

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 5th March, 2026, 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 2025. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

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

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

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

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

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 13 below.

5. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

6. MINUTES (PAGES 1 - 12)

To confirm and sign the minutes of the Planning Sub Committee held on 5th February as a correct record.

7. HGY/2025/3156 2 TO 240 BLOCK, TIVERTON ROAD, TOTTENHAM, LONDON N15 (PAGES 13 - 158)

Demolition and redevelopment to provide 17 council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking, and refuse storage

8. HGY/2025/3180 30-48 LAWRENCE ROAD, TOTTENHAM, LONDON, N15 4EG (PAGES 159 - 272)

Alterations and 7-storey extension (facing Lawrence Road) to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.

9. PPA/2025/0021 LAND AT HARINGEY HEARTLANDS BETWEEN HORNSEY PARK ROAD, MAYES ROAD, COBURG ROAD, WESTERN ROAD AND THE KINGS CROSS / EAST COAST MAINLINE, CLARENDON GAS WORKS, OLYMPIA TRADING ESTATE AND 57-89 WESTERN ROAD LONDON N8 & N22 (PAGES 273 - 306)

Pre-application proposals for Phase 5 - Reserved Matters seeking approval of appearance, landscaping, layout, scale and access in relation to Buildings F01, G01, G02, J01 and J02. Use of Sustainabrick building façade facing material on Phases 4 and 5.

10. UPDATE ON MAJOR PROPOSALS (PAGES 307 - 318)

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

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 319 - 346)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period **02.01.2026 – 30.01.2026**

12. NEW ITEMS OF URGENT BUSINESS

13. DATE OF NEXT MEETING

To note the date of the next meeting is to be confirmed.

Kodi Sprott, Principal Committee Coordinator
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Fiona Alderman
Director of Legal & Governance (Monitoring Officer)

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

Wednesday, 25 February 2026

1. FILMING AT MEETINGS.

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

Apologies for absence were received from Cllr Bartlett and apologies for lateness were received from Cllr Amin. Cllr Worrell and Cllr Collett were absent.

4. Urgent business

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Cllr Ibrahim declared an interest as she is ward Councillor for Noel Park, Cllr O'Donovan declared an interest as ward councillor for Tottenham Hale.

6. Minutes

The minutes of the meeting held on 12th January were approved.

RESOLVED**7. HGY/2025/3217 MALLARD PLACE. COBURG ROAD, WOOD GREEN, N22 6TS**

Valerie Okeiyi, Principal Planning Officer, introduced the report for the item. This was a full Planning Application seeking consent for the demolition of existing buildings to deliver a new development comprising 150 new council homes (Use Class C3) and flexible workspace (Use Class E), by way of erection of a 22 storey building with 8 storey wing, and a 14 storey building with 6 storey wing; alongside public realm improvements, soft and hard landscaping, cycle parking, blue badge parking, servicing and delivery details and refuse and recycling provision.

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

- Conditions 12 and 13 were removed in the addendum as follow-up comments had been received from the Flood Officer since the publication of the agenda. The Flood Officer had confirmed that the additional information submitted was acceptable and had signed it off.
- Members highlighted that any measures which could improve pedestrian safety through clearer designation should be considered, and this was noted for any future scheme design
- It was noted that it was not unusual for a scheme to be recommended for approval while consultation responses from one or two non-statutory consultees were still outstanding, subject to them not raising any material considerations not already considered and addressed by officers; particularly given that the application was subject to a Stage 2 referral to the Mayor and a Director's Letter; so any decision notice would not be issued for some time. . Officers explained that the remaining

consultee had not initially been consulted and officers wished to ensure they were given the opportunity to comment.

- Cllr Brennan declared an interest as a member of the Statutory Advisory Committee.
- In relation to accessible car parking provision, officers explained that they had sought to maximise provision as close to the site as possible, resulting in 12 identified spaces. A Car Parking Management Plan had been secured by condition, which allowed for provision to increase to 15 spaces if required, with additional spaces to be identified on the highway should demand arise.
- It was confirmed that there was no direct pedestrian crossing associated with this application. However, crossings were being considered as part of the wider masterplan area to improve access to Alexandra Palace. Additional works were also planned to improve access towards Cross Lane via the tunnel, which was expected to be brought forward as part of a separate scheme. Officers had secured a financial contribution towards public realm enhancements, which could be used to support crossing improvements.
- It was noted that Section 106 contributions and Community Infrastructure Levy funding could, in principle, be used on projects delivered in partnership with the Alexandra Park and Palace Trust.
- Members noted that the development would sit in the context of the already approved taller buildings forming part of the Alexandra Gate development (formerly Clarendon Square). In this context, the proposal was considered modest and would sit in the foreground of those taller buildings. Neither would the scheme negatively impact on views of Alexandra Palace or adversely breach the skyline.
- The Committee noted that the proposal had been brought forward by the Council on Council-owned land and sought to maximise the delivery of affordable housing to meet significant housing need within the borough. While other nearby schemes included a mix of affordable and market housing, this scheme focused on maximising affordable provision for local people in housing need.
- It was confirmed that the scheme would comply with the requirements of the Neighbourhood Moves scheme, enabling qualifying tenants from nearby estates to apply. In addition, applications would be accepted from households on the housing waiting list and those in temporary accommodation. Officers expressed the expectation that a balanced and successful mix of tenancies would be achieved, consistent with other recent Council schemes, including Wingspan Walk.
- Members noted that it would be helpful for future committee reports to specify the number of homes with kitchen-diners and the number with separate kitchens.
- Officers explained that, based on experience and resident preferences, family homes (three bedrooms and above) were typically designed with separate kitchen-diners, while smaller units tended to be open plan with a living/kitchen/diner all in one. This approach allows better supervision of children in smaller households and provides greater separation for larger households and was consistent with the Council's Estate Regeneration Standards.
- Cllr Ibrahim requested that it be formally minuted that she objected to the use of the term "foreigner" by any Member.
- In relation to open space provision, officers explained that there was limited roof space and that the scheme sought to balance the provision of play and social space along with providing green roofs to maximise biodiversity net gain.

- Officers advised that more substantial planting would require increased soil depth, which had structural implications. This was one of the reasons for the chosen planting strategy, as it required relatively shallow soil depths.
- Members expressed hope that residents would be encouraged to plant on their balconies.
- It was confirmed that details of landscaping and long-term management (including irrigation) had been secured by condition. The green roofs would be required to meet both biodiversity net gain requirements and the Urban Greening Factor.
- Officers advised that the design of the relative locations of the proposed buildings responds to the Crossrail safeguarding at this location. The design of the proposed colonnaded frontage was welcomed
- Officers explained that the unit mix was strongly influenced by the Council's housing needs assessment. While there remained significant demand for one-bedroom homes, 99 of the 150 proposed homes were larger, comprising two, three and four bedroom homes.
- Members were informed of work undertaken at Wingspan Walk, where a block of one-bedroom homes had been offered to older residents to encourage downsizing. Officers noted the very high take-up and that most residents had expressed a preference for higher floors, due to a combination of security and views. It was noted that similarly high-quality views would be available from this scheme.
- It was confirmed that one-bedroom homes would be located from the second floor upwards, with access to the podium.
- Officers reiterated that long-term sustainability was embedded throughout the scheme design, including consideration of ongoing maintenance of green spaces. As part of the sustainable drainage strategy, attenuation tanks would be provided within the scheme.

The Chair asked Catherine Smyth, Head of Development Management and Planning Enforcement to sum up the recommendation as set out in the report. The Chair moved that the recommendation be approved following a vote of 7 in favour, 0 abstentions and 0 objections.

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, and subject to referral to the Mayor of London and any direction they make.

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 28 April 2026 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 – (the full text of recommended conditions/informative is contained in Appendix 2 of the report.)

Conditions

1. Time Limit (Compliance)
2. Approved plans and documents (Compliance)
3. Materials and detailing (Prior to commencement)
4. Boundary Treatment and access control (Pre-occupation)
5. Landscaping (Prior to commencement of relevant part)
6. Play equipment
7. Biodiversity Net Gain Plan (Pre-occupation)
8. BNG Monitoring (Pre-occupation)
9. Lighting (Pre-occupation)
- 10.Noise from building services plant and vents (Compliance)
- 11.Secure by Design Accreditation (Pre-above ground works)
- 12.Secure by Design Certification (Pre-occupation)
- 13.Flood & Water Lead - Surface Water Drainage (Pre-commencement) removed via addendum
- 14.Flood & Water Lead - SuDS management and Maintenance Strategy (Preoccupation) removed via addendum
- 15.Thames Water - Piling Method Statement (Pre-commencement)
- 16.Crossrail 2 - Detailed Design and Method Statement
- 17.Land Contamination (Pre-commencement)
- 18.Unexpected contamination (if identified)
- 19.NRMM (Pre-commencement)
- 20.Management and Control of Dust (Pre-commencement)
- 21.Delivery and Servicing Management Plan (Pre-occupation)
- 22.Considerate Constructors (Compliance)

23. Energy Strategy (Pre-above ground works)
24. Sustainability Review
25. Be Seen
26. Overheating (Pre-above ground works)
27. Building use guide
28. Sustainability Standards for non-residential units
29. Living Roofs (Pre-above ground works)
30. Climate Change adaption
31. Circular Economy (Pre-Construction report, Post Completion report)
32. Whole Life Carbon
33. Urban Green Factor (Compliance)
34. Arboricultural Method Statement (Compliance)
35. Cycle Parking (Pre-occupation) – ref the external short stay storage
36. Accessible Parking Bay(s) (Pre-commencement)
37. Waste/Recycling Storage (Prior to commencement of relevant part)
38. Restriction to Telecommunications Apparatus (Restriction)
39. Building Regulations Part M (Compliance)
40. Communal antennae
41. Commercial Units – Hours of operation
42. Commercial Shopfront
43. Restriction to Use Class
44. Architect Retention
45. Air Quality Neutral
46. Internal Playspace
47. Revised Wind Assessment (prior to superstructure works) as per the addendum

A summary of the recommended informatives for the development is provided below:

Informatives Summary – (the full text of Informatives is contained in appendix to the report).

Informatives

- 1) Positive and Proactive

- 2) Directors Agreement Letter
- 3) CIL
- 4) Land Ownership
- 5) Party Wall Act
- 6) Hours of Construction
- 7) Street Numbering/Naming
- 8) Asbestos
- 9) Metropolitan Police Service Designing Out Crime
- 10) Crossrail 2
- 11) Thames Water
- 12) Thames Water
- 13) Water Consumption

9. HGY/2025/0930 BEROL QUARTER, ASHLEY ROAD, TOTTENHAM HALE, N17 9LJ

Philip Elliott, Principal Planning Officer, introduced the report for an application made under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 (Approved Plans and Documents) attached to planning permission HGY/2023/0261 granted 03/03/2025, to have inward opening doors at the roof level of 2 Berol Yard instead of the permitted glass panels (shifting the openings to the centre of the room). Permission was also sought to alter the permitted level of affordable housing to change 60 intermediate affordable rented homes to market rent homes.

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

- It was explained that it would not be reasonable for this scheme alone to deliver the proposed bridge, as the cost would be prohibitive. However, the scheme did include the landing platform, enabling the bridge to connect to the development should funding become available in the future.
- Members were reminded that, as set out in the presentation, the scheme's viability had been independently reviewed by Carter Jonas on behalf of the Council and also by the Greater London Authority (GLA) viability team. Both Carter Jonas and the GLA were in agreement that including affordable housing within the scheme would not be viable.
- Officers explained that viability assessments typically involved a process of negotiation, clarification, and checking of inputs. The applicant's initial position had identified a significantly higher deficit figure. Through the viability review process, this figure had been reduced, and the final agreed deficit stood at approximately £12 million. Following receipt of additional information, the GLA had concluded that this figure was accurate.
- It was noted that there had been no change in relation to funding for the bridge, and that no funding was currently allocated. However, funding could potentially be identified in the future. Members were advised that uncertainty surrounding Crossrail

remained a key factor and that, should Crossrail proceed, the bridge could potentially form part of wider works in the area. A feasibility study was underway to assess delivery costs, and the Council could choose to allocate funding in the future through land sales or other mechanisms if it so wished.

- Officers advised that the build-to-rent sector, like build-to-sale, was experiencing significant challenges. While other housing products, such as co-living and purpose-built student accommodation, could in some cases be more viable, the viability assessments demonstrated the current difficulties facing build-to-rent. In terms of affordability, Members were reminded that Tottenham Hale had delivered a high proportion of affordable housing, exceeding 30%, including nearby schemes such as Ashley Road Depot, which was a 100% Council housing scheme, and Rosa Luxemburg, located opposite the site. The area was therefore delivering a broad mix and range of housing.
- Members were advised that viability reviews could sometimes be undertaken at a later stage, typically at 75% occupancy. Such a review could conclude that no additional payment was due, depending on economic conditions at that time. For this application, a payment in lieu had been agreed, removing the need for late-stage review and providing certainty to both the Council and the developer regarding the contribution to be received.
- In relation to additional penalty payments for late delivery, officers explained that these would commence from the point of commencement of development, rather than the grant of permission, due to requirements relating to the Building Safety Regulator and other pre-commencement processes. The developer would then have four years to deliver the scheme. If delivery did not take place within that period, additional payments would become payable. This mechanism was intended to incentivise timely delivery of the housing and public benefits associated with the scheme.
- It was noted that the scheme comprised two elements: the Berol House element and the build-to-rent element. Members were reminded that over 700 homes had already been delivered in the area. The applicant confirmed that Berol House would be retained, with an operator appointed to manage the build-to-rent element.
- Officers confirmed that the Section 106 Agreement included a Build-to-Rent Management Plan, which set out commitments regarding the operation and management of the building. This included provision for three-year tenancies, offering security and longevity of tenure. Members were advised that the applicant had a track record of delivering high-quality buildings in Tottenham Hale. The Management Plan also committed them to working closely with the Council's housing team to promote housing opportunities for borough residents. Members noted a preference for this commitment to be made more explicit, including that initial promotion of the homes should be directed towards Haringey residents.
- It was noted that, generally, development in and around the station area was either permitted or already under construction.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendation as set out in the report. The Chair moved that the recommendation be approved following 8 in favour, 0 abstentions and 0 objections.

RESOLVED

2.1 That the Committee authorise the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards to GRANT planning permission subject to the conditions and informatives set out below and the completion of a legal agreement/Deed of Variation satisfactory to the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards securing the obligations set out in the Heads of Terms below and subject to referral to the Mayor of London and any direction they make.

2.2 That the agreement referred to in resolution (2.1) above is to be completed no later than 01/05/2026 or within such extended time as the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards shall in their sole discretion allow.

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

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

Conditions Summary – (the full text of recommended conditions is contained in Appendix 1 of the report).

