburg Road. To find suitable tenants quickly and achieve a vibrant streetscape, the panel recommends designing the units to be as flexible as possible. The council should also consider offering spaces at low or no rents.
- The range of tenants could be curated with Haringey's regeneration team to connect to activities in the wider neighbourhood. For example, one space could be an artist's studio for those contributing to the refurbishment of Penstock Tunnel.
- Equally, the play space provision may not meet the needs of the anticipated child yield for a scheme of this tenure and density. A freely accessible indoor play space could be provided in one of the ground floor units.

Site layout and masterplan

- The panel would like to see the tower and massing on the southeastern corner of the site moved westwards to allow more generous public space on the corner of the site and retention of the existing tree. Given the Crossrail 2 constraints, this may require a rebalancing of massing on the site.
- The existing two-storey buildings on the southern and northern corners are not included in the development. However, they balance the density of the proposal, which builds on almost the entire remaining footprint of the site.
- As the building heights in the wider site allocation have been increased beyond the intentions of the original masterplan, the undeveloped corners of this site will also offer some relief from this emerging context.
- The panel understands that the corner sites are not currently within the project team's control, but suggests producing a few high-level options showing how they could best support the scheme and the wider masterplan.
- In the long-term, if the southern and northern corner sites become available, the panel recommends that they are used for wrap-around, green spaces, rather than developed for more housing.
- The resident amenity space, particularly children's play, would be more successful at ground floor level, improving accessibility and surveillance.
- Raphael House, on the southern corner site, would be a good location for a green open space. This could offer play space and bike storage at ground level. It could also have landscaping linking through Penstock Tunnel to Alexandra Park.



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Height and massing

- The panel is comfortable with the proposed height and massing, which has been well tested with the emerging townscape cluster of taller buildings.
- However, the 22-storey tower is very close to the future 27-storey tower on the site immediately to the southeast. Moving it westwards towards the eight-storey wing would allow glimpses through to Chocolate Factory Square.
- The panel understands that the potential future Crossrail 2 tunnel beneath the site is a technical constraint on the location of the tallest block, but asks for further work to be carried out to push this further and safeguard space on the southeastern corner.

Public realm

- The panel acknowledges that the southern side of Coburg Road is not within the site ownership, but the success of the scheme relies on these street trees. The wider masterplan for the area also establishes Coburg Road as a tree-lined boulevard, which will be an essential feature of the new neighbourhood.
- For residents arriving home, the quality of Coburg Road will shape their arrival experience. The public realm should be approached as one coherent space, and the panel asks for assurance that the street trees will be delivered.
- The junction of Coburg Road and Clarendon Road is an important nexus in the street network, between the new civic spaces of Chocolate Factory Square and Clarendon Square. The panel urges the retention of the existing mature trees on this corner, which provide shade and aid wayfinding.
- The corner should also be sufficiently generous to lead people towards the new civic spaces and routes onwards. It does not have to be large, but should create a moment for pausing and should aid orientation.
- The panel is not convinced that the two-storey colonnade at the base of the building fits in with the area. The colonnade is also not deep enough to accommodate spill-out activity, or to act as part of the public pavement. The panel should look at successful precedents, such as those found in Italian cities, to inform the design. A solution for the ground floor treatment, that better addresses the site, is needed.
- The panel is concerned that the planting proposed under the colonnade will not thrive without an irrigation system, and will need a lot of maintenance. However, there is a need to green the lower levels of the building, particularly if the mature existing trees are removed.
- The panel suggests providing climbers up the building façades instead of planters under the colonnade. These are more likely to survive and contribute to urban greening, and will save space.



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- The maisonettes with individual front doors and landscaping onto New Street are welcome. The project team should design realistic front gardens, embedding low maintenance, deliverable green space into the scheme so that it will not be removed in value engineering processes, and will contribute to the character of New Street.

Podium garden

- The project team has achieved a podium garden that meets the required amenity and play space quantity for a dense development. However, the quality should be improved during the next design stage, particularly as it is the only amenity provision on the site.
- The panel asks that the views from the podium garden over the future Chocolate Factory Square, and the wider views to Alexandra Palace and Park, are safeguarded, even if the corner sites are redeveloped in the long-term.
- If these corner sites are developed beyond two storeys, the podium garden will be enclosed on all sides. This is likely to cause issues with overshadowing and acoustics, making the garden less usable and preventing residents from opening their windows. The podium should be kept as open as possible.
- The internal access to the podium garden involves long and narrow corridors. This should be simplified. The lobbies by the garden entrances should also be more generous to create a sense of arrival for residents.
- The project team should check that the podium garden space and all resident balconies will be usable, given the overshadowing likely from the future 27-storey tower immediately to the south on the Alexandra Gate site.
- A significant irrigation system and sufficient loading would need to be integrated into the podium garden design for it to achieve the project team's verdant vision, which includes grass and trees. Given the cost implications, combined with climate change, there is a danger that this approach will fail and be replaced by artificial grass or similar.
- The panel recommends instead designing low-maintenance landscaping from the outset that does not require high water consumption. This can still create an attractive and usable garden, and will be more climate resilient too.
- The maintenance of landscaping is fundamental to the scheme's success. The panel asks Haringey Council and the project team to put a management plan in place, including a process to procure high-quality landscape contractors.

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Housing

- The panel supports the proposed number of homes per floor and per core in the towers, and is pleased to see inset balconies provided. Both measures help to create higher-quality, more liveable homes.
- It is also positive that the maisonettes have their own front doors, and that deck access is proposed for part of the scheme. These design choices foster a sense of home and neighbourliness. The project team should explore whether deck access can be applied to other parts of the development too.
- The panel asks that the physical, social and psychological aspects of tall and dense housing are investigated. The design should nurture a strong vertical community, focusing particularly on thresholds and meeting points, such as entrance lobbies and lifts.
- The panel also suggests engaging with the project teams of the recently completed Clarendon Gasworks masterplan immediately to the south, and learning from their post-occupancy evaluation.

Architecture and materiality

- The chamfered corners of the two tower blocks result from the technical loading constraints of the potential Crossrail 2 tunnel. However, they contribute to the character of the scheme.
- To establish a more intentional relationship, the panel recommends that the chamfers should face each other across the podium garden. The chamfer on the 14-storey tower should also be more pronounced, and more legible from ground level.
- The project team should develop a consistent treatment to the two-storey base, potentially exploring wrapping the colonnade around all sides of the building, or developing a more appropriate solution for the site.
- Further work is needed to resolve the junction between the 22-storey tower and the eight-storey wing. The panel suggests finding a simple solution, perhaps with the tower extending to meet the ground.
- The elevations are developing well, but the panel asks for the emphasis either on horizontality or verticality to be clarified.
- The materials and colour palettes selected are a successful combination. It will be important to select a robust, attractive brick that works with the proposed tones and textures.
- The rooftop designs should be developed, considering parapets or screening for any protruding plant equipment, photovoltaic panels or lift overruns.



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Sustainability

- Sustainability has informed design decisions, and has been successfully embedded. This dialogue should be maintained as the scheme develops.
- The panel supports the use of external blinds or shutters to mitigate overheating. The project team should investigate how successful this strategy has been on recently delivered schemes, such as the BBC Television Centre affordable housing development by Maccleanor Lavington.
- Further thinking is required about water management. Considering the extent of hard-standing, both in the current and emerging contexts, the landscape proposals should be developed to mitigate water run-off.

Next steps

- The Haringey Quality Review Panel would welcome the opportunity to comment on the scheme again at an Intermediate Review, once the landscape and sustainability proposals have been developed further.

Appendix III

Notes of DM Forum held on MS Teams on 2nd October 2025 attended by the applicant team, the LPA and John Miles from the Parkside Malvern Residence Association (PMRA)

- The Parkside Malvern Residence Association (PMRA) are involved with developments in Clarendon
- The buildings are too high
- Very dense development
- Collage Arts needs to be considered
- The filter beds through Penstock Tunnel should be reviewed
- What will make up the 10% BNG?
- There is opportunity to take out a building and create a through route for walking/cycling
- Scheme would result in a loss of natural view of the sky
- How will surface water management be dealt with as the site is in the Moselle flood basin?
- Could there be swales provided on roofs/Coburg Road?

Appendix IV – Feedback from the public consultation

PUBLIC ENGAGEMENT

200 properties were sent engagement packs on the council's proposals for 150 new council homes at Mallard Place. The period of community engagement ran from Friday 22 August to Monday 22 September. Three in-person events were held on the following dates:

- o Tuesday 9 September 5.30pm - 8pm
- o Saturday 13 September 10.30am - 1.30pm
- o Thursday 18 September 11.30am - 2pm

During the three events a total of 21 people came and spoke to the project team and architects about the proposals.

The total amount of responses we received during the engagement period is 25 (12.5%) - 20 online responses and 5 paper responses.

Residents were asked: Which description best fits your view of the proposals for Mallard Place? (please tick one box only)

- Very negative - 12
- Negative - 6
- Neutral - 1
- Positive - 3
- Very positive - 3

18 residents viewed the council's proposals for Mallard Place either negatively or very negatively. 6 respondents viewed the council's proposals positively and very positively. With only 1 respondent answering neutral to the question.