- 1) Time limit to reflect time limit granted for HGY/2023/0261 (Compliance)
- 2) Approved Plans and Documents (Compliance)
- 3) Phasing Plan (PRE-COMMENCEMENT)
- 4) Accessible Accommodation (Compliance)
- 5) Commercial Unit - Opening Hours (Compliance)
- 6) Commercial Units - Class E Only (Compliance)
- 7) Quantum of development (Compliance)
- 8) BREEAM Certificates (PRE-COMMENCEMENT)
- 9) Residential – Noise Attenuation (Compliance)
- 10) Residential – Noise Attenuation from commercial (Pre-occupation)
- 11) Fire Statement (Pre-superstructure)
- 12) Landscape Details (Pre-occupation)
- 13) Playspace (Pre-occupation)
- 14) Surface Water Drainage (Pre-occupation)
- 15) Surface water network (Thames Water) (Pre-occupation)

- 16)Water network capacity (Thames Water) (Pre-occupation)
- 17)Flood Warning and Evacuation Plan (FWEP) (Pre-occupation)
- 18)Water Efficiency Condition (Compliance)
- 19)Biodiversity (Pre-occupation)
- 20)Lighting (Pre-occupation)
- 21)External Materials and Details (Pre-superstructure)
- 22)Living roofs (Pre-superstructure)
- 23)Landscape and ecological management plan (LEMP) (Pre-occupation)
- 24)Energy Strategy (Pre-superstructure)
- 25)DEN Connection (Pre-superstructure)
- 26)Overheating (Pre-superstructure)
- 27)Overheating Building User Guide (Pre-occupation)
- 28)Circular Economy (Pre-occupation)
- 29)Whole Life Carbon (Pre-occupation)
- 30)Secured by Design (Pre-occupation)
- 31)Written Scheme(s) of Investigation for Archaeology (PRECOMMENCEMENT)
- 32)Land Contamination (PRE-COMMENCEMENT)
- 33)Unexpected Contamination (If identified)
- 34)Car Parking Management Plan (Pre-occupation)
- 35)Cycle Parking (Pre-superstructure)
- 36)Delivery and Servicing Management Plan (Pre-occupation)
- 37)Site Waste Management Plan (PRE-COMMENCEMENT)
- 38)Waste Management Plan (Pre-occupation)
- 39)Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 40)London Underground Asset Protection (PRE-COMMENCEMENT)
- 41)Public Highway Condition (PRE-COMMENCEMENT)
- 42)Demolition/Construction Environmental Management Plans (PRE_COMMENCEMENT)
- 43)Updated Air Quality Assessment (Pre-superstructure)
- 44)Management and Control of Dust (PRE-COMMENCEMENT)
- 45)Combustion and Energy Plant (Compliance)
- 46)Business and Community Liaison Construction Group (PRECOMMENCEMENT)

- 47) Telecommunications (Compliance)
- 48) Wind Mitigation (Pre-Superstructure)
- 49) Noise from building services plant and vents (Compliance)
- 50) Anti-vibration mounts for building services plant / extraction equipment (Compliance)
- 51) Signage and wayfinding (Pre-occupation)
- 52) Berol House Blue Badge Parking (Pre-occupation)
- 53) Public Art (Pre-occupation)
- 54) Residential homes to be C3 use only (Compliance)

2.7 A summary of the recommended informatives for the development is provided below:

Informatives Summary – (the full text of Informatives is contained in appendix to the report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Written Scheme of Investigation - Deemed Approval Precluded
- 10) Maximise Water Efficiency
- 11) Minimum Water Pressure
- 12) Paid Garden Waste Collection Services
- 13) Sprinkler Installation
- 14) Designing out Crime Officer Services
- 15) Land Ownership
- 16) Site Preparation Works
- 17) s106 Agreement and s278 Agreement
- 18) Revised Fire Statement required with any revised submission
- 19) Building Control
- 20) Building Regulations – Soundproofing

21) Thames Water – Sewage Pumping Station

10. UPDATE ON MAJOR PROPOSALS

There were no questions on this item.

11. ITEMS OF NEW URGENT BUSINESS

There were no new items of urgent business.

12. DATE OF NEXT MEETING

5th March

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2025/3156**Ward:** Hermitage &
Gardens**Address:** 2 to 240 Block, Tiverton Road, Tottenham, London N15**Proposal:** Demolition and redevelopment to provide 17 council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking, and refuse storage**Applicant:** Haringey Council**Ownership:** Council**Case Officer:** Sarah Madondo**Date received:** 17/11/2025

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that medium sized sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which has been carried out here to capitalise on the opportunities and location of the site to bring forward living accommodation (Use Class C3) comprising 17 homes, improved landscaping and open space. The homes would be social-rent homes. The proposal would result in a 27% reduction in open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable land-use terms, and supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal would provide a comprehensive hard and soft landscaping scheme and enhancements to public open space.

- Biodiversity Net Gain requirements achieved would be 10.21 this significantly exceeds the 10% increase. The GLA Urban Greening Factor score of 0.45 will also exceed the target of achieving 0.40. These will be met through planting and landscaping. There will also be a net gain of 24 trees.
- The size, mix, tenure, and overall quality of the new homes are acceptable, all of which either meet or exceed relevant planning policy standards. All new homes would have private external amenity space.
- The proposal has been designed to avoid any material harm to the amenity of existing residents and occupiers of surrounding and adjacent properties in terms of a loss of sunlight and daylight, outlook, or privacy, noise, light or air pollution.
- The proposed development would be car free and 39 existing car park spaces would be retained.
- High performance energy saving measures form part of the proposal, which would also include air source heat pumps, green roofs and photo-voltaic panels at roof level.
- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities, sustainable travel initiatives and on and off-site tree planting.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Director of Planning and Building Standards is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the 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 4th June 2026 within such extended time as the Head of Development Management or the Director of Planning and Building Standards shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be

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

- 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 £13,110 (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;
- Energy Plan; and
- Sustainability Review

2. Car-Capped Agreement

- £4,000 contribution to amend the Traffic Management Order

3. Residential Travel Plan

- Travel Plan; and
- The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan interventions annually for a minimum period of 5 years.

- Undertaking of resident travel surveys in years 1,3 and 5 to monitor and track progress of the travel plan in meeting and exceeding targets, with appropriate remedial measures in situ in case of non-compliance.
- Provision of welcome induction packs containing public transport and cycling/walking information to every new resident of the new dwellings, along with a £200 voucher for active travel related equipment purchases.
- The applicant is required to pay a sum of £1,000 per annum for a period of 5 years £5,000 (five thousand pounds) in total for the monitoring of the travel plan

4. Highways s278 Agreement

- Footway improvement works;
- Access to the highway;
- Access and visibility safety requirements;
- Street furniture relocation;
- Carriageway markings;
- Reinstate footway at redundant vehicular access;
- Corresponding TMO amendment; and
- Repair of damaged footways

5. Demolition and Construction Management Plan

- Submit a Demolition and Construction Management Plan 6 months prior to commencement; and
- Contribute £15,000 to help administer and oversee construction impacts.

6. Affordable Homes

- All of the homes to be secured as Social Rent properties

7. Pedestrian Wayfinding to/from the site

- Contribute £10,000 to encourage sustainable and active travel

8. Local Employment

- Employment and Skills Plan; and
- Skills Contribution

9. Architect Retention

- Applicant's architect/landscaped architect shall be retained (or another appropriate mechanism secured) to ensure the design quality of the development.

10. Management and implementation of one-way system

- Details for the management and implementation of a one-way system on the estate whereby all vehicles access the re-arranged car park and refuse collection point from the vehicular access point adjacent to Block B and exit to Tiverton Road adjacent to Block A. Appropriate signage and a 5mph speed limit will need to be provided.

11. Monitoring Costs

- Obligations monitoring payment calculated in accordance with the
 - monitoring fee requirements of the Council's Planning Obligations
 - Supplementary Planning Document (SPD) as well as a reasonable financial
 - contribution for monitoring Biodiversity Net Gain.
- 2.10 In the event that members chose to make a decision contrary to officers recommendation, members will need to state their reasons.
- 2.11 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
- 2.12 The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of Haringey's Local Plan 2017.
- 2.13 The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan 2) car capped scheme 3) 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.
- 2.14 The proposed development, in the absence of a legal agreement securing energy efficient measures and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.
- 2.15 The proposed development in the absence of a legal agreement to pay a contribution towards necessary highways works and not having a demolition and management plan in place would have an unacceptable impact on the highway network, would be contrary to Policy T1 of the London Plan 2021, DM32 and DM48 of the Development Management Development Plan Document.

- 2.16 In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13.
- 2.17 In the absence of a legal agreement to ensure that the scheme architect/landscape architect be retained (or other such similarly appropriate mechanism be secured) the development would fail to enhance and enrich Haringey's built environment and create a place and buildings that are high quality and attractive; contributing to the distinctive character and amenity of the local area. In this regard the proposal would be contrary to Policy DM1 of the DM DPD 2017 and Policy SP11 of the Local Plan 2017.
- 2.18 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:

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

Conditions/Informative Summary

(The full text of recommended conditions/informative is contained in Appendix 1 of the report.)

Conditions

1. Time Limit (Compliance)
2. Approved plans and Documents (Compliance)
3. Materials and Detailed Design (Prior to commencement of above ground works)
4. Boundary Treatment and Access control (Pre-occupation)
5. Landscaping (Pre-occupation)
6. Biodiversity Net Gain Plan (Pre-occupation)
7. BNG Monitoring (Pre-occupation)
8. Urban Greening Factor (Pre-completion)
9. Energy Strategy (Prior to above ground works)
10. Overheating Strategy (Prior to above ground works)
11. Energy Monitoring: Be Seen (Prior to completion)
12. Sustainability Review (Prior to occupation)

13. Servicing and Delivery Management Plan (Prior to commencement)
14. Cycle Parking (Prior to occupation)
15. Wheelchair Accessible Car Parking (Pre-occupation)
16. Land Contamination (Pre-commencement)
17. Unexpected Contamination (If identified)
18. Air Quality Assessment (Compliance)
19. Non-Road Mobile Machinery (NRMM) (Pre-commencement)
20. Management and Control of Dust (Pre-commencement)
21. Considerate Constructors (Pre-commencement)
22. Thames Water Piling Method Statement (Pre-commencement)
23. Surface Water Drainage (Pre-commencement)
24. SuDS Management and Maintenance (Prior to occupation)
25. Water/Recycling Storage (Prior to occupation)
26. Secured by Design Accreditation (Pre above ground works)
27. Secured by Design Certification (Pre occupation)
28. Tree (Compliance)
29. Wheelchair Accessible homes (Compliance)
30. C3 Use Class (Compliance)
31. Transport for London Infrastructure (Prior to above ground works)
32. Play equipment (Pre-commencement/prior to occupation)
33. Antenna (Compliance/prior to occupation)
34. Noise from building service plans and vents (Compliance)
35. Lighting (Pre-occupation)
36. Landscape and Public Realm (Pre-occupation)
37. Accessible homes (Pre-occupation)

Informatives

- 1) NPPF
- 2) Director's Letter
- 3) CIL
- 4) Hours of Construction Works
- 5) Party Wall Act
- 6) Street Numbering
- 7) London Fire Brigade
- 8) Thames Water -Water Pressure
- 9) Thames Water - Groundwater
- 10) Thames Water -Water consumption
- 11) Thames Water - Infrastructure
- 12) Metropolitan Police Service Designing Out Crime
- 13) Pollution

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Appendix 2 Consultation Responses from internal and local residents

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Appendix 4 Quality Review Panel Report

Appendix 5 Consultation Responses from external agencies

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application seeking planning permission for:

- Demolition of hardstanding and construction of two, four-storey residential buildings labelled Block A and Block B;
- Provision of 17 new social-rent homes (Use Class C3);
- Provision of amenity space including new landscaping;
- Provision of refuse/recycling stores;
- Provision of car parking spaces for blue badge holders and cycle parking; and
- Enhancement of existing amenity space within the existing estate.

3.1.2. The proposal seeks to provide 17 new homes with associated landscaping and would be contained within two, four-storey, freestanding buildings constructed on a combination of underused green space and hard standing parking areas (there would be no loss of car parking, but the car parking layout will be reconfigured - this is covered later in the report). The proposal includes two wheelchair user homes which are located on the ground floor and would have their own private amenity space, and dedicated car parking. In addition, the proposal includes significant enhancements to existing neighbouring green spaces at 2-24 Tiverton Road to the south and Tewkesbury Road Open Space to the south-east.

3.1.3. Shared facilities for the proposed homes would include cycle and refuse/recycling stores, which are to be located on the ground-floor.

3.1.4. The proposed new homes would incorporate adequate internal storage and include private amenity space in the form of terraces or balconies. A central communal garden forms part of the proposal that would offer amenity spaces for existing and future residents.

3.1.5. The proposed blocks (Blocks A and B) would have a contemporary appearance, albeit using traditional materials including brickwork, with contrasting detailing for windows and balconies. The simple articulation of the elevations would complement the proportions of the buildings and provide a distinctive and robust architectural language. The proposed buildings would incorporate features such as energy efficient heating including, individual Air Source Heat Pumps (ASHP) for each dwelling and photovoltaic (PV) panels at roof level and high levels of insulation.

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

Site and Surroundings

- 3.1.7. The site is located within a post-war residential estate to the north-east of Finsbury Park. The site currently comprises an underused green space and hard standing parking areas. The site is surrounded by 4-5 storey high residential blocks, car parking and a modest church building located to the north.
- 3.1.8. The wider area is predominantly residential in character, accommodating a range of property types and styles. Tiverton Estate is within proximity of shops and cafes/pubs and other services located on Seven Sisters Road. Despite its predominantly residential location, varied services and amenities can be accessed by sustainable transport modes including walking, cycling and public transport.
- 3.1.9. The site is served by six different bus routes and is a 15-minute walk from Harringay Green Lanes Station and Stamford Hill train station, which provides access to London Overground services on the Weaver line. The site is 20 minutes' walk from Seven Sisters Underground Station. The Public Transport Accessibility Level (PTAL) of the site is 2 and close to 3, which is a 'moderate' accessibility rating. The site is within the Council controlled parking zone (CPZ) GL B which operates Monday to Friday from 8am to 6.30pm.
- 3.1.10. The site is not located within, or in close proximity to, a conservation area. Neither statutory nor locally listed buildings or heritage assets are located on, or close to, the site.



Fig1: Aerial view of site of proposed development site for housing, and amenity enhancements (outlined in red)

3.1 Relevant Planning and Enforcement history

3.2 There is no planning or enforcement history for the site. The site where the housing is proposed is currently an underused green space and hard standing parking areas.

4.0 CONSULTATION RESPONSE

Quality Review Panel

- 1) The scheme has been presented to Haringey's Quality Review Panel on three occasions, in December 2022, May 2025 and a final review in September 2025. The Panel's latest written responses is attached in **Appendix 4**.

4.2 Application Consultation

4.2.1 The following were consulted regarding the application:

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

INTERNAL:

LBH Carbon Management: No Objection, subject to conditions

Pollution: No objection, subject to conditions

Trees: No objection, subject to conditions.

Transportation: No objection, subject to conditions/contributions.

LBH Design: Supportive of the application.

LBH Waste: No objection, subject to conditions.

LBH Building Control: No objection raised.

LBH Flood & Water Management: No objection.

EXTERNAL:

Thames Water: No objection, subject to conditions.

Secure by Design / Met Police: No objection, subject to condition.