The next question asked residents to tick the boxes against which issues are most important to them regarding the proposed development. Here are the results:



Many of the responses regarding the proposed development at College / Area

• "Harin college that going to be a..."

• "The c... for special e... development..."

• "Witho... people who... education..."

Other negat... congestion a... regarding no... to their flat.

The one neu... "Traff... Adding a hig...

The positive... is building ne... "It's a... for residents... "I think... housing... I h... "Its go... "This i... problems of...



Report for:	Planning Sub Committee Date: 06 November 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 Planning service. These are divided into those that have been recently approved; those awaiting the issue of the decision notice following a Planning Sub 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 major 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. S106 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
International House, Tariff Road, Tottenham, N17	Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an	Members resolved to grant planning permission subject to the signing of legal agreement.	Eunice Huang	Tania Skelli

HGY/2024/1798	external scaffolding storage yard (Use Class B8) with associated parking and landscaping.	Negotiations on legal agreement are ongoing.		
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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
Newstead, Denewood Road, N6 HGY/2024/2168	Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Roland Sheldon	John McRory
312 High Road, Tottenham, N15 HGY/2024/3386	Refurbishment, conversion, and extension of the existing building, construction of two single storey buildings to the rear. Commercial use on part of the ground floor and self-contained	Members resolved to grant planning permission subject to the signing of legal agreement.	Kwaku Bossmann-Gyamera	Tania Skelli

	residential uses on upper floors to provide short stay emergency accommodation.	Negotiations on legal agreement are ongoing.		
Woodridings Court, Crescent Road, Wood Green, N22 HGY/2024/3339	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 for Internal and external alterations to the approved design - The creation of 4 no. additional flats	Chair has agreed delegation. Directors letter has been signed. Decision notice to be issued shortly.	Valerie Okeiyi	Valerie Okeiyi
APPLICATIONS SUBMITTED TO BE DECIDED				
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.	To be reported to Members of the Planning Sub-Committee on 6 th November 2025	Mark Chan	Matthew Gunning
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.	To be reported to Members of the Planning Sub-Committee on 6 th November 2025	Gareth Prosser	John McRory
Former Car Wash, Land on the East	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment.	Sarah Madondo	Tania Skelli

Side of Broad Lane, N15 HGY/2023/0464				
Rochford & Martlesham, 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 ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the 3rd floor.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli
44-48 Garman Road, Tottenham, N17 HGY/2025/1464	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
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility	Applications submitted and under assessment. Finished client led consultation	Samuel Uff	John McRory

Berol Quarter, Ashley Road, Tottenham Hale, N17 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 has been independently assessed; but is also to be reviewed by the GLA. Negotiations ongoing.	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. Discussions about a possible withdrawal ongoing.	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

'The Printworks' 819-829 High Road, Tottenham, N17 HGY/2025/1554	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. Negotiations on legal agreement ongoing. Completion imminent.	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 HGY/2025/1769	Demolition of the existing (B8) buildings and structures and erection of three residential (C3) buildings of three to five storeys comprising 36 new residential units, with landscaping including child play space, cycle parking, parking, removal of 8 trees and planting of 14 trees	Application submitted and under assessment.	Samuel Uff	John McRory
1-6 Crescent Mews, N22 HGY/2025/1712	Demolition of the existing buildings and redevelopment of the site to provide 37 residential units in four blocks (comprising a two 3 storey blocks fronting Crescent Mews, a	Application submitted and under consultation.	Valerie Okeiyi	John McRory

	1 storey block adjacent to Dagmar Road and a 4 storey building to the rear of the site), including 4 accessible car parking spaces, associated landscaping and cycle parking, installation of vehicle and pedestrian access gates and associated works.			
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 accommodate purpose built student accommodation.	Pre-application discussions taking place	Valerie Okeiyi	John McRory
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.	Samuel Uff	John McRory

		Part of that site is CR2 safeguarded. This proposes alternative development on part of the site.		
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, uses, siting and relationship to adjacent site allocations.	Samuel Uff	John McRory
Land in Finsbury Park to the East of Lidl, 269-271 Seven Sisters Rd, N4	New 460 seat theatre and ancillary spaces with cross-funding residential development (potentially up to 15 storey high residential tower) on the edge, within the park itself, of Finsbury Park	Initial pre-app meeting held.	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

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 meeting to be arranged, 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	Redevelopment of the scheme will provide over 150 bed spaces, configured into cluster flats and 'move-on' flats 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.	Pre-application meeting held in August and preapplication note has been issued. Officers have visited the site – awaiting further pre-application meeting date.No	Phil Elliott	John McRory
CURRENT APPEALS				
Site	Description	Type of Appeal	Case Officer	Manager

No major appeals currently on hand				
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Report for:	Planning Sub Committee Date: 6th November 2025	Item Number:	
Title:	Applications decided under delegated powers between 01.09.2025 – 30.09.2025		
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 01.09.2025 to 30.09.2025.

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	Householder planning permission	HGY/2025/0354	Approve with Conditions	12/09/2025	69 Grove Avenue, Hornsey, London, N10 2AL	Render finish to first floor front elevation, widening of the existing front door and window replacement.	Ben Coffie
Alexandra Park	Householder planning permission	HGY/2025/0609	Approve with Conditions	09/09/2025	14 Cranbourne Road, Hornsey, London, N10 2BT	Installation of a bicycle storage box with integrated planters in the front garden.	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2025/1431	Approve with Conditions	25/09/2025	91 The Avenue, Hornsey, London, N10 2QG	Alterations to the ground floor rear extension, loft façade, and installation of an air source heat pump, following previously approved applications at 91 The Avenue (HGY/2024/1350 for dormer changes/ roof extension and HGY/2024/1410 for a single-storey rear extension).	Matthew Gunning
Alexandra Park	Full planning permission	HGY/2025/1676	Approve with Conditions	10/09/2025	Ground Floor Flat, 236 Victoria Road, Wood Green, London, N22 7XQ	Erection of rear extension	Eunice Huang
Alexandra Park	Full planning permission	HGY/2025/1692	Approve with Conditions	22/09/2025	19 Bedford Road, Wood Green, London, N22 7AU	Partial hip to gable roof conversion, addition of rear dormer, rooflights and photovoltaic panels, and widening of existing rear door and balcony at Flat B.	Eunice Huang
Alexandra Park	Householder planning permission	HGY/2025/1821	Approve with Conditions	10/09/2025	75 Grove Avenue, Hornsey, London, N10 2AL	Erection of single storey rear extension and associated alterations	Matthew Gunning
Alexandra Park	Lawful development: Proposed use	HGY/2025/1842	Approve	04/09/2025	11 Lansdowne Road, Hornsey, London, N10 2AX	Certificate of Lawfulness for proposed rear outbuilding	Matthew Gunning
Alexandra Park	Approval of details reserved by a condition	HGY/2025/1858	Approve	30/09/2025	Alexandra Park Secondary School, Bidwell Gardens, Wood Green, London, N11 2AZ	Approval of details pursuant to condition 16a (BREEAM) attached to planning permission ref: HGY/2023/2642 as amended by planning application ref: HGY/2024/2055.	Mark Chan
Alexandra Park	Full planning permission	HGY/2025/1867	Refuse	02/09/2025	Land Rear of 98 Alexandra Park Road, London, N10 2AE	Erection of a new two-storey building to the rear of 98 Alexandra Park Road to provide one-studio flat to the lower ground floor and 1 x bedroom flat at ground floor level to include alterations to the rear light-well and overall design.	Nathan Keyte
Alexandra Park	Approval of details reserved by a condition	HGY/2025/1957	Approve	05/09/2025	Land to the rear of the block 1-14 Rowan, Methuen Park, London, N10 2JS	Approval of details pursuant to conditions 3 (materials) attached to planning permission HGY/2023/0130 (roof tile details).	Eunice Huang
Alexandra Park	Lawful development: Proposed use	HGY/2025/2121	Permitted Development	23/09/2025	165 Alexandra Park Road, Wood Green, London, N22 7UL	Certificate of Lawfulness: Proposed use for installation of 5no. rooflights to front and rear roof slopes.	Oskar Gregersen
Alexandra Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2264	Not Required	23/09/2025	28 Outram Road, Wood Green, London, N22 7AF	Erection of single storey extension which extends beyond the rear wall of the original house by 3.98m, for which the maximum height would be 3.69m and for which the height of the eaves would be 3m	Oskar Gregersen
Alexandra Park	Non-Material Amendment	HGY/2025/2315	Approve	24/09/2025	10 Thirlmere Road, Hornsey, London, N10 2DN	Non-Material Amendment to approved development HGY/2014/2033 (Erection of a single storey rear infill extension) for the enlargement of the rear patio doors/glazing.	Ben Coffie
Bounds Green	Full planning permission	HGY/2024/2064	Refuse	11/09/2025	87 Bounds Green Road, Wood Green, London, N22 8DF	Retrospective planning application for the change of use of the dwelling house (Use Class C3) into a House of Multiple Occupation (HMO) for up to 5 residents (Use Class C4).	Neil McClellan
Bounds Green	Approval of details reserved by a condition	HGY/2025/1111	Approve	02/09/2025	44 Blake Road, Wood Green, London, N11 2AE	Approval of details reserved by a condition 7a (Living Roofs) attached to planning permission HGY/2022/0175	Sarah Madondo