Transport for London: No objection, subject to condition.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties were sent letters
- Site notices were erected at/close to the site.
- A notice was also put into the local press to advertise the application

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

Number of individual responses: 5

Supporting: 0

Objections: 5

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

- Overdevelopment/High Density
- Additional parking required/increase in traffic
- Loss of open space
- Noise and disturbance
- Green energy generation not considered
- Overcrowding
- Proposed green space is gated
- Inadequate parking space for existing and new residents
- Additional green space is required

6.0 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of the development;
2. Housing Mix, Tenure and Quality of Accommodation;
3. Design and appearance;
4. Impact on the amenity of neighbouring occupiers;
5. Landscape and Biodiversity;

6. Parking and highway safety/ waste recycling and servicing;
7. Sustainability, Energy and Climate Change;
8. Crime Prevention;
9. Flood Risk & Drainage;
10. Water Efficiency;
11. Air quality;
12. Land contamination;
13. Trees; and
14. Equalities

Principle of development

6.1 *National Policy*

- 6.1.1 The National Planning Policy Framework (NPPF) (last published in 2024, last updated 7 February 2025) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.1.2 Paragraph 73 notes that 'small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should... support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.'

6.2 *Development Plan*

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

6.3 *London Plan*

- 6.3.1 The London Plan 2021 is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance (LPGs) that provide further guidance.

- 6.3.2 The London Plan 2021 Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.3.3 Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport accessibility levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.3.4 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.3.5 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.3.6 Policy G1, part A in the London Plan, states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part D of the policy goes on to say that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Local Plan

- 6.3.7 Haringey's Local Plan Strategic Policies 2017 sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.3.8 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.3.9 The Development Management DPD 2017 (DM DPD) supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.3.10 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.
- 6.3.11 Policy DM13 of the DM DPD makes clear that the Council will seek to maximise affordable housing delivery on sites.

6.3.12 Policy DM20 'Open Space and Green Grid' of the DM DPD states that development that protects and enhances Haringey's open spaces will be supported. The policy continues, stating that the reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space, It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, it would secure a viable future for the open space; and it would not be detrimental to any environmental function performed by the existing open space.

6.3.13 In summary, the Mayor of London and the Council are keen to bring forward development which delivers high-quality affordable housing, optimises the use of previously developed land and maximises the benefits to the local community including the provision of good quality open space.

6.4 *Draft Local Plan*

6.4.1 As part of preparing a New Local Plan, the Council has recently consulted 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.

6.4.2 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

6.4.3 It is recommend 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.

6.5 *Land Use Principles*

5 Year Housing Land Supply

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

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

Loss of Open Space and Provision of New Homes

- 6.5.3 This proposal would provide 100% of the proposed housing as accommodation for social rent which would satisfy the above planning policy requirements and provide much needed affordable housing. The proposal represents a net-gain of 17 social rent homes of high quality of accommodation.
- 6.5.4 The existing surrounding area already includes housing consisting of a range of tenures, including private-rent, owner-occupation and social rent. The proposal would therefore contribute to the principle of a mixed and balanced community and make a contribution towards the delivery of borough wide affordable housing target.
- 6.5.5 The existing site is located in an established and accessible residential area, and comprises an informal open space, with low quality trees and planting. It forms one of a number of development opportunities the Council has identified as part of its Housing Delivery Programme which seeks to use public owned land more effectively to build new council homes to meet local need. Despite being a green space, the site is not well used other than in terms of visual amenity and pedestrian movements. The space is poorly defined, surrounded by car parking which would be reconfigured in the proposal to ensure no net loss of parking, together with significant landscaping enhancements of existing amenity spaces. Consequently, whilst the existing greenery does have visual and environmental value, the site feels unwelcoming and has attracted anti-social behaviour.
- 6.5.6 The proposed redevelopment of this site would contribute to the Borough's housing target in accordance with Policy SP2 of the Local Plan. This also aligns with the thrust of the London Plan 2021 which identifies a pressing need for more homes generally with a particular emphasis on including affordable homes.
- 6.5.7 Whilst the proposal would result in the reconfiguring of existing open space, given the poor nature and usability of the existing space, officers consider that a new housing development, which would include well-designed green spaces including a new communal garden and a net increase in the number of trees on the site; providing a high quality, usable, accessible environment, with Urban Greening Factor (UGF) and Biodiversity Net Gain (BNG) targets met or exceeded. to be acceptable As such, proposal is considered to be in accordance with Policy DM20 of the DM DPD.
- 6.5.8 The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having

regard to neighbouring residential amenity and the character and appearance of the surrounding area.

- 6.5.9 As such, the principle of developing the open space and hard landscaped carparking, with new affordable accommodation and no net loss of parking, is considered acceptable subject to all other material considerations. The land at Tiverton Road, is within an urban location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need.

6.6 Housing Mix, Tenure and Quality of Accommodation

- 6.6.1 Policy H10 of the London Plan 2021 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 units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.6.2 The 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.
- 6.6.3 Policy SP2 of the Local Plan 2017 and Policy DM11 of the DM DPD 2017 adopt a similar approach.
- 6.6.4 Policy DM11 of the DM DPD 2017 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.6.5 The proposed development will provide 17 homes (including 2 wheelchair accessible homes) as 100% social rent homes. All homes would be dual-aspect, with the majority being triple aspect.
- 3 x 1 bedroom homes (18%)
 - 8 x 2 bedroom homes (47%)
 - 4 x 3 bedroom homes (23%)
 - 2 x 4 bedroom homes (12%)
-
- Total = 17 homes (100%)

- 6.6.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock, and ensure the effective use of public assets and funding.
- 6.6.7 This location has a moderate Public Transport Accessibility (PTAL of 2) and is served by six different bus routes, is a 15-minute walk from Harringay Green Lanes Station and Stamford Hill train station, which provides access to London Overground services on the Weaver line and is 20-minutes' walk from Seven Sisters Underground Tube Station. Officers consider the location is suitable for a greater proportion of smaller homes. It is also surrounded by a mix mid-20th century housing as part of the estate as well as early 19th century housing on Seven Sisters Road, providing a wide mix of housing sizes and types for both family sizes and non-family housing. Officers consider that that proposed mix would contribute to an appropriate balance of housing sizes in this specific location.
- 6.6.8 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 housing standards are consistent with these. Policy D6 of the London Plan 2021 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from good levels of daylight and sunlight, maximising the provision of dual and triple aspect homes and providing adequate and easily accessible storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.6.9 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

Indoor and outdoor amenity and play space/accommodation standards

- 6.6.10 All homes have been designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:
- Gross unit area meeting or exceeding overall spatial requirements for unit type;
 - Private amenity space in line with GLA requirements;
 - Bedroom areas meeting NDSS requirements;
 - General internal storage provision meeting GLA/NDSS requirements; and

- The 3 bedroomed homes would have open kitchen/dining areas and the 4 bedroomed homes would have separate dining areas and separate kitchens.

6.6.11 All dwellings would achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards. In terms of aspect and layout, all homes would be dual aspect, with most triple aspect. The Design Officer considers this to be an excellent outcome and directly addresses Quality Review Panel (QRP) concerns about day-to-day experience and outlook. Officers note that the ground floor homes would benefit from front doors and living room / kitchen windows to street / courtyard, along with improved defensible space landscaping, providing exemplary natural surveillance.

6.6.13 Every new home would benefit from private and communal amenity spaces, (garden, balcony or terrace), and residents would share a central communal courtyard (which would also be open to the wider public during daytime, but locked at night), designed for doorstep play, seating and planting to address QRP comments. Seating areas would be provided amongst ornamental landscaping, car parking for residents with blue badges, and servicing access for refuse collection and maintenance would be provided. The proposal also includes improvements to local open spaces and a shared surface street, with a clear commitment to a 'child friendly streets' approach, to address QRP comments.

6.6.14 The proposed development would include dedicated cycle and refuse stores. The dedicated cycle and refuse storage would be located adjacent to entrances with internal access. This approach addresses comments made by the QRP who suggest that cycle store be easy to access.

6.6.15 The number of homes per core range from 2 to 3; this is in accordance with the Mayor's Housing Design Standards, London Plan Guidance (LPG) June 2023. All dwellings would have a minimum floor to ceiling height of 2.5m. In addition, all dwellings are proposed to be well laid out to provide useable living spaces and sufficient internal storage space.

Child Play Space provision

6.6.16 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. It sets out the need to provide new play facilities as part of development proposals, with at least 10m² of play space per child provided. 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.

6.6.17 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of homes in accordance with the current GLA population yield calculator. The proposed development requires a total of 205 square metres of play space for all age groups.

6.6.18 The proposed development provides courtyard with a total of 286 sqm of dedicated child play for 0-11 years old. The courtyard would provide centrally located 'door-step' type of play space aimed at younger children in overlooked location close to entrances to new homes. It is also expected that children would use the whole central courtyard space for play, including scooting and cycling. The child playscape including central courtyard space is significantly overlooked by the proposed windows and balconies of the proposed development to ensure natural surveillance is established. Older children (12-17) and young adults would use surrounding play and sports facilities targeted at these age groups, specifically the playground 10 metres north of the site and Tewkesbury Road Open Space, 50 metres to the south.



Fig2: Courtyard Visualisation

6.6.19 The play space provision for younger and older children is policy compliant and therefore acceptable.

Inclusive access

6.6.20 The proposed development does not include any lifts, and this was a concern raised by QRP. To address this concern, the development would have a step-free access to all ground floor homes and communal spaces, including enhanced inclusive measures such as additional on plot storage for buggies, wider stairs/landings, and re provision options for households where mobility needs change over time. This would be secured via the imposition of a condition on any grant of planning permission.

Accessible Housing

6.6.21 Policy D5 of the London Plan 2021 seeks to provide suitable housing and genuine choice for London's diverse population, including people with disabilities, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who may have future accessibility needs. Policy SP2 of the Local Plan 2017 is consistent with this, as is Policy DM2 of the DM DPD 2017, which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

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

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

6.6.23 In addition, the accommodation meets further requirements of the Haringey affordable housing programme including provision of showers to the 2nd WC in the 3-bedroom and 4-bedroom apartments.

Part M4(3) and M4(2) standards

6.6.24 Two homes are designed to meet Part M4(3) standards for 'wheelchair user dwellings'. These meet stringent standards and activity spaces required under the standard. The M4(3) apartments are to be located on the ground floor of Block A and Block B. The other homes within the development would meet Part M4(2) of the Building Regulations, 'accessible and adaptable'.

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

Daylight/ Sunlight

6.6.26 The applicant has provided a Daylight and Sunlight Report following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight- A Guide to Good Practice' (3rd Edition, Littlefair, 2022), known as 'The BRE Guide'. Daylight and sunlight studies have been undertaken for the proposed development. The internal study identifies 59 habitable rooms across 17 dwellings (39 bedrooms, 3 kitchens/dining, 14 Living/Kitchen/Diners, 3 living rooms) within the proposed development. Daylight

was assessed via illuminance targets over $\geq 50\%$ of the reference plane for $\geq 50\%$ daylight hours; targets used were 100 lux (bedrooms), 200 lux (KDs) and 150 lux (LKDs/living rooms). Sunlight exposure to rooms was tested on 21 March, with the expectation of ≥ 1.5 hours to at least one habitable room per dwelling (preferably a main living space).

6.6.27 With light coloured finishes (BRE high reflectance assumptions), 58/59 rooms (98%) meet targets; the only remaining shortfall is the Living/Kitchen/Diner(LKD) in Block B Flat 1. This demonstrates a clear mitigation pathway via lighter interior palettes. 56/59 rooms (95%) would meet the sunlight exposure target; all dwellings would meet the standard (that is ≥ 1.5 hours in at least one habitable room per dwelling, typically a living space). The three rooms not meeting are north facing: Block A Flat 1 (GF) bedroom, and Block B Flat 1 (GF) LKD and Block B Flat 2 (1F) bedroom; in each case, the dwelling still complies with the BRE guidelines.

6.6.28 The Design Officer notes that for a compact, estate infill layout of two 4 storey blocks, the internal performance is strong in both daylight and sunlight terms. The small number of daylight shortfalls (predominantly deep LKDs and north facing ground floor rooms) are minor in extent, have clear proposed mitigations (proposed light finishes; careful internal layout and lighting), and would not prevent every dwelling from achieving an acceptable sunlight outcome. On balance, the proposed homes would provide good living amenity for future occupiers.

6.6.29 In considering the BRE report (and the above assessment) against all other material planning consideration, officers consider that, on balance, against the wider social benefits of the proposal, the urban context and given the relatively high level of compliance with BRE recommendations, the proposal is acceptable, providing a high standard of well- designed and much needed housing and associated amenities.

Noise and vibration - future occupiers

6.6.30 The NPPF states, in paragraph 110 that new development should mitigate and reduce to a minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. Policy D14 of the London Plan 2021 specifically refers to noise and requires development proposals to reduce, manage and mitigate noise impacts. Policy DM23 of the DM DPD 2017 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution.

6.6.31 Nova Acoustics Ltd were instructed to provide acoustic criteria and advice for the planning and design of the scheme. The noise assessment was prepared in September 2025.

6.6.32 The assessment concluded that the vibration 'dose' across both day and night time are significantly below the low probability of adverse impact criteria. This indicates that vibration does not seem to be a cause of concern for future residents. In terms of noise emissions generated by the proposed air source heat pump (ASHP), the report states, that provided the plant limit levels are adhered to, all noise emissions from external plant units would not exceed the existing background sound levels. These are recommended to be secured by conditions as part of any planning permission.

6.6.33 In summary, the standards of accommodation and living conditions proposed are very high and there is a low probability of adverse impact from noise. For a scheme in this location with its site constraints, the proposal represents very good quality homes and living conditions which satisfy the above policies.

6.7 Design and Appearance

National Policy

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

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

London Plan

6.7.3 The London Plan 2021 policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan 2021 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).

6.7.4 Policy D6 of the London Plan 2021 concerns housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases, due to the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

- 6.7.5 Policy SP11 of the Local Plan 2017 requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.7.6 Policy DM1 of the DM DPD 2017 requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and to contribute to the distinctive character and amenity of the local area.
- 6.7.7 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for social-rent homes, having regard to its location on Tiverton Road and the wider estate. In particular, the scale and form of the buildings reflect the shape of the site and the nature of the local built environment, the site's position between the two long rows of 4 and 5 storey flatted developments, mediating the scale of both.

Streetscape Character & Development Pattern

- 6.7.8 The site is located within a post-war estate to the north-east of Finsbury Park, the site is an under-utilised green space surrounded by 4-5 storey residential block, car parking and highways. A modest church building is located to the north. The proposed two block arrangement would continue the estate's orthogonal east-west grain, while carving out a new, shared, car free central courtyard. The proposals would also set a coherent 'child friendly street' with a shared surface along the estate road. There are proposals for complementary improvements proposed to the nearby open spaces/at the play area by the Faith Baptist Church, the open space in front of 2-24 Tiverton Road and Tewkesbury Road open space. Officers considers that this responds directly to the QRP's request for a stronger, more compelling landscape vision beyond the red line.