Bounds Green	Householder planning permission	HGY/2025/1944	Approve with Conditions	17/09/2025	23 Durnsford Road, Wood Green, London, N11 2EP	Vehicle crossover to public highway (Durnsford Road) to provide off-street parking onto existing hardstanding to front of property.	Oskar Gregersen
Bounds Green	Householder planning permission	HGY/2025/2024	Approve with Conditions	22/09/2025	27 Cornwall Avenue, Wood Green, London, N22 7DA	Alterations to rear elevation of existing extension including raising height by approximately 0.3m. Removal of existing rear addition and side return roof structures and replacement with single monopitch roof and skylights (amended).	Josh Parker
Bounds Green	Full planning permission	HGY/2025/2088	Refuse	25/09/2025	70-72 Myddleton Road, Wood Green, London, N22 8NW	Siting of InPost Parcel Locker	Mercy Oruwari
Bounds Green	Householder planning permission	HGY/2025/2147	Approve with Conditions	05/09/2025	60 Blake Road, Wood Green, London, N11 2AH	Proposed outbuilding in rear garden	Nathan Keyte
Bounds Green	Approval of details reserved by a condition	HGY/2025/2404	Approve	30/09/2025	80 Woodfield Way, Wood Green, London, N11 2NT	Approval of details pursuant to condition 4 (arboricultural) attached to planning permission ref. HGY/2025/1710 for extensions and works to the main dwelling granted on 25/07/2025.	Nathan Keyte
Bruce Castle	Full planning permission	HGY/2024/2851	Approve with Conditions	01/09/2025	Community Centre, Selby Centre, Selby Road, Tottenham, London, N17 8JL	Demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings to comprise of residential accommodation (Use Class C3); and ancillary commercial accommodation (Use Class E (a), (b), & (g)). With car and cycle parking; new vehicle, pedestrian, and cycle routes; new public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure.	Philip Elliott
Bruce Castle	Lawful development: Proposed use	HGY/2025/1123	Approve	04/09/2025	21 Elsdon Road, Tottenham, London, N17 6RY	Certificate of Lawfulness application for proposed use.	Gareth Prosser
Bruce Castle	Householder planning permission	HGY/2025/1128	Approve with Conditions	04/09/2025	21 Elsdon Road, Tottenham, London, N17 6RY	Rear dormer with rooflights on front slope	Gareth Prosser
Bruce Castle	Prior notification: Demolition	HGY/2025/1824	Approve	29/09/2025	Haringey Sixth Form Centre, White Hart Lane, Tottenham, London, N17 8HR	Prior Notification for the demolition of a free standing detached former teaching amphitheatre structure	Sarah Madondo
Bruce Castle	Full planning permission	HGY/2025/1849	Approve with Conditions	02/09/2025	36 Broadwater Road, Tottenham, London, N17 6ES	Replacement of existing timber window frames with double glazed uPVC frames	Sabelle Adjagboni
Crouch End	Approval of details reserved by a condition	HGY/2024/2843	Approve	30/09/2025	Hornsey Town Hall, The Broadway, Hornsey, London, N8 9JJ	Approval of details pursuant to condition 32 (energy efficiency standards & carbon reduction targets) attached to planning permission HGY/2017/2220	Samuel Uff
Crouch End	Householder planning permission	HGY/2025/0140	Approve with Conditions	05/09/2025	38 Avenue Road, Hornsey, London, N6 5DW	Demolition of existing outbuilding. Erection of a single storey outbuilding with a dual pitched roof in the rear garden. (AMENDED DESCRIPTION)	Daniel Boama
Crouch End	Householder planning permission	HGY/2025/0848	Approve with Conditions	05/09/2025	Flat D, 65 Weston Park, Hornsey, London, N8 9TA	Like-for-like replacement of 8 timber sash windows (front and rear), main entrance and terrace access doors, installation of a 50cm metal handrail to terrace parapet, and replacement of rear garden door with a French Heritage door.	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2025/0893	Approve with Conditions	09/09/2025	8 Clifton Road, London N8 8HY	Replacement of existing 1st floor bathroom and laundry room windows on front elevation Replacement of existing 2nd floor bathroom window on rear elevation	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2025/1320	Approve with Conditions	19/09/2025	Flat 1 (Garden Flat), 54 Avenue Road, Hornsey, London, N6 5DR	New entrance porch canopy to side of garden flat and new glazing to the rear.	Neil McClellan

Crouch End	Full planning permission	HGY/2025/1371	Approve with Conditions	11/09/2025	Flat C, 127 Hornsey Lane, Hornsey, London, N6 5NH	Removal and replacement of the existing balustrade system for the flat roof terrace and the external staircase, and replacement of existing flat roof.	Eunice Huang
Crouch End	Full planning permission	HGY/2025/1716	Approve with Conditions	30/09/2025	5 Coolhurst Road, Hornsey, London, N8 8EP	Amalgamation of 4 x self-contained units in to a single family dwelling.	Josh Parker
Crouch End	Householder planning permission	HGY/2025/1852	Approve with Conditions	04/09/2025	Studio Cottage, Tregaron Avenue, Hornsey, London, N8 9EY	Erection of single storey rear extension, conversion of external undercroft to ancillary space, creation of new pedestrian entrance, and alterations to existing windows and doors.	Nathan Keyte
Crouch End	Full planning permission	HGY/2025/2068	Approve with Conditions	29/09/2025	Ground Floor Flat A, 29 Cecile Park, Hornsey, London, N8 9AX	Erection of single story outbuilding in rear garden.	Josh Parker
Crouch End	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2180	Not Required	22/09/2025	18 Elm Grove, Hornsey, London, N8 9AJ	Erection of single storey extension which extends beyond the rear wall of the original house by 5.9m, for which the maximum height would be 3.1m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Fortis Green	Approval of details reserved by a condition	HGY/2024/2571	Approve	12/09/2025	30 Great North Road, Hornsey, London, N6 4LU	Approval of details pursuant to condition 4 (design and method statements - TFL) attached to planning permission HGY/2024/1159.	Eunice Huang
Fortis Green	Householder planning permission	HGY/2025/0758	Approve with Conditions	01/09/2025	One And A Half, Southern Road, Hornsey, London, N2 9LH	Alterations to enclose the front balcony on third floor level, and internal alterations.	Eunice Huang
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/1757	Approve with Conditions	01/09/2025	41 Lanchester Road, Hornsey, London, N6 4SX	Works to tree protected by a TPO. Large Hornbeam - Crown reduce the height and spread back to previous reduction points (approx. 4.5m height and 3m spread). Crown thin by 10% Maintenance works in line with good arboricultural practice.	Daniel Monk
Fortis Green	Householder planning permission	HGY/2025/1791	Approve with Conditions	03/09/2025	5 Pages Hill, Hornsey, London, N10 1PX	Single storey rear infill extension and garage conversion	Adam Silverwood
Fortis Green	Householder planning permission	HGY/2025/1854	Approve with Conditions	09/09/2025	7 Church Vale, Hornsey, London, N2 9PB	Create and extend voids below dwelling to expand basement to the rear with the addition of rear lightwells (revised description).	Josh Parker
Fortis Green	Householder planning permission	HGY/2025/1879	Approve with Conditions	04/09/2025	131 Muswell Avenue, Hornsey, London, N10 2EN	Ground floor single storey side infill extension and rear dormer extension with rooflights to front elevation.	Eunice Huang
Fortis Green	Householder planning permission	HGY/2025/1887	Approve with Conditions	05/09/2025	38 Ringwood Avenue, Hornsey, London, N2 9NS	Installation of a flue to the side elevation.	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2025/1897	Approve with Conditions	11/09/2025	68 Tetherdown, Hornsey, London, N10 1NG	Erection of a single storey side extension and a two-storey rear extension.	Mark Chan
Fortis Green	Householder planning permission	HGY/2025/1899	Approve with Conditions	30/09/2025	51 Woodberry Crescent, Hornsey, London, N10 1PJ	Addition of side dormer to the western pitch extending to the rear to create a mansard type design mirroring No. 53.	Josh Parker
Fortis Green	Lawful development: Proposed use	HGY/2025/1902	Permitted Development	08/09/2025	28 Woodside Avenue, Hornsey, London, N6 4SS	Certificate of Lawfulness for proposed rear garden outbuilding	Matthew Gunning
Fortis Green	Approval of details reserved by a condition	HGY/2025/1904	Approve	08/09/2025	Lynton Grange, Fortis Green, Hornsey, London, N2 9EU	Details pursuant to condition 9 (Construction Management Plan) of planning permission HGY/2022/4411, for Demolition of 20 x existing garages on-site and erection of 5 x two-storey residential units with associated landscaping, parking, refuse and cycle storage.	Roland Sheldon
Fortis Green	Householder planning permission	HGY/2025/1912	Approve with Conditions	12/09/2025	Burnside, 110 Creighton Avenue, Hornsey, London, N2 9BJ	Formation of a vehicular crossover and dropped kerb	Matthew Gunning

Fortis Green	Approval of details reserved by a condition	HGY/2025/1949	Approve	05/09/2025	119 Coppetts Road, Hornsey, London, N10 1JL	Approval of details pursuant to condition 3 (Construction Method Statement), 4 (Qualified Chartered Engineer) and 5 (Construction Management Plan) of planning permission ref: HGY/2025/0814 dated 10/06/2025 for the amalgamation of two properties into one four-bedroom dwelling incorporating previously approved extensions under replanning permissions HGY/2023/0113, HGY/2023/2814 & HGY/2024/1458.	Ben Coffie
Fortis Green	Householder planning permission	HGY/2025/2020	Approve with Conditions	25/09/2025	3 Shakespeare Gardens, Hornsey, London, N2 9LJ	Formation of two dormers and the installation of two rooflights	Oskar Gregersen
Fortis Green	Approval of details reserved by a condition	HGY/2025/2036	Approve	25/09/2025	Lynton Grange, Fortis Green, Hornsey, London, N2 9EU	Details pursuant to condition 10 (lighting) of planning permission HGY/2022/4411 for demolition of 20 x existing garages on-site and erection of 5 two-storey residential units with associated landscaping, parking, refuse and cycle storage.	Roland Sheldon
Fortis Green	Householder planning permission	HGY/2025/2102	Approve with Conditions	05/09/2025	7 Twyford Avenue, Hornsey, London, N2 9NU	Removal of garage and erection of a 2 storey side extension.	Nathan Keyte
Fortis Green	Non-Material Amendment	HGY/2025/2145	Approve	03/09/2025	35 Curzon Road, Hornsey, London, N10 2RB	Non-Material Amendment to planning permission HGY/2024/2117 to replace all rear-facing aluminium windows with timber sash windows, remove the small second-floor toilet window, replace the former first-floor balcony door with a matching timber sash window, introduce a low-profile rooflight to the rear extension, and enlarge and alter the opening mechanism of the rear extension doors from bifold to a slimline sliding system.	Iliyan Topalov
Fortis Green	Householder planning permission	HGY/2025/2159	Approve with Conditions	19/09/2025	36 Church Vale, Hornsey, London, N2 9PA	Erection of a Single Storey Rear Extension part 5m, part 3m in depth with an eaves height of 2.5m	Oskar Gregersen
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2163	Not Required	15/09/2025	13 Barrenger Road, Hornsey, London, N10 1HU	Erection of a single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 4m and for which the height of the eaves would be 3m.	Daniel Boama
Fortis Green	Approval of details reserved by a condition	HGY/2025/2269	Approve	26/09/2025	Coppetts Wood Hospital, Coppetts Road, Hornsey, London, N10 1JN	Approval of details pursuant to condition 26(d) (Remediation) associated with planning permission ref. HGY/2016/3482 granted on 27/04/2017 for the demolition of all existing buildings and redevelopment to provide 80 residential units (C3 use), comprising: 69 flat apartments across 3 building blocks rising from 3 and 4 storeys to part 5 and 6 storeys and 11 houses, rising from 2 to 3 and a half storeys, together with associated infrastructure, vehicular and cycle parking (subterranean and ground), public realm and landscaping works and Non-material amendment ref. HGY/2018/1513.	Tania Skelli

Fortis Green	Lawful development: Proposed use	HGY/2025/2401	Permitted Development	15/09/2025	40 Beech Drive, Hornsey, London, N2 9NY	Certificate of lawfulness: proposed construction of a new ground floor single-storey rear extension, dormer extension to the side and rear roof slope and 2 new roof lights to the front slope, with associated refurbishment work.	Eunice Huang
Harringay	Householder planning permission	HGY/2025/1349	Approve with Conditions	11/09/2025	101 Wightman Road, Hornsey, London, N4 1RJ.	Erection of single storey rear infill extension	Neil McClellan
Harringay	Householder planning permission	HGY/2025/1518	Approve with Conditions	08/09/2025	Ground Floor Flat, 61 Effingham Road, Hornsey, London, N8 0AA	Single storey wrap around extension to ground floor flat.	Oskar Gregersen
Harringay	Householder planning permission	HGY/2025/1698	Approve with Conditions	05/09/2025	103 Hewitt Road, Hornsey, London, N8 0BP	Reconstruct rear extension to meet current standards and building regulation requirements. Replacement and enlargement of existing windows and doors to the rear (revised).	Josh Parker
Harringay	Full planning permission	HGY/2025/1850	Approve with Conditions	02/09/2025	3 Effingham Road, Hornsey, London, N8 0AA	Replacement of existing timber window frames with double glazed uPVC units	Sabelle Adjagboni
Harringay	Householder planning permission	HGY/2025/1859	Approve with Conditions	08/09/2025	115 Beresford Road, Hornsey, London, N8 0AG	Erection of ground floor side infill extension.	Josh Parker
Harringay	Full planning permission	HGY/2025/1923	Approve with Conditions	09/09/2025	First Floor Flat 2, 60 Allison Road, Hornsey, London, N8 0AT	Installation of a roof terrace above rear outrigger, with 1.7m high timber/ painted metal screening, including insertion of access door to rear.	Sabelle Adjagboni
Harringay	Lawful development: Existing use	HGY/2025/1943	Approve	10/09/2025	7 Harringay Gardens, Tottenham, London, N8 0SE	Lawful Development: Existing use of the first floor of the property as 3 self-contained flats	Iliyan Topalov
Harringay	Householder planning permission	HGY/2025/1964	Approve with Conditions	15/09/2025	112 Seymour Road, Hornsey, London, N8 0BG	Demolition of existing front dormer and reconstruction of previously demolished front facing turret to match neighbouring dwellings with the installation of 3x front rooflights on the existing roof slope and 2x rooflights positioned either side of the turret.	Mercy Oruwari
Harringay	Householder planning permission	HGY/2025/1974	Approve with Conditions	17/09/2025	55 Beresford Road, Hornsey, London, N8 0AL	Ground floor rear side infill extension, first floor rear window alteration, enlargement of basement and associated works.	Nathan Keyte
Harringay	Householder planning permission	HGY/2025/1991	Approve with Conditions	08/09/2025	87 Lothair Road North, Hornsey, London, N4 1ER	Erection of single storey lower ground floor side infill extension, alterations to existing lower ground floor rear fenestration.	Roland Sheldon
Harringay	Householder planning permission	HGY/2025/2039	Approve with Conditions	22/09/2025	11 Colina Road, Tottenham, London, N15 3JA	Extension to the 1st Floor of an existing rear outrigger.	Oskar Gregersen
Harringay	Householder planning permission	HGY/2025/2078	Approve with Conditions	25/09/2025	68 Lausanne Road, Hornsey, London, N8 0HP	Proposed dormer roof extension and three front rooflights.	Ben Coffie
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/0143	Approve	12/09/2025	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (Phase 1A only) pursuant to Conditions 45 (Boundary Wall) and 58 (Fire Strategy) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	Samuel Uff
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0407	Refuse	24/09/2025	250 Hermitage Road, Tottenham, London, N4 1NR	Lawful Development Certificate: Existing Use for two 2 bed flats, one on the ground floor and one on the first floor	Sabelle Adjagboni
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/0633	Approve	19/09/2025	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (Phase 1A only) pursuant to Condition 56 ((parts ii) external elements / facades and iii) external material junction details and iv) thresholds) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	Samuel Uff

Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/1090	Approve	30/09/2025	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Submission of details pursuant to condition 44 (Drainage management and maintenance) - partial approval for Phase 1a only and submission of details pursuant to Condition 49 (Written Scheme of Investigation), attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023	Samuel Uff
Hermitage & Gardens	Change of use	HGY/2025/1412	Approve with Conditions	17/09/2025	Pacific House, Vale Road, Tottenham, London, N4 1PR	Change of use of part of ground floor from Warehouse (Use Class B8) to a Gym (Use Class E)	Neil McClellan
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/1507	Approve	26/09/2025	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (Phase 1A only) pursuant to Condition 16 (B) (Remediation Strategy) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023 (Condition 16 (A) approved under ref: HGY/2016/2616)	Samuel Uff
Hermitage & Gardens	Householder planning permission	HGY/2025/1655	Approve with Conditions	11/09/2025	29 & 31 Beechfield Road, Tottenham, London, N4 1PD	Erection of joint single-storey ground floor full-width rear extension with a 1no. lantern rooflight per property to both No.29 and No.31.	Daniel Boama
Hermitage & Gardens	Householder planning permission	HGY/2025/1839	Approve with Conditions	02/09/2025	6 Pulford Road, Tottenham, London, N15 6SP	The erection of a single storey outbuilding in the rear garden	Iliyan Topalov
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/1997	Approve	19/09/2025	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details for part of Phase 1a (Plot A1 houses only) pursuant to Condition 12 (SBD) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023	Samuel Uff
Hermitage & Gardens	Full planning permission	HGY/2025/2069	Approve with Conditions	24/09/2025	31 Salisbury Mansions, St Anns Road, Tottenham, London, N15 3JP	Erection of a single-storey outbuilding in the rear garden, measuring 2.5m in height, 5.21m in width and 2.6m in depth	Iliyan Topalov
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2112	Not Required	15/09/2025	46 Chesterfield Gardens, Tottenham, London, N4 1LP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.24m and for which the height of the eaves would be 3m	Daniel Boama
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2176	Not Required	15/09/2025	83 Roseberry Gardens, Tottenham, London, N4 1JH	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.49m and for which the height of the eaves would be 2.77m	Daniel Boama
Highgate	Full planning permission	HGY/2024/3191	Approve with Conditions	26/09/2025	Flat B, 102 Highgate Hill, Hornsey, London, N6 5HE	Replace existing single glazed windows with new double glazed timber windows to match profiles, finish and arrangement of existing	Ben Coffie
Highgate	Change of use	HGY/2025/0114	Approve with Conditions	03/09/2025	36 Aylmer Road, Hornsey, London, N2 0BX	Change of use of premises from C3 to C2 (Children's Care Home), and install electronic gates	Gareth Prosser
Highgate	Approval of details reserved by a condition	HGY/2025/0214	Approve	15/09/2025	Channing School, Highgate Hill, Hornsey, London, N6 5HF	Approval of details pursuant to condition 4 (window, door and rainwater good details) attached to planning permission HGY/2023/3404.	Eunice Huang