Height, Bulk & Massing

- 6.7.9 The proposed two, four storey blocks are of a modest and of appropriate height. The QRP (Quality Review Panel) supported the overall massing, the use of brick, the scale, articulation of windows, noting the need for a richer and more characterful architectural language. Officers support the proposed two-block approach given its robust brick vernacular, well-proportioned openings and balcony detailing, which would create a calm, contextual architecture while avoiding pastiche. As such, the modest height and shoulder alignments would sit comfortably within the existing four to five storey contexts.
- 6.7.10 Officers recognise that the existing surrounding and adjacent built form include three-to-four storey buildings in the late nineteenth century shopping parades, public house and community buildings along Seven Sisters Road. The existing housing estate consists of four, 7 and 17 storey blocks, The Council's 'Eckington'

housing development consists of a 10-storey building and the recent 'Rowan Court' development consists of two, three and six storey buildings. It should also be noted that taller developments have also been completed or are under construction in the wider neighbourhood, including the development currently under construction behind Plevna Crescent, at six, eight and nine storeys, and the recent 20+ storey development (Apex Gardens) at the corner of Seven Sisters Road and Tottenham High Road.

- 6.7.11 As such, given the range and mix of heights of the existing built form in the surrounding area, the proposed two, 4 storey buildings in terms of height, is acceptable. The density of the scheme, and quantum of development, is considered appropriate in its context, including having regard to proximity to public transport, local shops and local services.

Open Spaces and Permeability

- 6.7.12 The scheme would include the provision of a communal 'courtyard garden' which would be in the centre of the proposed development, resulting in the enhancement of the existing public realm that would benefit future and existing residents adjacent to the site, as well as the wider public. The courtyard is envisioned as a 'social hub', offering a range of pocket spaces designed for play, relaxation, and interaction. Play mounds, naturalistic play elements, and sculptural seating are to be provided. The planting scheme includes low-level perennial beds and high, clear-stem trees, fostering natural surveillance while avoiding the creation of potential hiding places. The layout has been shaped by key pedestrian desire lines, 'creating a natural flow that encourages exploration and movement'. Officers support the applicant's approach to integrating the existing and enhancement of existing spaces as part of a wider vision to improve connectivity within the existing Tiverton Estate.

Elevation Treatment, fenestration materials and details

- 6.7.13 The scheme adopts a brick led architectural language with contemporary detailing. The QRP requested: (i) more legible and welcoming entrances with a clear hierarchy; (ii) lighter, more varied balcony structures-particularly to the courtyard elevations-with improved privacy (not solid) and larger balconies for family units; (iii) opportunities to vary fenestration in response to the spaces they face; and (iv) submission of embedded detail (bay studies, balcony soffits/railings, patterned brickwork). The design and materials proposed for the development, indicates progress on each of these points above and shows a tighter, more legible entrance strategy, refined balcony proportions/railings and clearer differentiation between street and courtyard elevations. A condition is imposed requiring details of materials to be submitted for approval.

- 6.7.14 In conclusion, officers consider the proposal to be an attractive and contemporary pair of buildings, which respond to the form and function of the proposed

accommodation, whilst having regard to the existing architecture within the surrounding townscape.

6.7.15 The proposed residential accommodation is considered be of excellent quality meeting local and borough wide housing need. The proposal would provide shared external amenity provision and will make a significant contribution to improving the legibility, safety and attractiveness of its location and the surrounding area generally. As such, the proposal is in accordance with the above policies.

Quality Review Panel

6.7.16 The Quality Review Panel assessed the scheme at pre-application stage on three occasions - in December 2022, May 2025 and at a Chair’s review in September 2025. The QRP concluded that they remained supportive of the principle of the development and key design moves that had been made.

6.7.17 In response to detailed comments by the Quality Review Panel’s Chair made in September 2025, the applicant has provided the following, based on the current proposal:

| Panel Comment | Officer’s Response |
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| <p>Principle of development</p> <p>The panel supports the principle of a residential development on the site, the proposed massing was recommended to consider a linear block configuration and consideration of the parking spaces to link existing open spaces across the estate and integrate a linear green route as opposed to central public courtyard.</p> | <p>QRP support noted</p> |
| <p>Wider integration and site diagram</p> <p>It is not clear how the various open spaces across the estate relate to the one another, especially where they are not visible from the site.</p> <p>Servicing, parking, amenity and biodiversity should be looked at together</p> | <p>QRP comments noted. The enhancement of the ‘Green Street’ will help to connect the various elements of the proposal. In addition, landscape enhancements to Tiverton Road will enhance the larger context.</p> <p>QRP comments noted. The liner block approach has been explored in previous</p> |

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| <p>as part of a landscape-led approach. The panel suggests widening the 'Green Street' and designing it as linear park. This would provide existing residents with positive outlook onto a landscape space that feels accessible to everyone.</p> <p>The placement and orientation on of the new blocks further fragment the public realm. The site layout should place emphasis on the new link, 'Green Street', and help to reconnect the public realm.</p> | <p>proposals. The project has been developed in response to recommendations of the initial QRP review, and with support of Haringey Planning Officers with a 2-block approach. The block approach has been accepted in QRP review no.3.</p> <p>QRP comments noted. The no. 3 QRP review acknowledged the additional improvements and has accepted that the 2 Block layout works well.</p> |
| <p>Parking Strategy</p> <p>Rationalisation of the parking strategy is key to ensuring that this development will be a significant improvement on the existing car-dominated environment.</p> <p>Given the current parking stress analysis, the panel recommends engaging with the existing community to inform an appropriate solution.</p> <p>It would also help if the site boundary can be expanded to include the playground next to the Baptist Church and the parking spaces to the north and the south of the site. These spaces are currently uninviting and would also benefit from enhancement. If they could be included in the proposals, a better solution would be found for the while site.</p> | <p>QRP comments noted. The parking strategy has been developed to maintain the existing provision, whilst providing additional planting as well as emphasising pedestrian priority.</p> <p>QRP comments noted. There were a number of concerns from the community regarding loss of parking spaces for existing residents and further concerns of increased traffic with new build. There will be no loss of car park spaces. The layouts have been adjusted to emphasise pedestrian priority as well as providing additional landscaping.</p> <p>QRP comments noted. No. 3 QRP acknowledged that public realm and landscape improvements, both within and beyond the red line are positive and important to the success of the scheme.</p> |
| <p>Housing typology and site layout</p> <p>It is important to understand the internal layouts of the existing homes overlooking the site, both to create a well-integrated</p> | <p>QRP comments noted. A Daylight and Sunlight assessment has been carried out and shows all the neighbouring dwellings</p> |

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| <p>community, and to minimise impact on neighbours.</p> <p>Community engagement should also be carried out as soon as possible to inform the scheme. Residents will bring valuable experience of what works well here and what does not.</p> <p>Further work is needed to simplify the entrance sequence and create clear fronts and backs.</p> <p>The entrances on the western elevations appear too deep-set for accessible homes and should be reconsidered.</p> <p>A linear block set back from Tiverton Road, with maisonettes at lower level and flats above, would achieve more dual aspect homes, reduce the extent of external envelope, and provide more distance between blocks. It would also be a more effective use of deck access, which currently feels out of pace applied only to the upper floor of Block A.</p> | <p>tested meet daylight, sunlight and overshadowing targets except for one dwelling in Tiverton Road. Two bedrooms in the impacted dwelling would experience a daylight distribution loss of 20 to - 29.99%, which is indicative of a minor adverse impact as per the BRE guidance. The impacts modelled are minor and not indicative of a significant impact.</p> <p>QRP comment noted. Public Consultation events have been held to help develop the scheme.</p> <p>QRP comment noted. Entrances to the flat are emphasised with a stone flat arch to each building. The duplex flats have separate entrances at ground floor, they would also be emphasised with a stone flat arch.</p> <p>QRP comment noted. The wheelchair accessible homes would have an entrance from the pavement at the gable end providing a covered entrance.</p> <p>QRP comments noted. The insert is no more than 1450mm at the deepest point and 1200mm at the shallowest point. The inset allows for a covered porch as well as relief from the pavement area to the entrances. The inset is more than 2m wide with level access up to 1.5m allowing for a turning circle.</p> <p>The developed two block site layout was supported in the no.3 QRP meeting.</p> |
| <p>Landscape and amenity space</p> <p>The existing open space on the site has a low biodiversity value in the ecology assessment but does allow residents</p> | <p>QRP commented noted. To mitigate the loss of outlook onto open space, biodiversity net gain and ecology would be</p> |

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| <p>outlook onto verdant planting. The impact of this loss will need to be mitigated.</p> <p>The central public courtyard will be an appealing space for new residents but is unlikely to feel welcoming to existing residents as it is heavily overlooked.</p> <p>If the site layout remains in this configuration, then the panel suggests enclosing the courtyard for the new residents only. This is more likely to encourage ownership over the space.</p> <p>There is a disjunct between the size of the flats, which are mostly larger family homes, and the amenity provision on the site. The panel asks for careful consideration of how the quantity and quality of amenity, including play space, will meet resident needs within the site boundary.</p> <p>The play offer across the whole scheme needs to be reviewed and a clear strategy put in place. The play space next to the church should be included in the wider</p> | <p>improved across four open spaces used by Tiverton Road residents as part of the proposed Landscape Strategy; with renewed and additional play area, new planting, recreational areas suitable for different groups. The improvements are indicated in the Landscape Architect's document.</p> <p>QRP comment noted. The design team has endeavoured to keep the public courtyard as open as possible and to feel welcoming to both existing and new residents. In consultation with Secure by Design (SBD) officer, 1.8 m high perimeter fencing with gated access was added to the public courtyard as well as 1.5m high fencing to private amenities at ground floor. This was designed to feel as open as possible with metal railings maintaining outlook. Natural surveillance from the proximity of flats will also be of benefit.</p> <p>QRP comment noted. The public courtyard will be open during the day but closed at night to prevent anti-social behaviour as advised by the SBD officer. Each flat meets the required amenity space for new dwellings in accordance with the London Plan.</p> <p>QRP comment noted. Each flat meets the required amenity space for new dwellings in accordance with London Plan Policy D6.</p> |
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| <p>play space offer. Visibility and access to the space should be improved.</p> | <p>QRP comment noted. The development also meets the required play provision for children and young people.</p> |
| <p>Architecture</p> <p>The panel asks for exploration of the proportions, detailing and materiality of the architecture, to create elegant elevations and respond to the context.</p> <p>The ground floor needs particular attention. The entrances should be designed to create a street presence and a welcoming arrival home. Details such as different sill materials will contribute.</p> <p>It is not clear why the blocks have chamfered corners. These create challenging internal layouts and should be reconsidered.</p> <p>The panel recommended additional work be undertaken to develop the architectural language of the proposal. In particular, emphasis to create legible and more characterful entrances to the buildings.</p> <p>The panel requested additional information/work to be undertaken on the architectural language of the proposal.</p> <p>The panel recommended further work on the privacy of the ground floor apartments. With that in mind, they noted</p> | <p>QRP comment noted. The application documents have been developed to include detailed elevational and sectional drawings of all key elevations, highlighting all external materials.</p> <p>QRP comment noted. The scheme has been developed to enhance the street entrances. In addition, low level planters will provide a buffer to the ground floor windows.</p> <p>QRP comment noted. The chamfer helps to frame the new shared garden.</p> <p>QRP comment noted. In response, the scheme has been developed to provide a coherent architectural language to the buildings with entrances clearly articulated with stone details.</p> <p>QRP comment noted. The application documents have been developed to include detailed elevational and sectional drawings of all key elevations, highlighting all external materials.</p> <p>QRP comment noted. In response, the proposed design now includes low level</p> |

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| <p>the benefit of the inclusion of the brickwork planter on the Tiverton Road.</p> | <p>brick planters around the building that will provide a buffer to the ground floor apartments. The deck access design has been revised to comply with fire safety requirements, with solid balustrades and low-level glazing removed. Further detailed development will be undertaken in close consultation with a Fire Engineer</p> <p>Ground floor external areas have been carefully developed in consultation with the Secure by Design (SBD) Officer to create a safe environment for residents.</p> |
| <p>Internal layout</p> <p>Some of the homes are large than the Greater London Authority enhanced home sizing requirements. To maximise value and the number of homes that can be provided, the project team should check that the homes do not overprovide on floorspace, head height, and the resulting external envelope.</p> <p>Two large family sized duplex homes have a separate ground floor access. The two wheelchair accessible homes have separate ground floor level access.</p> | <p>QRP comment noted. The two wheelchair accessible homes are larger than GLA space standard for provision of Building Regulations M4(3) space standards.</p> <p>A third QRP session was held to discuss the proposed massing of the two-block layout in preparation for submission of a full planning application.</p> |

6.7.18 Officers consider that the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate and acceptable extent.

6.8 Impact on the amenity of neighbouring occupiers

6.8.1 Policy D6 of the London Plan 2021 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing.

6.8.2 Policy D14 of the London Plan 2021 requires development proposals to reduce, manage and mitigate noise impacts.

6.8.3 Policy DM1 of the DM DPD 2017 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 residents.

Daylight and Sunlight impact

6.8.4 The applicant's consultant has undertaken a detailed and methodologically robust assessment (BRE) of the proposal's daylight and sunlight impacts on neighbouring homes. All neighbouring dwellings to the proposed development were appraised and the following properties were assessed for impact by the proposed development:

- 42-240 Tiverton Road (east)
- 26-84 Tiverton Road (south)
- 21-43 Tiverton Road (west)
- 45-67 Tiverton Road (west)
- 69-91 Tiverton Road (west)

6.8.5 Assessments have been made using 'Vertical Sky Component' (VSC) method to measure daylight access to the windows of the neighbouring buildings. Where room layouts were known, assessments have been made using the 'Daylighting Distribution' method to measure daylight access to the habitable rooms inside the neighbouring buildings. The impact of the proposed development has been assessed for five neighbouring building blocks.

6.8.6 The assessment indicates that the day and sunlight received by all neighbouring properties would largely meet the BRE recommended guidance. Across all five

blocks, 381 windows and 315 rooms were assessed. 328/381 windows (86%) meet the BRE VSC target (i.e., either $\geq 27\%$ VSC or $\geq 0.8\times$ existing). Of the 53 not meeting the target, impacts are distributed as follows: 30 windows would experience minor loss (20–29.99%), 9 would experience moderate loss (30–39.99%), and 14 are recorded as $>40\%$ loss; these are highly concentrated in 42–240 Tiverton Road (east) and 26–84 Tiverton Road (south) where deep overhangs reduce visible sky. The ‘No sky line’ (NSL) analysis shows that 308/315 rooms (98%) would pass, with 7 bedrooms (five in 42–240 and two in 26–84) experiencing minor to moderate losses. Living rooms and Living/Kitchen/Diner (LKD) largely pass due to multiple windows and dual aspects. These outcomes indicate localised daylight reductions, mainly to bedrooms beneath overhangs, with primary living spaces generally maintained.

- 6.8.7 All 153 south facing tested windows across the three western blocks would meet annual probable sunlight hours (APSH) and winter probable sunlight hours (WPSH) targets; no south facing windows required testing at the eastern or southern blocks because those elevations are $\geq 90^\circ$ from due south. 32/36 (89%) assessed garden/amenity areas would meet the BRE 21 March test. The four shortfalls lie within the long eastern block (42–240), where existing built form/overhangs limit sky access; the proposed adds some additional shading but the majority of areas would continue to meet BRE guidance. In an urban estate context with existing overhangs and closely spaced blocks, these results represent a generally compliant daylight/sunlight performance for neighbours, with limited, localised shortfalls primarily to bedrooms rather than main living spaces, and no sunlight shortfalls. On amenity areas, the substantial majority meet the BRE test. On balance, the neighbour impacts are acceptable and accord with the BRE’s urban context caveat when applied sensitively.

Overshadowing

- 6.8.8 The overshadowing impact of the proposed development on neighbouring gardens has been assessed. The BRE report states that amenity spaces should receive at least two hours of sunlight on 21 March, or 0.8 times the existing value, across 50% of its area. A total of 36 gardens have been assessed and the results indicate that 32 out of 36 gardens would exceed the minimum sunlight hours required, resulting in 89% meeting the guidance. The four impacted gardens are located outside 42 - 240 Tiverton Road. The BRE Guide is written with low rise, low density suburban development in mind, so in an area of an urban character and medium rise, medium densities such as this location, slight impacts can be considered very reasonable. The four external amenity spaces are located to the front which is considered to be less sensitive and more of a semi-public space, as such, the impact is considered to be slight. Furthermore, it is considered that there is access to communal amenity spaces in the vicinity of the development, all of which would continue to be easily accessible from all the surrounding dwellings.

Privacy/Overlooking and outlook

- 6.8.9 Tiverton Estate is predominately residential consisting of several groups of blocks ranging from 2 to 10 storeys and the proposed development at 4 storeys would be lower than some of the blocks. The proposed development has been carefully sited and designed to fit into its context and to safeguard neighbouring residential amenity. In particular, the scale and form of the proposed buildings reflect the shape of the site, its boundary conditions, the nature of the local built environment, neighbouring residential and visual amenity.
- 6.8.10 The space between the buildings would be softened with a shared surface and planting. It is also accepted that an 18 metres distance in a built-up urban environment is not always achievable, and an element of overlooking is unavoidable in an urban environment. However, it is considered that the proposal has sought to provide as much privacy as possible and is therefore considered acceptable.
- 6.8.11 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account the urban setting of the site, within an established pattern and form of the existing neighbouring development, the proposal would not result in a material adverse impact on the amenity of surrounding occupiers and residents. Notwithstanding this blocks A and B have been carefully designed to be lower in height to ensure the massing responds to its context and does not appear visually intrusive when viewed from neighbouring properties.
- 6.8.12 Overall officers consider that the adjoining properties on neighbouring sites will not be materially affected by the proposed development in these matters. The proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties and is therefore in accordance with the above policies.

Other Amenity Considerations

- 6.8.13 Policy DM23 of the DM DPD 2017 states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.14 The submitted Air Quality Assessment (AQA) concludes, and officers agree, that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.
- 6.8.15 It is anticipated that light emitted from internal rooms of the proposed buildings would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.8.16 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, a condition has been imposed requiring a demolition and

construction methodology report to be submitted for approval before any demolition/construction.

6.8.17 Therefore, it is considered that the proposal would not have an unacceptable adverse impact on the amenity of existing surrounding residents and occupiers.

6.9 Landscaping & Biodiversity

6.9.1 In addition to the general design-led policies in the previous section, Policy G4 of the London Plan 2021 seeks to 'promote the creation of new areas of publicly accessible open space' as well as 'enhance open spaces to provide a wider range of benefits for Londoners'. Policy G5 of the London Plan requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.

6.9.2 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

6.9.3 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor's SPG Providing for Children's and Young People's Play and Informal Recreation.

6.9.4 Policy DM1 of the DM DPD 2017 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 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.

6.9.5 The proposed redevelopment offers the opportunity to significantly improve the site with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.

6.9.6 The existing site has low amenity value, as there is no seating for residents, no play elements, trees are low quality, all planting is overgrown making the current amenity space inaccessible and underused. The proposed development offers an opportunity to enhance the existing spaces such as, the existing playground to the north, Tewkesbury Road Open Space to the south-east, 2-14 Tiverton Road garden to the south.



Fig 3: Outline of existing and proposed amenity enhancements

6.9.7 A number of key objectives have guided the landscaping strategy including:

- Well-designed green infrastructure;
- A distinctive sense of place;
- A climate positive environment;
- A pedestrian priority environment; and
- Support for local biodiversity.

6.9.8 The proposed landscaping strategy would deliver new connected public realm that has a green character and distinct sense of place. The proposal includes improvement of three adjacent open spaces, increasing their size where possible, as a result enhancing amenity and biodiversity value by providing new play equipment, seating, tree and shrub planting. The improvements to the existing playground, Tewkesbury Road Open Space and 2-14 Tiverton Road garden would connect residents to the existing and proposed open spaces. The planting of new trees, rain gardens and planted edges to the building would set the quality/character of the streets, which would encourage low traffic speeds and promote pedestrian priority. Block paved surfacing and level crossings would provide safe and accessible routes between the development and nearby amenity spaces. Furniture and informal play structures would be incorporated to provide an opportunity for residents to meet and play. In addition to this, playground, Tewkesbury Road Open Space and 2-24 Tiverton Road will be enhanced by incorporating new planting, seating, play areas, rain gardens, planted edges to the proposed/existing homes, and pedestrian priority block paving.

- 6.9.9 A communal 'courtyard garden' is also proposed, between the two proposed blocks, that would include play areas, planted edges, raised planters with integral seating, a blend of hedging and semi-mature trees. The courtyard is designed to be secured during hours of darkness, to ensure access for residents only. The boundary would consist of a minimum 1.8m height secure boundary, comprising a low brick wall and piers with railing infill, raised brick planters which are located within the courtyard with integrated seating. The fence was incorporated into the proposal in response to consultation with the Secure by Design Officer in order to reduce anti-social behaviour and all enclosures would comply with Secure by Design requirements.
- 6.9.10 The communal 'courtyard garden' would be an enhancement of the existing public realm, for new and existing residents adjacent to the site, as well as to the wider public. The courtyard is envisioned as a 'social hub', offering a range of pocket spaces designed for play, relaxation, and interaction'.
- 6.9.11 Designated buffer zones are to be located around the building frontages, adding privacy to the ground floor homes. Planting would provide a soft, natural edge around the buildings, enhancing the landscape while maintaining a clear boundary between private and public spaces.
- 6.9.12 A bat survey was submitted as part of the ecology report, which states that new the scattered trees/hedgerow provide suitable foraging and commuting habitat for bats, particularly the semi-mature and mature trees at Tewkesbury Road Open Space. Given the already high levels of disturbance from lighting and human activity in this area, the impact is likely to be low, and the proposed planting of new scattered trees throughout the site would enhance biodiversity. Furthermore, two trees within Tewkesbury Road Open Space have bird boxes, which may be used by roosting bats and these trees will be unaffected by the proposed works. To achieve a minimum of 10% biodiversity net gain, estate-wide interventions are proposed including identified areas for tree planting and upgrades to the existing grassland areas, currently of poor quality, to create more attractive and sustainable green spaces.
- 6.9.13 A consistent and robust palette of hard landscaping materials is proposed, selected for their location, degree of use and character of the space. This includes hard landscaped areas paved in porous concrete setts.
- 6.9.14 Sustainable Drainage System (SuDS) attenuation would be provided within a geocellular tank located underneath the proposed landscape and access parking area. These areas would be constructed using permeable paving materials which would discharge to the attenuation tank.
- 6.9.15 Officers consider the proposed landscaping to be of a high quality and sensitive design, that complements the proposed homes, whilst also seeking to connect the proposal and its green spaces with the wider Tiverton Estate, recognising the

positive impact of the green space of the future occupiers of the site as well as existing residents. Further details relating to trees are outlined below.

- 6.9.16 The imposition of conditions on any grant of planning permission will ensure that the proposed landscaping is successfully implemented. Also, a condition will ensure that any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme once implemented is required to be maintained.

Urban Greening Factor (UGF)

- 6.9.17 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.45, which complies with the London Plan target score of 0.4 for residential developments.

- 6.9.18 A comprehensive landscaping scheme is proposed as part of the development in order to cater for the needs of the residents, ensuring the setting of the new homes is attractive, green, and safe and complements and enhances the character and appearance of the surrounding area. It includes new tree planting, new surfacing, seating and play spaces as part of the treatment of the site.

- 6.9.19 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in an enhanced open space provision which is considered appropriate for this location, housing size/population, and typology. The proposal satisfies the above planning policies.

Biodiversity Net Gain

- 6.9.20 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

- 6.9.21 Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

- 6.9.22 Policy DM1 of the DM DPD 2017 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 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.

- 6.9.23 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.

6.9.24 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.

6.9.25 The proposal includes a sustainable urban drainage system, shrub planting, enhancing of existing amenity spaces and landscaping which results in a 10.21% net gain of area-based habitat units. This is above of the mandatory 10% net gain required and is considered to be acceptable.

6.10 Parking and highway safety/waste recycling and servicing

6.10.1 Paragraph 110 of the NPPF states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.

6.10.2 Policy T1 of the London Plan 2021 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 of the London Plan 2021 sets out cycle parking requirements for developments, including minimum standards. Policy T7 of the London Plan 2021 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 of the London Plan 2021 sets out requirements for car parking spaces that are proposed.

6.10.3 Policy SP7 of the Local Plan 2017 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31, DM32 and DM33 of the DM DPD 2017.

6.10.4 Policy DM32 of the DM DPD 2017 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for people with disabilities; and parking is designated for occupiers of developments specified as car capped.

Access Arrangements

- 6.10.5 The site has a public transport accessibility level (PTAL) rating of 2 and close to 3 which is considered moderate. The site is served by six different bus routes and is a 15-minute walk from Harringay Green Lanes Station and Stamford Hill train station, which provides access to London Overground services on the Weaver line. The site is 20-minutes' walk from Seven Sisters Underground Tube Station. The site is within the Council controlled parking zone (CPZ) GL B which operates Monday to Friday from 8am to 6.30pm.
- 6.10.6 Vehicular and pedestrian access to the new dwellings would be served from Tiverton Road via the existing private estate roads. The number of existing vehicle accesses to/from the Tiverton Estate adjacent to the open space to the front of 24-96 Tiverton Road would be rationalised under the proposals from three to two accesses. The northern and southern accesses would be maintained as existing, the middle access would be closed under the proposals which is a highways safety benefit arising from the scheme. The closure of the redundant vehicle access would result in the reinstatement of the kerb and footpath on Tiverton Road at this location and would also enable the provision of two additional kerb side accessible bays, discussed further in the report.

Transport impact -trip generation

- 6.10.7 The applicant has provided a TRICs trip generation assessment in the Transport Assessment (TA). The trip generation assumed for the AM (08:00-09:00) and PM (16:00-17:00) peak combined is 25 trips, with the majority of trips (18 out of 25) being made by public transport. The TA states that for the proposed residential use of the site for (17 homes), the majority of peak hour trips are forecast to be by public transport (10 out of 15) – AM peak and PM Peak (8 out of 10). Cycling and walking would make up a large proportion of the remainder of modal share. The daily total for the site forecasts 129 trips (07:00-21:00) with the largest mode shares being 39 trips by underground, 32 by bus, 24 by cycle, 16 on foot and 12 by train. The Council's Transportation Officer's considers that the mode share and trip generation should be re-apportioned to reflect the PTAL and closer proximity of the site to bus stops and London Overground stations. This matter can satisfactorily be reported to Members in an addendum.

Car parking

- 6.10.8 At present there is a total of 39 existing car parking spaces, and the existing provision of 39 car parking spaces would be maintained but reconfigured, inclusive of the re-provision of three existing accessible parking bays. The proposed development would be car free, and the proposal would include the provision of two newly created 'Blue Badge' parking spaces along Tiverton Road that would meet the requirement to provide parking for 10% of new dwellings and this will be accordance with the adopted London Plan 2021. As the development would be car free, this would be secured under the Director's letter, prohibiting residents from applying for residential parking permits.

- 6.10.9 A parking survey has been included in the Transport Assessment (TA), which revealed a parking stress of 89% which saw 168 of the 189 kerbside CPZ parking opportunities occupied, including the full occupancy of the 3 disabled Tiverton Road estate residents only parking bays. Additionally, 11 vehicles were observed to be parked illegally. The results of the parking survey highlight a parking stress issue and potentially a wider issue of enforcement of managing the 39 Tiverton Estate residents only permit parking bays to ensure that only residents park there.
- 6.10.10 The reports further states that 'The Lambeth Methodology' does not prescribe a specific threshold for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 85% or more is deemed to represent a high uptake of kerb side parking. In this case, the parking stress would exceed the parking stress threshold indicating that there is parking pressure which has resulted from illegal parking and issues with enforcement. Better enforcement of the estate parking areas would ensure that non-residents do not take up parking spaces and park in areas outside of formal marked-out bays on the estate to the betterment of existing residents' amenity and highway safety. Therefore, it is considered that although the local parking stress is above the threshold, the survey has indicated that there is capacity if enforcement measures were in place, as such capacity would be increased. The Council's Transportation Officer adds that in order to uphold the car-free nature and prohibition of new residents of the new dwellings from applying for residential parking permits, regular monitoring of parking stress (to Lambeth methodology and is to be agreed with the Council), should be undertaken on the estate. Therefore, it is recommended that a car parking management and enforcement plan should be secured via the Director's letter.

Cycle parking

- 6.10.11 In terms of cycle parking, the TA states that there would be a provision of 33 long stay and 2 short stay. The TA states cycle parking requirements would be provided in each block, comprising of nine two-tier spaces over nine Sheffield stand spaces and one enlarged accessibility cycle parking space in Block A, and seven two-tier spaces over seven Sheffield stand spaces in Block B. A Sheffield stand suitable for two bicycles would be provided externally for visitors. The use of two-tiered cycle parking is not suitable for all users and the scheme needs to meet LCDS minimum aisle width requirement of 2.5 m beyond the lowered upper stand. A condition will be attached for the submission of a revised cycle parking that meets LCDS requirements, for approval prior to start of construction.

Highways works

- 6.10.12 The Transport Assessment indicates that some highway works are proposed which would result in the three access points being reduced to two access points. The northern and southern accesses would be retained but the middle access point

would be closed as a highway safety benefit from the scheme. The closure of the redundant vehicle access point would see the reinstatement of the kerb and footpath on Tiverton Road at this location. This would facilitate the provision of two additional kerb side accessible parking bays. This will be secured via s.278 agreement. Furthermore, any damage to the highway and footways abounding the site incurred because of construction works would also be secured via s.278, to support active travel around the site perimeter.

Servicing and Delivery Management Plan

6.10.13 The applicant has not provided a standalone Servicing and Delivery Management Plan to mitigate the impact of servicing and delivery associated with the site. Servicing and delivery analysis has been undertaken as part of the Transport Assessment, however. It has provided an Operational Waste Management Plan in which it has outlined refuse collection arrangements. A detailed Servicing and Delivery Management Plan would be required, and this would be secured by way of condition.