Highgate	Listed building consent (Alt/Ext)	HGY/2025/0652	Approve with Conditions	12/09/2025	Barnhouse, 82 Highgate High Street, Hornsey, London, N6 5HX	Listed Building Consent is sought for refurbishment and repair of the building fabric. Works include replacing modern softwood bargeboard cladding with charred larch and substituting non-matching Velux-style roof lights with low-profile heritage types. Internally, the modern staircase at the west end will be removed and the original floor reinstated. A modern insulated wall and door will be taken out, along with cork wall insulation in the ground floor bedroom. The existing clay tile roof will be removed and reinstated using original or reclaimed matching materials.	Adam Silverwood
Highgate	Householder planning permission	HGY/2025/0771	Approve with Conditions	23/09/2025	112 Southwood Lane, Hornsey, London, N6 5SY	Installation of an Air Source Heat Pump in the rear garden and a bike shed on the front patio.	Neil McClellan
Highgate	Listed building consent (Alt/Ext)	HGY/2025/1450	Approve with Conditions	30/09/2025	25A High Point 1, North Hill, Hornsey, London, N6 4BA	Listed building consent internal works including: Replacement of kitchen, bathroom and en-suite. Replacement of flooring and non-original suspended ceilings and general refurbishment	Adam Silverwood
Highgate	Householder planning permission	HGY/2025/1627	Approve with Conditions	10/09/2025	25 Southwood Lawn Road, Hornsey, London, N6 5SD	Excavation of rear basement extension	Josh Parker
Highgate	Householder planning permission	HGY/2025/1718	Approve with Conditions	01/09/2025	16 Holmesdale Road, Hornsey, London, N6 5TQ	Removal of existing rear balcony; replacement of associated upper ground floor doors with window; replacement ground floor rear window with doors; and installation of a front and a rear conservation style rooflights.	Josh Parker
Highgate	Removal/variation of conditions	HGY/2025/1721	Approve with Conditions	01/09/2025	10A Tile Kiln Lane, Hornsey, London, N6 5LG	Variation of Condition 2 (Approved Plan) attached to planning permission HGY/2024/3013 to add a new window facing north on the approved first floor rear extension application.	Josh Parker
Highgate	Householder planning permission	HGY/2025/1741	Approve with Conditions	09/09/2025	10 Willowdene, 18 View Road, Hornsey, London, N6 4DE	Alterations to front boundary wall including increase in width of vehicle access and new driveway access gate	Nathan Keyte
Highgate	Approval of details reserved by a condition	HGY/2025/1790	Approve	25/09/2025	Esterel, Compton Avenue, Hornsey, London, N6 4LH	Details pursuant to condition 3 (materials) of planning permission HGY/2023/1737 for replacement of security cabin and barrier.	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2025/1841	Approve	23/09/2025	Site Adjacent To Garages 8-9, Townsend Yard, Hornsey, London	Approval of details pursuant to condition 17 (details of privacy screening) of planning permission HGY/2020/1326 for Demolition of existing buildings on site, excluding original folly, removal of communication mast. Construction of 7 mews dwellings with associated landscaping.	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2025/1860	Approve	04/09/2025	11 Sheldon Avenue, Hornsey, London, N6 4JS	Approval of details pursuant to condition 3 (Materials) attached to planning permission ref: HGY/2024/2154.	Mark Chan
Highgate	Listed building consent (Alt/Ext)	HGY/2025/1882	Approve with Conditions	22/09/2025	44 Southwood Lane, Hornsey, London, N6 5EB	Listed building consent to replace the flat roof overlay, repoint the chimney and replace the mansard lead and asphalt gully. Welsh slating is proposed to replace the existing and step flashing with like for like materials (revised).	Josh Parker
Highgate	Householder planning permission	HGY/2025/2028	Approve with Conditions	25/09/2025	241 Archway Road, Hornsey, London, N6 5BS	Erection of a single storey rear and side infill extension.	Mark Chan

Highgate	Householder planning permission	HGY/2025/2043	Approve with Conditions	29/09/2025	45 Southwood Lane, Hornsey, London, N6 5ED	Single Storey Rear Extension	Ben Coffie
Highgate	Householder planning permission	HGY/2025/2095	Approve with Conditions	23/09/2025	Mount Lodge, 53A Shepherds Hill, Hornsey, London, N6 5QR	Changing the gutters, soffit and fascia to the external parts of the building.	Nathan Keyte
Highgate	Non-Material Amendment	HGY/2025/2193	Approve	01/09/2025	7 Wembury Mews, Hornsey, London, N6 5XJ	Non-Material Amendment to approved development HGY/2021/3488 (Change of Use from Approved B1 to a C3 Residential Dwelling and Associated Demolition and Conversion Works) for addition of small high-level window in the flank return wall at ground floor level, aligned vertically with the existing first-floor window above.	Oskar Gregersen
Highgate	Non-Material Amendment	HGY/2025/2259	Approve	11/09/2025	37 Stormont Road, Hornsey, London, N6 4NR	Non-Material Amendment to planning permission reference HGY/2025/1480 dated 01/08/25 for the erection of a new first floor side extension and the installation of a new gate across existing driveway; namely for the installation of an additional rooflight to the ground floor side extension.	Neil McClellan
Highgate	Householder planning permission	HGY/2025/2266	Approve with Conditions	30/09/2025	Flat 2, Mount Lodge, 53A Shepherds Hill, Hornsey, London, N6 5QR	Replacement of rear ground floor metal glazing with double glazed metal glazing.	Nathan Keyte
Hornsey	Approval of details reserved by a condition	HGY/2025/0182	Approve	03/09/2025	Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU	Partial approval of details reserved by a condition 24 (Contamination) parts (a) and (b) only and full discharge of condition 26 (NRM) of planning permission ref: HGY/2022/3858) for "the construction of 15 new Council rent homes in a part 4, 5 and 7 storey building"	Samuel Uff
Hornsey	Approval of details reserved by a condition	HGY/2025/0263	Approve	12/09/2025	Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU	Approval of details reserved by a conditions 10a (ecological enhancements) and 21 (Surface Water Drainage) of planning approval ref: HGY/2023/1835 (as amended from permission ref: HGY/2022/3858) for "the construction of 15 new Council rent homes in a part 4, 5 and 7 storey building"	Samuel Uff
Hornsey	Full planning permission	HGY/2025/1604	Approve with Conditions	12/09/2025	Flat A, 138 North View Road, Hornsey, London, N8 7LP	Erection of a rear dormer, installation of front and rear rooflights and replacement of existing windows with timber sash double-glazed windows.	Mark Chan
Hornsey	Full planning permission	HGY/2025/1608	Approve with Conditions	25/09/2025	38 Priory Avenue, Hornsey, London, N8 7RN	Installation of roof terrace on roof of the rear outrigger	Josh Parker
Hornsey	Full planning permission	HGY/2025/1616	Refuse	02/09/2025	Flat 5, 121 Priory Road, Hornsey, London, N8 8NA	Extend the existing rear dormers to provide additional habitable floor area to the top floor flat.	Eunice Huang
Hornsey	Removal/variation of conditions	HGY/2025/1760	Approve with Conditions	01/09/2025	46 Priory Road, Hornsey, London, N8 7EX	Variation of condition 2 (Approved Plans) attached to planning permission ref: HGY/2022/2086 to install a new front porch.	Mark Chan
Hornsey	Full planning permission	HGY/2025/1797	Approve with Conditions	05/09/2025	Hornsey School For Girls, Inderwick Road, Hornsey, London, N8 9JF	Change of use of ground floor of existing school building (F1) to a Children's Day Nursery (Class E)	Josh Parker
Hornsey	Full planning permission	HGY/2025/1940	Approve with Conditions	11/09/2025	Flat A, 143 Nelson Road, Hornsey, London, N8 9RR	Replacement outbuilding to rear garden	Sabelle Adjagboni

Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1961	Approve	01/09/2025	38 Redston Road, Hornsey, London, N8 7HJ	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 2.82m	Daniel Boama
Hornsey	Householder planning permission	HGY/2025/1968	Approve with Conditions	22/09/2025	175 Nightingale Lane, Hornsey, London, N8 7LJ	Erection of a single storey rear and side infill extension. (AMENDED DESCRIPTION)	Mark Chan
Hornsey	Lawful development: Proposed use	HGY/2025/1986	Approve	30/09/2025	12 Shelley, Boyton Road, Hornsey, London, N8 7BE	Certificate of Lawfulness for proposed use of part of the dwelling as a home-based administrative office for a private hire operator. No physical alterations, signage, drivers, or vehicle parking on site.	Iliyan Topalov
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2001	Not Required	03/09/2025	54 Park Avenue North, Hornsey, London, N8 7RT	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.63m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Hornsey	Listed building consent (Alt/Ext)	HGY/2025/2055	Approve with Conditions	23/09/2025	71 High Street, London, N8 7QB	Listed building consent for repair of rafters in the pitched roof above Flat 2, including additional fixings and wood worm treatment.	Eunice Huang
Hornsey	Non-Material Amendment	HGY/2025/2384	Approve	29/09/2025	Hornsey Police Station, 98 Tottenham Lane, London, N8 7EJ	Non-Material amendment to planning permission (HGY/2022/2116) to amend the internal layout and elevation of approved blocks A,B and C	Valerie Okeiyi
Hornsey	Lawful development: Proposed use	HGY/2025/2574	Approve	30/09/2025	14 Elmfield Avenue, Hornsey, London, N8 8QG	Lawful Development Certificate (Proposed) for a rear dormer with rear facing Juliet balcony, the installation of 2 front facing Velux windows.	Iliyan Topalov
Muswell Hill	Householder planning permission	HGY/2025/0515	Approve with Conditions	26/09/2025	14 The Chine, Hornsey, London, N10 3PY	Erection of a single storey rear extension.	Mark Chan
Muswell Hill	Consent to display an advertisement	HGY/2025/1557	Approve with Conditions	09/09/2025	142 Muswell Hill, Broadway N10 3SA	Advertisement consent is sought for the installation of one illuminated box sign to project off the front elevation and one backlit plaque sign fixed to the front wall.	Ben Coffie
Muswell Hill	Lawful development: Existing use	HGY/2025/1835	Approve	02/09/2025	4 Princes Avenue, Hornsey, London, N10 3LR	Certificate of Lawful Development for the existing use of the property as a 'Residential Institution' with the C2 Use Class.	Mercy Oruwari
Muswell Hill	Approval of details reserved by a condition	HGY/2025/1931	Approve	30/09/2025	1 The Chine, Hornsey, London, N10 3PX	Approval of details reserved by a condition 3 (Joinery Details) and 4 (Materials) attached to planning permission HGY/2025/1167	Iliyan Topalov
Muswell Hill	Consent to display an advertisement	HGY/2025/2011	Refuse	25/09/2025	190, Muswell Hill Broadway, Hornsey, London, N10 3SA	Installation of 2 x illuminated fascia signs and 2 x non-illuminated projecting box signs.	Roland Sheldon
Muswell Hill	Full planning permission	HGY/2025/2129	Refuse	30/09/2025	Outside No. 382 Muswell Hill Broadway, London, N10 1DJ	Removal of existing BT phone box and installation of a proposed replacement BT street hub and associated display of advertisement to both sides of the unit.	Ben Coffie
Muswell Hill	Consent to display an advertisement	HGY/2025/2291	Refuse	30/09/2025	Outside No. 382 Muswell Hill Broadway, London, N10 1DJ	Advertisement Consent to display digital advertisements via two digital display screens incorporated within a Street Hub unit.	Ben Coffie
Noel Park	Approval of details reserved by a condition	HGY/2024/3342	Approve	23/09/2025	707-725 Lordship Lane, Wood Green, London, N22 5JY	Submission of details pursuant to condition 8 (Land Levels) attached to planning permission reference HGY/2024/0450	Valerie Okeiyi

Noel Park	Removal/variation of conditions	HGY/2025/1364	Refuse	22/09/2025	17 High Road, Wood Green, London, N22 6BH	Removal of Condition 3 (hours of operation) of planning permission ref. HGY/2020/2996 for Change of use from betting shop (Sui Generis) to adult gaming centre (Sui Generis), namely to allow operation of the use 24 hours a day 7 days a week.	Emily Whittredge
Noel Park	Approval of details reserved by a condition	HGY/2025/1398	Approve	23/09/2025	Clarendon Gasworks, Olympia Trading Estate Unit 1-5, N22 6TZ; And No. 57-89 Western Road, Land at Haringey Heartlands, Hornsey Park Road, Mayes Road, Clarendon Road, and, the Kings Cross / East Coast Mainline / Western Road, London N8, N22 6UB	Approval of details pursuant to condition 28 - partial discharge (CIL Phasing) of planning permission HGY/2017/3117 relating to Phases 4 and 5	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2025/1881	Refuse	04/09/2025	35B Gladstone Avenue, Wood Green, London, N22 6JX	Change of use of existing two-storey dwelling house (Use Class C3) to a small House in Multiple Occupation (Use Class C4) for up to three unrelated occupants.	Mercy Oruwari
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2217	Not Required	25/09/2025	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 eaves would be 2m	Sabelle Adjagboni
Noel Park	Householder planning permission	HGY/2025/2237	Approve with Conditions	30/09/2025	59 Russell Avenue, Wood Green, London, N22 6QB	Installation of 2 skylights on front and rear planes of roof	Adam Silverwood
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0741	Approve	19/09/2025	18 West Road & Unit 4 West Mews , Tottenham, London, N17 0RP	Approval of details reserved by a condition 14a (Energy and Sustainability Statement) attached to planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1574	Approve	18/09/2025	221 Lansdowne Road, Tottenham, London, N17 0NU	Approval of details pursuant to condition 3 (refuse & recycling storage) and 4 (cycle parking) of planning permission HGY/2024/1311 dated 10/10/2024.	Neil McClellan
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1602	Approve	09/09/2025	18 West Road & Unit 4 West Mews, Tottenham, London, N17 0RP	Approval of details reserved by a condition 7 (Waste and Recycling) attached to planning reference HGY/2024/1370	Sarah Madondo
Northumberland Park	Full planning permission	HGY/2025/2004	Approve with Conditions	18/09/2025	Kerala Court, Argyle Road, Tottenham, London, N17 0BT	Replacement of existing timber windows and doors with new double glazed uPVC framed windows and doors	Sabelle Adjagboni
Northumberland Park	Approval of details reserved by a condition	HGY/2025/2051	Approve	23/09/2025	Fiske Court, Lansdowne Road, Tottenham, London, N17 0NA	Approval of details reserved by a condition 3 (Material Schedule) attached to planning application Ref: HGY/2022/0305	Kwaku Bossman-Gyamera
Northumberland Park	Prior approval Part 14 Class J: Installation or alteration etc of solar equipment on non-domestic premises	HGY/2025/2087	Refuse	25/09/2025	Unit 5, Compass West Estate, West Road, Tottenham, London, N17 0XL	Certificate of Lawfulness under Schedule 2, Part 14, Class J for Installation of roof mounted solar PV panels, inverter size - 20kW, total system size - 24.75kWp	Oskar Gregersen
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2103	Refuse	15/09/2025	48 Shelbourne Road, Tottenham, London, N17 9YH	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.15m and for which the height of the eaves would be 3m	Iliyan Topalov
Northumberland Park	Approval of details reserved by a condition	HGY/2025/2207	Approve	18/09/2025	18 West Road & Unit 4 West Mews, Tottenham, London, N17 0RP	Approval of details reserved by a condition 12 (Drainage Management and Maintenance) attached to planning permission HGY/2025/1370	Sarah Madondo
Northumberland Park	Lawful development: Proposed use	HGY/2025/2318	Approve	30/09/2025	27 Farningham Road, Tottenham, London, N17 0PP	Lawful Development Certificate (Proposed) for rear facing L-shaped dormer	Iliyan Topalov