6.10.14 The TA indicates that servicing and delivery trip generation for the 17 dwellings forecasts 4 delivery trips (2 arrivals and departures) per day. Furthermore, the TA states that servicing and delivery vehicles are proposed to be accommodated using existing internal roads that service existing residential blocks. However, the Council's Transportation Officer notes that the vehicular swept paths indicate that the two-way traffic flows may be obstructed and constrained. To promote ease of access for all vehicles navigating the internal access road serving the pre-existing site, re-arranged car park and waste collection a point one-way system is required as mitigation, whereby vehicles, servicing, and delivery vehicles enter from Tiverton Road by Block B and exit via Block A. This is to ensure that conflict between vehicles is mitigated; and would be secured via the Director's letter. The Council's Transportation Officer recommends that appropriate signage and a 5mph speed limit should be provided. This would help to promote TfL Healthy Streets and Vision Zero concepts. A detailed servicing and delivery management plan condition would be attached to the permission to address this matter.

Site Access and wayfinding (Active Travel Zones)

6.10.15 A Transport for London (TfL) Active Travel Assessment has been undertaken and included in the TA, showing the assessment of 3 routes to/from the proposed development which consists of:

- **Route 1:** North from the site to St Ann's Road following Tiverton Road, Templeton Road and Hermitage Road (490m route).
- **Route 2:** East from the site to Seven Sisters Road via the estate on a pedestrian link to Moreton Road/Fladbury Road and then via a route from Pulford Road to Seven Sisters Road (230m route).

- **Route 3:** West from the site to Green Lane via Tiverton Road south to Tavistock Road and then via Vale Road and Hermitage Road (1km route).

6.10.16 The applicant will need to liaise with TfL and the Council to agree on enhancing wayfinding. This would be secured via the Director's letter. Furthermore, Officers note that the applicant, in its Transport Assessment, has not made any commitment to enhance Active Travel measures to/from the site. However, given that the size of the proposed development would be modest, it would be unrealistic to seek contributions to provide additional tactile paving on the above-mentioned routes. In this instance, it is considered that the enhancement of the two remaining vehicular crossing points to the site on Tiverton Road can be secured through s.278 agreement.

Travel Plan Statement

6.10.17 A Travel Plan has been submitted, the statement provides a commitment to making the development car-free, prohibiting residential parking permits for residents of the new dwellings, provision of 2 new accessible parking bays which would meet the requirement of providing 10% of new dwellings having accessible parking, and long and short-stay cycle parking meeting standards. In addition, the applicant would be required to submit a detailed Travel Plan. The Travel Plan interventions would be secured via appropriately worded planning obligations.

Construction Logistics Plan

6.10.18 The applicant has not provided a detailed Demolition and Construction Management Plan. This would be secured through a s.106 agreement. This is to ensure that the impact of both the construction and demolition phases is fully mitigated on both the local highway and transport network and the local community.

6.10.19 Transport for London (TfL) accepts the proposal in principle subject to a condition.

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

Waste and recycling

6.10.21 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

6.10.22 The plans submitted indicate that Block A (10 dwellings) would be provided with an integrated refuse store providing two 1,100 litre Eurobins for general waste, one 1,100 litre Eurobin for recyclable waste, and two 140 litre bins for food waste. In terms of Block B (seven dwellings), this would be provided with an integrated refuse

store providing two 1,100 litre Eurobins for general waste, one 1,100 litre Eurobin for recyclable waste, and one 140 litre bin for food waste. Each of the waste storage facilities would be located at ground floor level and could be easily reached from the building entrance.

6.10.23 Swept path analysis confirms that refuse vehicles could safely access and service the development from the internal estate road without causing obstruction to the public highway. The relocation of the existing estate bin storage area and the integration of new stores for Blocks A and B are acceptable and can be serviced in line with existing arrangements on the Tiverton Estate.

6.10.24 The Waste and Street Cleansing Team has reviewed the proposal and raises no objections subject to further detail. This can be achieved via condition.

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

6.11 Sustainability, Energy and Climate Change

6.11.1 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.11.2 Policy SI 2 of the London Plan 2021 - 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. Policy SP11 of the Local Plan 2017 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.11.3 Policy DM1 of the DM DPD 2017 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD 2017 expects new development to consider and implement sustainable design, layout and construction techniques.

6.11.4 An Energy Statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy.

- 6.11.5 The development would achieve a reduction of 78% carbon dioxide emissions on site exceeding the planning energy requirements. The shortfall would need to be offset to achieve zero-carbon, in line with Policy SP4. A carbon offset contribution of £13,110 is therefore required to offset the remaining emissions of 4.6 tCO₂, calculated at £95 per tCO₂ over 30 years, plus 10% management fee.
- 6.11.6 The development would incorporate highly energy efficient building fabric elements, high-performance glazing, mechanical ventilation with heat recovery, air source heat pumps and 19kWp solar photovoltaic panels for on-site renewable energy generation. This is supported in principle. The Carbon Management Team do not raise any objections to the proposal, subject to the incorporation of additional passive measures.
- 6.11.7 Sustainable drainage (SUDS) further contributes to the sustainable nature and biodiversity of the site, while low-energy appliances and water conserving sanitary would contribute to energy efficiency in the new homes.
- 6.11.8 An Overheating Assessment has been undertaken to minimise the risk of overheating within the proposed development and to reduce reliance on air conditioning. In line with the Cooling Hierarchy outlined within the London Plan, a number of measures to minimise the risk of heating would be employed within the proposed development. The submitted Overheating Strategy has been assessed by Carbon Management officers who note that additional passive measure, such as increased external shading and reduced glazing ratios should be integrated upfront rather than deferred to retrofit. It is therefore requested to include external shading as a part of the overheating mitigation strategy and this would be conditioned.
- 6.11.9 The Overheating Strategy is acceptable, while further details in regard to the proposed external shading features, specification, types and location is required. Conditions have been added accordingly.
- 6.11.10 In summary, officers support the scheme based on its 78% carbon reductions on site, subject to a carbon-offset contribution of £2,850 per tCO₂ to make up the shortfall; and this would be secured by way of Director's letter.
- 6.11.11 Subject to mitigations to be secured through conditions and obligations, the proposal represents an acceptable scheme which meets the requirements of relevant planning policy in this regard.

Crime Prevention

- 6.11.12 Policy D3 of the London Plan states that development proposals should achieve safe, secure and inclusive environments. Policy DM2 of the DM DPD 2017 requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality

public realm that is easy and safe to use and to incorporate 'Secure by Design' and Safer Places principles. Policy DM2 of the DM DPD 2017 seeks to ensure that new developments have regard to the principles set out in 'Secure by Design'.

6.11.13 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated following early engagement with the Metropolitan Police.

6.11.14 The Metropolitan Police Designing Out Crime Officer (DOCO), who was consulted on the proposed final design has raised no objections, subject to the imposition of conditions to secure accreditation prior to commencement of development. Officers consider the proposal would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.

Flood Risk and Drainage

6.11.15 Policy SP5 of the Local Plan 2017 and Policy DM24 of the DM DPD 2017 seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.11.16 The applicant has submitted a Flood Risk Assessment and Drainage Strategy which includes attenuation within the landscaping scheme. The strategy has been reviewed by the Flood & Water Management team, which has stated that it is satisfied that the impacts of surface water would be addressed adequately, subject to conditions. As such, this is considered acceptable.

Air Quality

6.11.17 Policy DM23 of the DM DPD 2017 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 which concluded that given the car free nature of the proposed development and the emission free energy strategy, the development is considered to be air quality neutral.

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

Land Contamination

6.11.19 Policy DM23 (Part G) of the DM DPD 2017 requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.11.20A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.11.21 Officers consulted the Pollution Service on this proposal who have advised that the proposal is acceptable in respect to air quality and land contamination subject to the imposition of conditions on any grant of planning permission.

6.11.22 Subject to the imposition of conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirement and is acceptable.

Trees

6.11.23 Policy DM1 of the DM DPD 2017 states that the Council will expect development proposals to respond to trees on and close to the site.

6.11.24 Fifty-one trees were surveyed and assessed to be in the following categories:

- 25 trees were highlighted as being of low quality value
- 26 trees were category U (Unsuitable for retention)

6.11.25 There are no Tree Preservation Orders (TPOs) on the site. The twenty-six trees which are unsuitable for retention are proposed for removal, whilst 60 trees are to be planted which is considered to adequately compensate for the loss of 26 trees on the site. The new trees would be a range of species.

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

6.11.27 The Arboriculture Officer has been consulted and raises no objections subject to conditions. Officers considered the net gain in tree planting within a more planned and considered landscape strategy to be positive for the development site and the wider estate.

6.12 Employment

6.12.1 Policies SP8 and SP9 of the Local Plan 2017 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD 2017 requires all major developments to contribute towards local employment and training.

6.12.2 There would be opportunities for borough residents to be trained and employed as part of the development's demolition and construction process, and once the

proposal is occupied. The developer (and its contractors and sub-contractors) would be required to notify of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council) during and following construction. These requirements would be secured by Directors' agreement letter should permission be granted.

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

6.13 Equalities

6.13.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.13.2 In line with the Public Sector Equality Duty, the proposed development has been assessed for its impacts on people with protected characteristics. The scheme would advance equality by delivering 17 social rent homes in an area of high deprivation, helping to address housing need among groups disproportionately affected by disadvantage, including people with disabilities, low-income households and Black, Asian and Minority Ethnic communities.

6.13.3 Subject to the mitigation measures being secured through the planning process, officers are satisfied that due regard has been given to the Equality Act 2010 and that the proposal accords with relevant equality objectives and planning policy.

Conclusion

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was the approach here, to capitalise on the opportunities and location of the site, to bring forward council-rent living accommodation (Use Class C3) comprising 17 homes. The proposal would result the redevelopment of existing open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable. These homes will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal provides a comprehensive hard and soft landscaping scheme; and enhancements to public open spaces.
- Biodiversity Net Gain requirements achieved would be 10.21 this significantly exceeds the 10% increase. The GLA Urban Greening Factor score of 0.45 will also exceed the target of achieving 0.40. These will be met through planting and landscaping. There will also be a net gain of 24 trees.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 2 accessible car parking spaces for) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.
- The proposed development would be car free and 39 existing car park spaces would be retained.
- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities, sustainable travel initiatives and on and off-site tree planting.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £98,840.07 (1359 sqm x £72.73) and the Haringey CIL charge will be £81,866.16 (1359 sqm x £60.24). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the

RICS CIL Index. An informative will be attached advising the applicant of this charge. It is expected that the applicant will be eligible to claim social housing relief.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions and informatives in Appendix 1 and securing an agreement between the applicant and the LPA by way of a Director's letter.

APPENDIX 1 PLANNING CONDITIONS AND INFORMATIVES

Time Limit (Compliance)

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 and Documents (Compliance)

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

As listed in Appendix 3

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

Materials and Detailed Design (Prior to commencement of above ground works)

3. Prior to the commencement of above ground works detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
 - d) Details of street furniture;
 - 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 all enclosures and plant; 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.

Boundary Treatment and Access Control (Pre-occupation)

4. Prior to occupation of the development hereby approved details of exact finishing materials and heights/extent of the boundary treatments and confirmation of and site access controls, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall not be occupied until it has been constructed in accordance with the approved details, and thereafter the development shall be retained as such for its lifetime.

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

Landscaping (Pre-occupation)

5. Prior to 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. These details shall include information regarding, as appropriate:
 - a) Proposed finished levels or contours;
 - b) Means of enclosure, screens and built in planters, including raised planters to the homes located at ground floor level;
 - c) Hard surfacing materials;
 - d) Minor artefacts and structures (e.g. Furniture, signs, lighting etc.); and
 - e) Proposed and existing functional services above and below ground (e.g. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

The development shall not be occupied until the hard landscaping has been provided in accordance with the approved details, and thereafter the development shall be retained as such for the lifetime of the development.

Soft landscape works shall include:

- f) Planting plans;

- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- i) Implementation and management programmes, including any required irrigation system and loading integrated into the podium garden; and
- j) Detailed drawings of any new trees and shrubs to be planted together with a schedule of species.

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

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

Biodiversity Net Gain Plan (Pre-occupation)

6. Prior to first occupation of the development hereby approved, and notwithstanding the Preliminary Ecological Appraisal prepared by Ecology and Land Management 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, 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 (Pre-occupation)

7. 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 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.

Urban Greening Factor (Pre-completion)

8. The development hereby approved shall meet its 0.4 Urban Greening Factor (UGF) score identified within the planning application submissions as a minimum. Prior to completion of the construction work, an Urban Greening Factor analysis, with the anticipated end calculation for the scheme, shall be submitted to, and approved in writing by, the Local Planning Authority, demonstrating the maximum target that will be met through greening measures. If a UGF of 0.4 is not achievable, demonstrable evidence shall be submitted to demonstrate how best endeavours have been made to reach the highest possible target.

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 and to comply with Policies G1, G5, G6, SI1 and SI12 of the London Plan 2021 and Policies SP4, SP5, SP11 and SP13 of the Local Plan 2017.

Energy Strategy (Prior to above ground works)

9. (a) Prior to the above ground works, an Energy Plan shall have been submitted to, and approved in writing by, the Local Planning Authority. This plan shall be based on the submitted Sustainability Statement prepared by XCO2 (dated November 2025), delivering a minimum site-wide carbon emission reduction of 78% from a Building Regulations 2021 Part L compliant building. Once approved, this will form the Approved Energy Plan for the development.

The revised strategy shall include the following:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy including the carbon offset contribution;
- A minimum 19.1 kWp solar photovoltaic array and how the energy will be used on-site before exporting to the grid;
- A minimum site-wide carbon reduction of 18% under Be Lean with detailed SAP calculations for the residential element of the development;
- Calculations showing how thermal bridging will be reduced;
- Specification and location of the proposed Air Source Heat Pumps (ASHPs), their seasonal coefficient of performance, seasonal performance factor for heating, seasonal energy efficiency ratio for cooling (non-domestic units only), with plans showing the individual ASHP pipework and layout; and
- A metering strategy.

(b) Prior to the occupation of the development, evidence that the ASHPs and solar PV panels comply with other relevant issues as outlined in the Microgeneration Certification Scheme or Heat Pump Product Certification Requirements shall be submitted to and approved by the Local Planning Authority.

(c) The solar PV arrays and 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, by the Local Planning Authority, including photographs of the solar array, installer confirmation, and an energy generation statement for the period that the solar PV array has been installed.

Should the zero carbon target not be able to be achieved on-site through energy measures, then any shortfall carbon emissions shall be offset at the cost of a rate of £2,850 per tonne of carbon, plus a 10% management fee. Prior to commencement of development, the initial carbon offset contribution equivalent to 50% of the calculated carbon offset based on the approved Energy Plan.

The final agreed energy strategy shall be installed and operational prior to the first occupation of the development. The development shall be carried out in accordance with the details so approved and shall be operated and maintained as such thereafter for the lifetime of the development. The solar PV array shall be also installed with

monitoring equipment prior to completion of the development 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 London Plan (2021) Policy SI2 and Local Plan (2017) Policy SP4.

Overheating Strategy (Prior to above ground works)

10. Prior to the 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 Overheating Assessment reports on the Sustainability Statement prepared by XCO2 (dated November 2025). This report shall include:

Updated modelling of all relevant units in accordance with CIBSE TM59, using CIBSE TM49 London Weather Centre DSY1–3 (2020s) and DSY1 2050s and 2080s high emissions, 50% percentile, for both openable and closed window scenarios.

Demonstration that the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, including:

Natural ventilation scenario (without MVHR tempering) to evidence passive design optimisation (openable windows scenario).

Mechanical ventilation scenario with maximised passive measures to reduce reliance on MVHR tempering (closed window scenario).

Modelling of mitigation measures including external shading 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.

A heatwave plan and Home User Guide for occupants.

- (b) Prior to occupation, the development shall be built in accordance with the approved overheating measures and they shall be retained thereafter for the lifetime of the development:

Natural ventilation with secure inward openable windows;

Glazing g-value: 0.5;

External shading in West and south facades, such as Brise Soleil or external shutters, etc;

MVHR with summer bypass and optional cooling coils (60 l/s airflow);

No active cooling; and

Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

In the event that the design of the block(s) are amended, or the heat network pipes would result in higher heat losses which would impact on the overheating risk of any homes, a revised Overheating Strategy shall be submitted as part of an application to amend the scheme.

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

Energy Monitoring: Be Seen (Prior to completion)

11. (a) Prior to the completion of the superstructure a detailed scheme for energy monitoring shall have been submitted to, and approved in writing by, the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.

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

(c) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

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

Sustainability Review (Prior to occupation)

12. Prior to the occupation of the relevant building, a final assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:
 - a. explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;
 - b. calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) at £2,850 per tonne of carbon to be paid by the Owners to the Council where the Development has not been able to achieve zero carbon target on-site. This shall be based on the as-built energy assessment submitted as a part of the Sustainability review;
 - c. provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and
 - d. such other information reasonably requested by the Council.

Prior to completion, the Owner shall pay the final carbon offset contribution. This shall be calculated based on the as-built energy performance assessment undertaken at Sustainability Review stage, less the initial carbon offset contribution paid at Energy Plan stage.

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.

Servicing and Delivery Management Plan (Prior to commencement)

13. Prior to commencement of the development hereby approved a Servicing and Delivery Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority to ensure that servicing and delivery activity can be undertaken in a safe and effective manner.

The development shall thereafter be implemented in accordance with the approved servicing and delivery management plan for the lifetime of the development. The servicing and delivery management shall include the following:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway;
- Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems;
- Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00);
- Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear;
- Trip generation figures for servicing and delivery activity for the additional dwellings on the site, including existing trip generation to understand uplift in such activity and
- Details of the refuse storage facilities on all plans need to show clearly the waste storage capacity.

Reason: To conform with London Plan Policy T7 Deliveries, servicing and construction. To ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community.

Cycle Parking (Prior to occupation)

14. Prior to occupation of the development hereby approved, plans shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating easily accessible (at ground floor level wherever possible); sheltered, weatherproof and secure cycle parking for 33 long-stay residential cycle spaces and 2 short-stay residential spaces for approval. An absolute minimum of 20% long-stay residential cycle parking shall be Sheffield Stand design specification. The design specification and quantum of cycle parking shall be clearly annotated on the submitted plans. Appropriate provision of bespoke long-stay cycle parking shall be provided to accommodate accessible cycles, cargo bikes and e-bikes. Long-stay cycle parking shall be easily accessible from the public highway, minimising transit time through sets of doors.

The applicant shall demonstrate that the London Cycle Design Standards' minimum aisle width requirement of 2.5m beyond the lowered upper stand is adhered to when two-tiered cycle parking is proposed. Short-stay cycle parking provided shall be in a central, easily accessible position to Sheffield Stand design specification.

Reason: To ensure that residential use cycle parking is in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS) and to promote active travel.

Wheelchair Accessible Car Parking (Pre-Occupation)

15. The development shall not be occupied/used until provision has been made for two wheelchair accessible car parking spaces to serve the development. The two wheelchair accessible car parking spaces shall have electric vehicle charging capability (one active and one passive) provided prior to the development being used/occupied; details of which shall have been submitted to, and approved in writing by, the Local Planning Authority, prior to installation. The charging shall be installed in accordance with the approved details. This arrangement shall be retained for the lifetime of the development.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking and the Department for Transport's Inclusive Mobility guidance.

Land Contamination (Pre-commencement)

16. Development shall not commence, other than demolition required for investigative work, until:
- a) A desktop study has been carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those

uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.

- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted to, and approved in writing by, the Local Planning Authority.
- c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.
- d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to, and approved in writing by, the Local Planning Authority.

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 187 of the National Planning Policy Framework, and to comply with Policy DM27 of the Development Management Development Plan Document 2017.

Unexpected Contamination (If identified)

- 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 in line with paragraph 109 of the National Planning Policy Framework.

Air Quality Assessment (Compliance)

18. The development hereby approved shall not be occupied until it has achieved the Air Quality Neutral position, as set out in the hereby approved Air Quality Assessment prepared by XCO2 Consultants dated June 2025.

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

Non-Road Mobile Machinery (NRMM) (Pre-commencement)

19. A) Prior to the commencement of the development hereby approved, 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 commencement of the development, evidence that all plant and machinery to be used during the demolition and construction phases of the development meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to, and approved in writing by, the Local Planning Authority.

C During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

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

Management and Control of Dust (Pre-commencement)

20. Prior to commencement of development a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall have been submitted to, and approved in writing by, the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust

and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter.

Reason: To protect air quality and to comply with Policy SI1 of the London Plan 2021 and GLA SPG Dust and Emissions Control 2014.

Considerate Constructors Scheme (Pre-commencement)

21. Prior to commencement of the development hereby approved the Contractor Company shall register with the Considerate Constructors Scheme. Proof of registration shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. Registration shall be maintained throughout construction.

Reason: In order to protect the amenity of local residents and in the interests of reducing greenhouse gas emissions, and to comply with Policy SI2 of the London Plan 2021.

Thames Water Piling Method Statement (Pre-commencement)

22. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe, has been submitted to, and approved in writing by, the local planning authority in consultation with Thames Water. Any piling shall be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: In the interests of protecting the local underground sewerage utility infrastructure and to comply with Policy DM27 of the Development Management Development Plan Document 2017.

Surface Water Drainage (Pre-commencement)

23. No development shall take place until a detailed Surface Water Drainage scheme for the site has been submitted, and approved in writing by, the Local Planning Authority. The detailed drainage scheme shall demonstrate:
 - a) Calculations including the Network Diagram cross referencing drainage elements confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that

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

b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.

c) 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) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.

Reason: In the interests of managing drainage and flood risk for the development, and to comply with Policies SI12 and SI13 of the London Plan 2021 and Policies DM24, DM25 and DM29 of the Haringey Development Management Development Plan Document 2017.

SuDS Management and Maintenance (Prior to occupation)

24. 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 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.

Waste/Recycling Storage (Prior to occupation)

25. Prior to the occupation of the development hereby approved, a detailed scheme for the provision of refuse and waste storage and recycling facilities shall have been submitted to, and approved in writing by, the Local Planning Authority. Such a scheme as approved shall be implemented prior to first occupation and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy D6 of the London Plan 2021.

Secured by Design Accreditation (Pre above ground works)

26. 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 shall be achievable according to current and relevant Secured by Design guidelines at the time. The development shall only be carried out in accordance with the approved details. The development shall thereafter be retained for its lifetime in accordance with the details.

Reason: To ensure safe and secure development and reduce crime, and to comply with Policy D11 of the London Plan 2021 and Policy DM2 of the Development Management Development Plan Document 2017.

Secured by Design Certification (Pre-occupation)

27. Prior to the first occupation of each block hereby approved, 'Secured by Design' certification shall be obtained for such building or part of such building and thereafter all features are to be retained for the lifetime of the development.

Reason: To ensure safe and secure development and reduce crime and to comply with Policy D11 of the London Plan 2021 and Policy DM2 of the Haringey Development Management Development Plan Document 2017.

Trees (Compliance)

28. No development shall commence until all the trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and wellbeing of the trees on the site during construction works that are to remain after building works are completed and to comply with Policy G7 of the London Plan 2021 and Policy DM1 of the Development Management Development Plan Document 2017.

Wheelchair Accessible Homes (Compliance)

29. The development shall not be occupied unless and until all homes have been built to M4(2) of the Building Regulations 2013 (as amended) with at least 10% (two dwellings) being built as wheelchair accessible in accordance with Part M4(3) of the same Regulations. All homes in Block B shall be built to Part M4(2) of the Building Regulations 2013 (as amended) with the exception of where the provision of a lift for this block would impact that. unless otherwise agreed in writing in advance with the Local Planning Authority.

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

C3 Use Class (Compliance)

30. Notwithstanding any provisions to the contrary, the 17 homes within the development hereby approved shall be provided as social rent homes within the C3 use class, and for no other tenure or use.

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

Transport for London Infrastructure (Prior to above ground works)

31. Prior to the commencement of above ground works, a detailed design and method statements (in consultation with TfL Infrastructure Protection) have been submitted to, and approved in writing by, the Local Planning Authority which:

Demonstrate that access to the ventilation shaft will not be obstructed during the full lifecycle of the development.

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

Play equipment (Pre-commencement/prior to occupation)

32. Prior to the commencement of the relevant part of the landscaping development hereby approved full details of the play equipment (including a mix of traditional swing / slide type equipment and natural play equipment) proposed, including a breakdown of equipment and age appropriateness shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall not be

occupied until the play equipment has been provided on site. The play equipment shall thereafter be retained as such for the lifetime of the development.

Reason: To ensure suitable play equipment is provided for the relevant age groups and that siting of most noise generating activities are located away from the most noise sensitive locations and to comply with Policy S4 of the London Plan 2021 and Policy DM1 of the Development Management Development Plan Document 2017.

Antenna (Compliance/prior to occupation)

33. The placement of a satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal solution for the homes, details of which shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of the development hereby approved. The equipment shall be provided in accordance with approved details and retained as such thereafter.

Reason: To protect the visual amenity of the locality and to comply with Policy DM1 of the Development Management Development Plan Document 2017.

Noise from building services plants and vents (Compliance)

34. Noise emitted by all building services plant shall not exceed the existing measured lowest LA90(15min) background noise level at any time when all plant is in use. The noise emitted shall be measured or predicted at 1.0m from the facade of the nearest residential window or at 1.2m above any adjacent residential garden, terrace, balcony or patio. The equipment shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is unable to comply with this condition, it shall be switched off and not used again until it is able to comply.

Reason: In order to protect the amenities of nearby residential occupiers and to comply with Policy D14 of the London Plan 2021 and Policy DM1 of the Development Management Development Plan Document 2017.

Lighting (Pre-occupation)

35. Prior to first occupation of the development hereby approved, details of all external lighting to building facades, street furniture, communal and public realm areas shall have been submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Metropolitan Police. The development shall not be occupied until it has been constructed in accordance with the approved details, and thereafter the development shall be retained as such for the lifetime of the development.

Reason: To ensure the design quality of the development, public safety and also to safeguard residential amenity and to comply with Policy DM1 and DM11 of the Development Management Development Plan Document 2017.

Landscape and Public Realm (Pre-occupation)

36. The development hereby approved shall not be occupied until detailed drawings for the following landscape and public realm works have been submitted to, and approved in writing by, the Local Planning Authority: materials, kerb free transitions, shared surface geometry, child friendly street features, street furniture/lighting/wayfinding; a coordinated levels plan; a Delivery and Maintenance Plan; triggers for delivery of offsite improvements (church play area, Tewkesbury Road, 2–24 Tiverton Road); blue green infrastructure (SuDS, rain gardens, irrigation re use) with maintenance and samples. The development shall be carried out in accordance with the approved details; and shall be retained as such for the lifetime of the development.

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

37 **Accessible Homes (Pre occupation)**

The building hereby permitted shall not be occupied until it has been built with step-free access provided to all ground floor homes and communal spaces, including enhanced inclusive measures such as additional on plot storage for buggies, wider stairs/landings, and re provision options for households where mobility needs change over time. The scheme shall thereafter be retained as such for the lifetime of the development.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Policy SP2 of the Local Plan 2017 and Policy D5 of the London Plan 2021.

INFORMATIVES:

NPPF

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and

Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

DIRECTOR'S AGREEMENT LETTER

This planning permission must be read in conjunction with the associated Director's Letter that secures financial and non-financial obligations.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £98,840.07 (1359 sqm x £72.73) and the Haringey CIL charge will be £81,866.16 (1359 sqm x £60.24). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge. It is expected that the applicant will be eligible to claim social housing relief.

Hours of Construction Work

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

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

Party Wall Act

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

Street Numbering

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

London Fire Brigade

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

Thames Water – Water pressure

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.

Thames Water - Groundwater

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water - Water Consumption

The residential units should be constructed to meet, as a minimum, the higher Building Regulation standard Part G for water consumption, aiming to limit water consumption to 105 litres per person per day using the fittings approach, in the interests of water efficiency considerations.

Thames Water - Infrastructure

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

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning->

[your-development/working-near-our-pipes](#) For further information
please contact Thames Water.
Email: developer.services@thameswater.co.uk Phone: 0800 009
3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer
Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Metropolitan Police Service Designing Out Crime

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.

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.

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APPENDIX 2 CONSULTATION RESPONSES FROM INTERNAL CONSULTEES/LOCAL RESIDENTS

| Stakeholder internal | Comments | Responses |
|------------------------------|--|--|
| <p>Transportation</p> | <p>This major application, HGY/2025/3156 – 2 to 240 Block, Tiverton Road, Tottenham is for the development of the site to provide 17 new residential council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking and refuse storage.</p> <p>The site is in a PTAL 2 (low public transport accessibility) and is located within Green Lanes B CPZ (Monday-Friday: 8am-6:30pm). The Site is bound by Tiverton Road.</p> <p>Location and access</p> <p>The site is served by six different bus routes, accessed from bus stops on the A503 Seven Sisters Road, the A107 Amhurst Park, and the B152 St Ann’s Road to the east, south, and north of the site respectively. Stamford Hill train station is located around 960-metres from the site. Stamford Hill train station provides access to London Overground services on the Weaver line. The site’s public transport accessibility level (PTAL) is 2. Tiverton Road is subject to a 20mph speed restriction. Cycleway 1 (C1) which links Tottenham to the City of London can be accessed from Amhurst Park to the east of the site.</p> <p>The applicant is proposing a secure gated access to the close (the public realm area) in evenings. Details of how this will operate will need to be provided.</p> <p>Unit mix proposed</p> <p>The development is to be comprised of 2 blocks of 4 storeys, comprising of:</p> <p>Block A: 3x1 bedroom/two-person flats. 5x2 bedroom flats. 1x3 bedroom flat. 1x4bedroom flat.</p> <p>Block B: 3x2 bedroom flats. 3x3 bedroom flats 1x4 bedroom flat.</p> <p>The issues considered a part of our review of this planning application included: trip generation, impact of the trips on the public transport network (bus, rail and underground), walking routes (footway widths accessibility and accidents), an increase in cycling numbers an impact on the network, impact upon residential parking in the site vicinity, impact of the proposal on the highways network and the impact on the network resulting from construction/demolition traffic during the construction phase of the development proposal.</p> <p>The trip generation assumed for the AM (08:00-09:00) and PM (16:00-17:00) peak combined is 25 trips, with the majority of trips (18/25) being made by public transport. Table 5 of the Transport Assessment</p> | <p>Support noted conditions & planning obligations attached.</p> |

contains errors in the trip generation analysis since the PM peak should be 17:00-18:00. Additionally, the dominant residential trip generation is underground which is not reflective of the site's geographic location in that it being distant from an underground station (Manor House - Piccadilly Line) and closer to local bus stops and London Overground stations at Stamford Hill and Harringay Green Lanes.