Seven Sisters	Consent to display an advertisement	HGY/2025/1493	Refuse	01/09/2025	730 Seven Sisters Road, Tottenham, London, N15 5NH	Display of 1no. internally illuminated digital LED sign board on the side elevation of the building.	Mark Chan
Seven Sisters	Full planning permission	HGY/2025/1880	Approve with Conditions	04/09/2025	19 Heysham Road, Tottenham, London, N15 6HL	Conversion of first floor flat's roof including the erection of a rear dormer extension and the installation of three rooflights to the front roof slope.	Neil McClellan
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2135	Not Required	17/09/2025	50 Richmond Road, Tottenham, London, N15 6QB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2148	Not Required	15/09/2025	123 Plevna Crescent, Tottenham, London, N15 6DY	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m	Daniel Boama
Seven Sisters	Householder planning permission	HGY/2025/2179	Approve with Conditions	29/09/2025	28 Seaford Road, Tottenham, London, N15 5DY	Installation of a second Air Source Heat Pump (ASHP) (Vaillant aroTHERM plus 7kW monoblock) within the rear garden of the property designed to provide heating via radiators and domestic hot water, replacing the existing gas-fired combi boiler system.	Mercy Oruwari
South Tottenham	Full planning permission	HGY/2024/2078	Approve with Conditions	30/09/2025	160, High Road, London, N15 4NU	Renewal of Planning Approval HGY/2015/1505 granted 2016 for the operation under E(g)iii formerly (B1) (light industry) Use, supporting Artist, Media, (Photography / Music / Recording Studio / Production).	Josh Parker
South Tottenham	Listed building consent (Alt/Ext)	HGY/2024/2657	Approve with Conditions	08/09/2025	Mountford House, 7 Tottenham Green East, Tottenham, London, N15 4UU	Listed building consent for the rebuilding of the existing left hand side external communal porch roof to match existing and repair of front window.	Eunice Huang
South Tottenham	Consent to display an advertisement	HGY/2025/1173	Approve with Conditions	24/09/2025	Public House, 148-150 High Road, Tottenham, London, N15 6UJ	Consent to display an advertisements including one projecting internally illuminated sign.	Alicia Croskery
South Tottenham	Lawful development: Proposed use	HGY/2025/1607	Permitted Development	03/09/2025	87 Gladesmore Road, Tottenham, London, N15 6TL	Certificate of lawfulness of proposed use for erection of a rear dormer extension above outrigger.	Daniel Boama
South Tottenham	Full planning permission	HGY/2025/1651	Approve with Conditions	17/09/2025	Surgery, 114 High Road, Tottenham, London, N15 6JR	Installation of four external condenser units on the rear elevation of the GP surgery in order to facilitate the installation of a new ventilation and cooling system throughout the surgery.	Neil McClellan
South Tottenham	Householder planning permission	HGY/2025/1669	Approve with Conditions	05/09/2025	107 Fairview Road, Tottenham, London, N15 6TT	Demolition of existing ground floor structures and erection of a new part two-storey and single-storey side extension, and excavation of existing part-basement floor to increase ceiling heights, removal of existing garage structures to form outdoor amenity space.	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2025/1673	Refuse	09/09/2025	17 Pembroke Road, Tottenham, London, N15 4NW	Erection of a ground floor single storey wrap-around rear extension with 4no. rooflights and part first floor rear extension.	Daniel Boama
South Tottenham	Householder planning permission	HGY/2025/1730	Approve with Conditions	04/09/2025	88 Craven Park Road, Tottenham, London, N15 6AB	Erection of a single storey ground floor wraparound rear extension with a 1no. roof lantern. (AMENDED DESCRIPTION)	Daniel Boama

South Tottenham	Full planning permission	HGY/2025/1770	Approve with Conditions	23/09/2025	61 Crowland Road, Tottenham, London, N15 6UL	Erection of a single storey ground floor wraparound rear extension with a lantern roof light	Emily Whittredge
South Tottenham	Approval of details reserved by a condition	HGY/2025/1813	Approve	10/09/2025	110 & 112 Castlewood Road, Tottenham, London, N15 6BE	Approval of details pursuant to conditions 3 (bin storage) and 5 (noise insulation construction details) attached to planning permission ref. HGY/2024/2854 granted on 17/03/2025 for the change of use of the ground floor area of number 112 Castlewood Road and its garden from use class C3(a) to a synagogue use class F1(f) to extend an existing synagogue at number 110 Castlewood Road, and associated changes	Nathan Keyte
South Tottenham	Householder planning permission	HGY/2025/1815	Approve with Conditions	09/09/2025	20 Lockmead Road, Tottenham, London, N15 6BX	Erection of additional storey (type 3)	Sabelle Adjagboni
South Tottenham	Removal/variation of conditions	HGY/2025/1871	Approve with Conditions	09/09/2025	120 Wargrave Avenue, Tottenham, London, N15 6UA	Variation of condition 2 (approved plans) of planning permission HGY/2024/2210 & APP/Y5420/D/24/3353478 to include the rear lightwell to basements and new rooflights to rear extension.	Kwaku Bossman-Gyamera
South Tottenham	Approval of details reserved by a condition	HGY/2025/1924	Approve	17/09/2025	2 Wakefield Road, Tottenham, London, N15 4NL	Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2019/0192.	Gareth Prosser
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2218	Not Required	26/09/2025	40 Rostrevor Avenue, Tottenham, London, N15 6LP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.15m and for which the height of the eaves would be 3m	Sabelle Adjagboni
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2275	Not Required	24/09/2025	28 Colless Road, Tottenham, London, N15 4NR	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior notification: Development by telecoms operators	HGY/2025/2454	Permitted Development	10/09/2025	Cordell House, Newton Road, Tottenham, London, N15 4PR	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: The removal and upgrade of 3 No. antennas and associated ancillary development thereto.	Kwaku Bossman-Gyamera
St Ann's	Lawful development: Proposed use	HGY/2025/0511	Permitted Development	02/09/2025	23 Lydford Road, Tottenham, London, N15 5PX	Certificate of Lawfulness for the proposed construction of a rear dormer to the main roof and outrigger and installation of rooflights to the front to facilitate the conversion of the property's loft.	Gareth Prosser
St Ann's	Approval of details reserved by a condition	HGY/2025/0561	Approve	12/09/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Approval of details pursuant to condition 12 (External lighting) attached to planning permission HGY/2018/1806.	Valerie Okeiyi
St Ann's	Full planning permission	HGY/2025/1455	Approve with Conditions	16/09/2025	Flat A, 26 Etherley Road, Tottenham, London, N15 3AJ	Replacement of the side return extension's existing pitched roof with a new flat roof and the erection of new outbuilding in the rear garden.	Neil McClellan
St Ann's	Lawful development: Proposed use	HGY/2025/1929	Permitted Development	05/09/2025	Right Flat, 93 Harringay Road, Tottenham, London, N15 3HU	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion with associated front rooflights	Adam Silverwood

St Ann's	Lawful development: Proposed use	HGY/2025/1930	Permitted Development	05/09/2025	Left Flat, 93 Harringay Road, Tottenham, London, N15 3HU	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion with associated front rooflights	Adam Silverwood
St Ann's	Lawful development: Proposed use	HGY/2025/1988	Permitted Development	17/09/2025	26R Terront Road, London, N15 3AA	Certificate of Lawfulness (Proposed development) Erection of single storey rear infill extension with sloped roof and rooflights	Kwaku Bossman-Gyamera
St Ann's	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2273	Not Required	24/09/2025	10 Ritches Road, Tottenham, London, N15 3TB	Erection of single storey extension which extends beyond the rear wall of the original house by 5.95m, for which the maximum height would be 3.79m and for which the height of the eaves would be 3m	Oskar Gregersen
Stroud Green	Consent under Tree Preservation Orders	HGY/2025/0728	Approve with Conditions	03/09/2025	7 Uplands Road, Hornsey, London, N8 9NN	Works to install a root barrier as a result of ongoing movement related to subsidence at the rear of the property.	Daniel Monk
Stroud Green	Householder planning permission	HGY/2025/0917	Approve with Conditions	15/09/2025	3 Cornwall Road, Hornsey, London, N4 4PH	Erection of a single-storey rear side return infill extension and loft conversion including a rear dormer extension and rooflights to the front, and replacement of all existing timber sliding sash windows, with new like for like double glazed timber sliding sash windows.	Neil McClellan
Stroud Green	Householder planning permission	HGY/2025/1156	Approve with Conditions	01/09/2025	101 Woodstock Road, Hornsey, London, N4 3EU	Replacement of the existing single-storey rear outrigger with a full-width single storey rear extension, changes to one of the existing rear windows, replacement of front door, and changes to the front garden including the lowering of the existing front boundary wall, and the installation of a bin store and an enclosed air-source heat pump.	Neil McClellan
Stroud Green	Lawful development: Proposed use	HGY/2025/1529	Refuse	25/09/2025	7 Victoria Terrace, Hornsey, London, N4 4DA	Lawful development: (Proposed use) amalgamation of four flats back into single dwelling does not constitute development.	Sion Asfaw
Stroud Green	Full planning permission	HGY/2025/1547	Approve with Conditions	16/09/2025	59 Victoria Road, Hornsey, London, N4 3SN	Replacement of existing timber sash windows with timber double glazed sash units	Oskar Gregersen
Stroud Green	Full planning permission	HGY/2025/1950	Approve with Conditions	26/09/2025	44A, Blythwood Road, N4 4EX	Demolition of 3 existing garages, erect a part two storey, part three storey dwellinghouse, associated front and rear soft landscaping and boundary walls, gates, cycle storage and bin enclosure	Roland Sheldon
Stroud Green	Removal/variation of conditions	HGY/2025/2013	Approve with Conditions	18/09/2025	Flat A, 55 Victoria Road, Hornsey, London, N4 3SN	Variation of condition 2 (Approved Plans) attached to Appeal reference APP/Y5420/W/25/3360180 in relation to ref: HGY/2024/2034 to amend the approved scheme allowed by appeal by increasing the volume of the flat roof and reducing the height of the highest point of the pitched roof and repositioning the approved rooflights.	Mercy Oruwari
Stroud Green	Full planning permission	HGY/2025/2132	Refuse	30/09/2025	Pavement outside, No. 4 Ferme Park Road, London, N4 4ED	Removal of existing BT phone box and installation of a proposed replacement BT street hub 3 and associated display of advertisement to both sides of the unit	Oskar Gregersen
Stroud Green	Consent to display an advertisement	HGY/2025/2319	Refuse	30/09/2025	Pavement outside, No. 4 Ferme Park Road, London, N4 4ED	Advertisement Consent to display digital advertisements via 2no. digital display screens incorporated in street hub unit	Oskar Gregersen

Tottenham Central	Full planning permission	HGY/2024/0927	Refuse	10/09/2025	399-401 High Road, Tottenham, London, N17 6QN	Erection of garden wall to side and creation of children's play area (part retrospective); installation of one platform lift for disability access to north side of building and new staircase.	Emily Whittredge
Tottenham Central	Listed building consent (Alt/Ext)	HGY/2024/1288	Refuse	10/09/2025	399-401 High Road, Tottenham, London, N17 6QN	Listed Building Application for Erection of garden wall to side and creation of children's play area (part retrospective); installation of one platform lift for disability access to north side of building and new staircase.	Emily Whittredge
Tottenham Central	Full planning permission	HGY/2025/1230	Refuse	19/09/2025	133 Napier Road, Tottenham, London, N17 6YQ	Conversion of single family dwellinghouse into 2no. 2-bedroom flats and erection of a ground floor rear extension, a first floor rear extension and a hip-to-gable roof extension with a rear dormer.	Mark Chan
Tottenham Central	Full planning permission	HGY/2025/1468	Approve with Conditions	01/09/2025	1A Summerhill Road, Tottenham, London, N15 4HF	A loft conversion with rear dormer and three rooflights.	Ben Coffie
Tottenham Central	Full planning permission	HGY/2025/1492	Approve with Conditions	16/09/2025	143-145 Philip Lane, Tottenham, London, N15 4HQ	First floor rear extension to extend an existing studio flat into a 1-bedroom flat and to create an entirely new 1-bedroom self-contained flat, along with associated changes including the reduction in width of an existing side door, the installation of a new door, and the provision of new cycle and bin storage.	Kwaku Bossman-Gyamara
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2051	Approve	18/09/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Submission of details to discharge condition 40 (DEN Connections Details) in relation to the application HGY/2022/0752 - Council Depot, Ashley Road, N17 as approved on 31/08/2022	Adam Silverwood
Tottenham Hale	Consent to display an advertisement	HGY/2025/1883	Approve with Conditions	04/09/2025	450-454 High Road, Tottenham, London, N17 9JN	Display of advertisements including fascia sign with halo-illuminated letters and externally illuminated projecting sign.	Emily Whittredge
Tottenham Hale	Non-Material Amendment	HGY/2025/2195	Approve	09/09/2025	Unit 1, Gessner Apartments, 3 Watermead Way, Tottenham, London, N17 9QZ	Application for a Non-Material Amendment (NMA) to planning permission HGY/2017/2044 to allow amendments to the façade of Building 4/1 Berol Yard (now named Gessner Apartments) and the adjacent landscaping to create a new entrance area for visibility and to provide air for the ventilation system.	Philip Elliott
Tottenham Hale	Lawful development: Proposed use	HGY/2025/2214	Permitted Development	10/09/2025	52 Carew Road, Tottenham, London, N17 9BA	Certificate of lawful development for: Hip to gable roof extension with rear dormer and front roof lights	Emily Whittredge
West Green	Full planning permission	HGY/2024/1213	Approve with Conditions	08/09/2025	32 Boundary Road, Tottenham, London, N22 6AD	Loft conversion including a dormer extension to the rear roof slope to provide an additional self-contained 1-person studio flat.	Neil McClellan

West Green	Non-Material Amendment	HGY/2025/1252	Approve	02/09/2025	Broadwater Farm Estate, London	Non-Material Amendment sought to the wording for Condition 31 (Car Parking Management Strategy) as placed upon the application HGY/2022/0823: 'Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre; Enterprise Centre; and former Moselle school site, at Broadwater Farm Estate? as approved on 07/03/2023.' This amendment seeks to amend the relevant trigger point until the commencement of Phase 2 of the approved development.	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2025/1639	Approve	10/09/2025	Mosaic Mural at Tangmere House, Broadwater Farm Estate, London	Details pursuant to condition 6 (repair samples of mosaic panels) of listed building consent reference HGY/2022/2816, for the removal of Grade II listed mosaic mural to facilitate its re erection in a new location.	Roland Sheldon
West Green	Full planning permission	HGY/2025/1847	Approve with Conditions	02/09/2025	40 Stanmore Road, Haringey, N15 3PS	Replacement of existing timber window frames with double glazed uPVC units	Sabelle Adjagbor
West Green	Full planning permission	HGY/2025/1869	Approve with Conditions	17/09/2025	67 Belmont Road, Tottenham, London, N17 6AT	Conversion of existing HMO to two separate self-contained flats (Class C3 Use).	Neil McClellan
West Green	Householder planning permission	HGY/2025/1993	Approve with Conditions	18/09/2025	146 Downhills Park Road, Tottenham, London, N17 6BP	Extension of existing vehicular access and removal of existing parking bay.	Sabelle Adjagbor
West Green	Lawful development: Proposed use	HGY/2025/2017	Permitted Development	16/09/2025	173 Higham Road, Tottenham, London, N17 6NX	Certificate of Lawfulness (Proposed) for the construction of a rear dormer set back 200mm from the eaves, with roof lights not projecting more than 150mm above the front roof plane.	Matthew Gunning
West Green	Lawful development: Proposed use	HGY/2025/2106	Approve	26/09/2025	130 Downhills Park Road, Tottenham, London, N17 6BP	Certificate of Lawfulness (Proposed) for the addition of a dormer, front rooflights, and PPC opening additions to the rear.	Josh Parker
West Green	Full planning permission	HGY/2025/2114	Approve with Conditions	29/09/2025	116 Westbury Avenue, Wood Green, London, N22 6RT	Construction of a rear roof dormer, installation of three front rooflights and conversion of the existing loft space into habitable accommodation in order to extend the existing first floor maisonette.	Neil McClellan
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2271	Not Required	24/09/2025	173 Higham Road, Tottenham, London, N17 6NX	Erection of single storey extension which extends beyond the rear wall of the original house by 4.6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen

White Hart Lane	Full planning permission	HGY/2025/0949	Refuse	09/09/2025	130 Perth Road, Wood Green, London, N22 5QP	Conversion of a 3-bedroom single-family dwellinghouse to 2 x 2-bed 4-person self-contained flats with associated works comprising loft conversion with the erection of rear dormer and hip-to-gable roof extensions and insertion of 2no. front rooflights.	Daniel Boama
White Hart Lane	Householder planning permission	HGY/2025/1005	Approve with Conditions	22/09/2025	33 Flexmere Road, Tottenham, London, N17 7AU	Replacement of conservatory with single storey rear extension.	Josh Parker
White Hart Lane	Householder planning permission	HGY/2025/1890	Approve with Conditions	05/09/2025	109 Granville Road, Wood Green, London, N22 5LR	Erection of a ground floor single storey wraparound rear/side extension.	Oskar Gregersen
White Hart Lane	Householder planning permission	HGY/2025/1893	Approve with Conditions	03/09/2025	17 Tower Gardens Road, Tottenham, London, N17 7PS	Erection of a single storey rear extension with a flat roof and internal alterations to main house. (AMENDED DESCRIPTION)	Daniel Boama
White Hart Lane	Lawful development: Proposed use	HGY/2025/1979	Approve	16/09/2025	5 Homecroft Road, Wood Green, London, N22 5EL	Certificate of lawfulness for the proposed use of property as a children's care home within the C3(b) Use Class, providing care for up to four children with one permanent resident carer.	Neil McClellan
White Hart Lane	Householder planning permission	HGY/2025/2123	Approve with Conditions	30/09/2025	55 Perth Road, Wood Green, London, N22 5QD	Single storey rear extension	Emily Whittredge
White Hart Lane	Lawful development: Proposed use	HGY/2025/2594	Approve	30/09/2025	5 Norfolk Close, Tottenham, London, N13 6AN	Lawful Development Certificate (Proposed) for a rear dormer with rear facing Juliet balcony, the installation of 4 front facing Velux windows.	Iliyan Topalov
Woodside	Approval of details reserved by a condition	HGY/2025/0698	Approve	05/09/2025	Rear of 132 Station Road, London, N22 7SX	Submission of Community Use Agreement pursuant to the S106 Agreement attached to Planning Application Ref. HGY/2020/3036 seeking the provision of a Community Wildlife Garden.	Matthew Gunning
Woodside	Non-Material Amendment	HGY/2025/1075	Approve	26/09/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Non-Material Amendment to planning permission approval HGY/2023/1043 for ?erection of a three-storey building (Use Class E) with refurbishment and external alterations of the existing Civic Centre and offices? to rationalise facade vertical fins; removal approved first floor northern link; reduction in scale of approved plant area; adaption of first floor link to create usable terrace; and internal reconfiguration	Samuel Uff
Woodside	Removal/variation of conditions	HGY/2025/1138	Approve with Conditions	26/09/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Section 19 Listed Building Consent to update the approved drawings listed under Condition 2 of HGY/2023/1044 for ?erection of a three-storey building (Use Class E) with refurbishment and external alterations of the existing Civic Centre and offices? for amended internal and external first floor layout and detail linked to removal approved first floor northern link	Samuel Uff
Woodside	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/1648	Approve with Conditions	26/09/2025	8 Sidney Road, Wood Green, London, N22 8LS	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) - Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA	Adam Silverwood
Woodside	Householder planning permission	HGY/2025/1928	Approve with Conditions	09/09/2025	48 Woodside Road, Wood Green, London, N22 5HT	Demolition of existing conservatory and erection of single storey side return rear extension.	Oskar Gregersen