Transport impact - trip generation and the Transport Assessment

The applicant has provided a TRICs trip generation assessment in the Transport Assessment concerning residential multimodal trip generation for the 17 residential units, servicing and delivery trip generation for the 17 units and within this allocation vehicular trip generation associated with the 2 residential units which afford access to the residents disabled/mobility impaired persons parking bays.

No pre-existing trip generation has been provided for the wider estate to show the incremental impact of this development has been provided. This is of particular interest given the high parking stress on the site. The submitted assessment of trip generation together with travel to work mode shares is not considered robust for the following reasons:

1. The PM Peak is cited as 15:00-16:00, this should be 17:00-18:00.

2. Table 5: TRICs Residential Trip Generation Projections by Mode, excludes the car mode share.

This has been overlooked inappropriately on the basis of the proposal being a 'car free' development.

There are likely to be some residential car trips associated with the site, e.g. people being picked up/dropped off. Since the site is not in a PTAL 4 and above London Plan policy dictates that a site can't be enforced as car-free. Similarly Policy DM32 does not support car-free at this location.

3. The selected TRICs data sites are not comparable in terms of size of development to Tiverton Road.

4. The selected TRICs data sites are not comparable in terms of Public Transport Accessibility Levels (PTAL). The site is a PTAL 2 and the TRICs sites are 3 to 5.

5. The selected TRICs data sites offer no details concerning parking provision on-site or parking controls on adjacent highways or whether these sites are designated 'car-free'.

For the proposed residential use of the site (17 units), the majority of peak hour trips are forecast to be by public transport (10/15) – AM peak and PM Peak (8/10). Cycling and walking make up a large proportion of the remainder of modal share. The daily total for the site forecasts 129 trips (07:00-21:00) with the largest mode shares being 39 trips by underground, 32 by bus, 24 by cycle, 16 on foot and 12 by train.

This mode share trip generation is somewhat flawed in that it fails to recognise that the nearest underground station is Manor House (Picadilly Line) is 1.2km from the site, compared to nearby bus stops and Overground stations at Stamford Hill and Harringay Green Lanes. The mode share for underground trips needs to be re-apportioned to reflect the low PTAL (2) and closer proximity of the site to bus stops and London Overground stations.

Car parking

2021 London Plan Policy T6: Car Parking, requires new residential and non-residential developments to be car-free when in a PTAL 4-6b. Despite this, the applicant in s1.11 of the submitted Transport Assessment has stated the following "The 17 new residential dwellings will be 'car-free'. Future occupiers of the planned new dwellings will be ineligible to apply for a permit to park on the Tiverton Estate or in the

adjacent CPZ 'GL B'. This will be secured through a planning condition/Unilateral Undertaking Agreement and will also be a clause in the lease agreements.”

Even though the site is not in a PTAL 4-6b area, the 2021 London Plan specifically states that for new development car-free development should be the starting point for all development proposals:

“Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.”

To reinforce this commitment the applicant will be required to enter into a s106 agreement making the site car-free and prohibiting residents from applying for residential parking permits. Appropriate enforcement will be required to ensure this is adhered to, beyond simply making it a requirement of the leaseholder agreement for each of the new flats. The only exception to this will be for blue badge holders.

The applicant has undertaken a parking stress survey to Lambeth Methodology (30/04/25-01/05/25) which revealed a parking stress of 89% which saw 168 of the 189 kerbside CPZ parking opportunities occupied, including the full occupancy of the 3 disabled Tiverton Road estate residents only parking bays.

Additionally, 11 vehicles were observed parked illegally. The results of the parking survey highlight a parking stress issue and potentially a wider issue of enforcement of managing the 39 Tiverton Estate residents only permit parking bays to ensure that only residents park there.

Two new disabled bays on Tiverton Road will be delivered because of the stopping-up of an existing dropped kerb crossover which currently provides access to three echelon parking bays within the site boundary. It is unclear if they will be dedicated to the 17 new dwellings and how this will be enforced.

The pre-existing site has been noted with high parking stress and issues with illegal parking. From the presented parking stress survey it is clear that the site's residents are highly dependant upon parking due to the relatively poor public transport offering (PTAL 2). In order to uphold the car-free nature and prohibition of new residents of the new dwellings (which is a departure from London Plan and DM policies) from applying for residential parking permits, regular monitoring of parking stress (to Lambeth methodology and to be agreed with the council) should be undertaken on the estate.

Cycle parking

The applicant is proposing (according to the Transport Assessment) 33 long-stay and 2 short-stay cycle parking spaces across Blocks A and B which is policy compliant (from a quantum perspective) with 2021 London Plan cycle parking standards, as per Policy T5 Cycling for this type of development which consists of:

Block A:

3x1 bedroom/two-person flats.

5x2 bedroom flats.

1x3 bedroom flat.

1x4bedroom flat.

Block B:

3x2 bedroom flats.

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| | <p>3x3 bedroom flats 1x4 bedroom flat.</p> <p>Block A will be provided with 19 long-stay spaces consisting of 9 two-tier spaces over nine Sheffield stand spaces and one enlarged accessibility cycle parking space.</p> <p>Block B will be equipped with seven two-tier spaces over seven Sheffield stand spaces.</p> <p>A single Sheffield stand suitable for two bicycles will be provided for short-stay visitors to the dwellings. However, closer examination of the proposed ground floor plan submitted (drawing no. P-00-D-003 – Rev S shows Block A being equipped with 20 BDS Value two-tier racks and 1 accessible/disabled cycle parking space giving a total of 21 long-stay cycle parking spaces.</p> <p>Block B is equipped with 14 BDS Value two-tier racks. According to this plan, 35 long-stay cycle parking spaces are to be provided. This is inconsistent with the Transport Assessment which states a provision of 33 long-stay cycle parking spaces.</p> <p>The use of two-tiered cycle parking is unsuitable for all users, in that it does not promote ease of access. It also fails to comply with London Cycle Design Standards minimum aisle width requirement of 2.5m beyond the lowered-upper stand. The applicant is required to submit revised long-stay cycle parking provision proposals which afford ease of access and are LCDS and London Plan compliant.</p> <p>On the proposed site plan, Block B cycle store, has an area dedicated to prams. Some indication should be given as to the capacity of this facility and the availability of this to residents in Block A.</p> <p>Highways works</p> <p>The applicant has committed in its Transport Assessment to rationalise the number of vehicular access points to/from the Tiverton Estate adjacent to the open space to the front of 24-96 Tiverton Road. This will see the pre-existing three access points reduced to two access points. The northern and southern accesses will be retained but the middle access point closed as a highway safety benefit from the scheme. The closure of the redundant vehicle access point will see the reinstatement of the kerb and footpath on Tiverton Road at this location. This will facilitate the provision of two additional kerb side disabled parking bays.</p> <p>The applicant will be required to enter into a s278 agreement to secure this work. This is in addition to s.278 obligations to make good any damage to the highway and footways abounding the site incurred as a result construction works and agreed s.278 minor highways works enhancements to support active travel around the site perimeter.</p> <p>Servicing and Delivery Management Plan</p> <p>The applicant has not provided a standalone Servicing and Delivery Management Plan to mitigate the impact of servicing and delivery associated with the site. Servicing and delivery analysis has been undertaken as part of the Transport Assessment. It has provided an Operational Waste Management Plan in which it has outlined refuse collection arrangements.</p> <p>A dedicated Servicing and Delivery Management Plan should be provided and secured by way of pre-commencement condition.</p> | |
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According to the Transport Assessment, the servicing and delivery strategy for the development site encompasses the following:

Refuse collection arrangements for the 17 new dwellings (including the re-provided existing bin store) will be accommodated from the internal estate road as per the existing established arrangements for the existing properties within this part of the Tiverton Estate. A LB Haringey refuse collection vehicle (RCV) enters, turns, and exits Tiverton Estate via Tiverton Road in a forward gear. Delivery vehicles will be accommodated from the internal estate road as per the existing arrangements for the neighbouring residential properties.

Servicing and delivery trip generation for the 17 dwellings forecasts 4 delivery trips (2 arrivals and departures) per day. It is also noted by the applicant that the incremental increase in deliveries to the estate will not be additional activity as such, since major delivery providers seek to consolidate deliveries. Although this is desirable, there is no guarantee to say this will occur in relation to this development, since e.g. with supermarket deliveries will deliver when a customer requires a delivery.

The servicing and delivery vehicles are proposed to be accommodated using existing internal roads that service existing residential blocks. However, the vehicular swept paths indicate that two-way traffic flows may be obstructed/constrained.

To promote ease of access for all vehicles navigating the internal access road serving the pre-existing site, re-arranged car park and waste collection point, a one-way system is required whereby vehicles and servicing and delivery vehicles enter from Tiverton Road by Block B and exit via Block A. This is to ensure that conflict between vehicles is mitigated. Appropriate signage and a 5mph speed limit should be provided. This helps to promote TfL Healthy Streets and Vision Zero concepts.

Site Access and wayfinding (Active Travel Zones)

Within the Applicant's Transport Assessment it has undertaken a TfL Active Travel Assessment of 3 routes to/from the proposed development site. These consist of:

Route 1: North from the site to St Ann's Road following Tiverton Road, Templeton Road and Hermitage Road (490m route).

Route 2: East from the site to Seven Sisters Road via the estate on a pedestrian link to Moreton Road/Flaxbury Road and then via a route from Pulford Road to Seven Sisters Road (230m route).

Route 3: West from the site to Green Lane via Tiverton Road south to Tavistock Road and then via Vale Road and Hermitage Road (1km route).

Additionally, the applicant will need to liaise with TfL and the council to agree on enhancing wayfinding, e.g. provision of a Legible London board near to the site through s.106 funding. It will need to conform to TfL Yellow Book guidance.

Wayfinding to/from the estate in general is very poor, e.g. from Stamford Hill and Haringay Green Lane stations it is very difficult to navigate to the estate.

The applicant in its Transport Assessment has not made any commitment to enhance Active Travel measures to/from the site. It noted in its Active Travel Assessment that generally roads/footways to/from the site on the above-mentioned routes. All junctions provide dropped kerbs but few provide tactile paving. Given the modest development site it would be unrealistic to seek s.106 contributions to provide additional

tactile paving on the 3 routes mentioned. However, a s.278 agreement will be required to be agreed to enhance the remaining 2 vehicular crossing points to the site on Tiverton Road by the provision of tactile paving.

Travel Plan Statement

The applicant has provided a Travel Plan Statement covering the site. The statement provides a commitment to making the site car-free, prohibiting residential parking permits for residents of the new dwellings, provision of 2 new disabled parking bays which meets the requirement of providing 10% of new dwellings with disabled parking and long and short-stay cycle parking meeting council standards. The above mentioned Travel Plan interventions will be secured via appropriately worded planning obligations. The Travel Plan Statement for the proposed development, needs to be seen in the context of the estate, to promote sustainable, active travel. This should adhere to TfL Travel Plan guidance and include (not limited to): promotional information packs, appointment of a travel plan co-ordinator, mode shift targets that are SMART, monitoring (via Modeshift) and initiatives for the whole estate including the new flats. Submission of a detailed Travel Plan including promotional information packs, appointment of travel plan coordinator, mode shift targets, monitoring (via Modeshift) and initiatives for the new flats.

Construction Management Plan

The applicant has not provided a detailed Construction Management Plan. This needs to be secured through a s.106 agreement. This is to ensure that the impact of both the construction and demolition phases is fully mitigated on both the local highway and transport network and the local community.

Recommendation

(a) There are no substantive transport objections to this proposal, subject to the following conditions, S.106 and S.278 obligations being agreed:

Conditions

The following conditions are required to be entered into by the applicant and the council to ensure that the transport impact of the development is mitigated on the highway/transport network and the local community.

1. Servicing and Delivery Management Plan

The applicant is required to provide a Servicing and Delivery Management Plan to ensure that servicing and delivery activity can be undertaken in a safe and effective manner.

No building or use hereby permitted shall be occupied or use commenced until a servicing and delivery management plan has been prepared encompassing all uses at the site. This should be submitted and approved by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved servicing and delivery management plan for the lifetime of the development. The servicing and delivery management shall include the following:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway.
- Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems.

- Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00).
- Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear.
- Trip generation figures for servicing and delivery activity for the additional dwellings on the site, including existing trip generation to understand uplift in such activity.
- Details for the management and implementation of a one-way system on the estate whereby all vehicles access the re-arranged car park and refuse collection point from the vehicular access point adjacent to Block B and exit to Tiverton Road adjacent to Block A. Appropriate signage and a 5mph speed limit will need to be provided.
- Details of the refuse storage facilities on all plans need to show clearly the waste storage capacity.

Reason: To conform with London Plan Policy T7 Deliveries, servicing and construction. To ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community,

2. Cycle parking (Long and short-stay residential)

The applicant is required to agree to a condition relating to the provision of long, short-stay cycle parking for both the residential and workspace land uses at the development. This should conform to 2021 London Plan standards and London Cycle Design Standards (LCDS).

The applicant will be required to submit to the Highway Authority plans showing easily accessible (at ground floor level wherever possible); sheltered, weatherproof and secure cycle parking for 33 long-stay residential cycle spaces and 2 short-stay residential spaces for approval. An absolute minimum of 20% long-stay residential cycle parking should be to Sheffield Stand design specification. The design specification and quantum of cycle parking should be clearly annotated on submitted plans. Appropriate provision of bespoke long-stay cycle parking should be provided where appropriate (depending upon the development type) to accommodate mobility impaired persons cycles, cargo bikes and e-bikes. Long-stay cycle parking should be easily accessible from the public highway, minimising transit time through sets of doors etc.

The applicant must demonstrate that London Cycle Design Standards minimum aisle width requirement of 2.5m beyond the lowered upper stand is adhered to when two-tiered cycle parking is proposed.

Short-stay cycle parking provided should be in a central, easily accessible position to Sheffield Stand design specification.

Reason: To ensure that residential use cycle parking is in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS) and to promote active travel.

3. Disabled/accessible parking bays

The applicant has proposed 2 additional disabled/accessible parking bays as a result of blocking up a vehicular access point on Tiverton Road. The applicant will need to agree to a condition to provide the following details:

The applicant will need to outline how these disabled parking permit bays will be managed to ensure that only disabled/mobility impaired residents park in the designated bays. It will need to show on relevant plans the dimensions and ability of a wheelchair user to safely access and egress their vehicle.

Reason: To conform to 2021 London Plan Policy T6 Car Parking. To ensure that appropriate provision of disabled/accessible parking provision is provided for the site and to accommodate future growth.

S.106 agreements

The following S.106 agreements will be required to be entered into by the applicant and the council to help mitigate the transport impact of the development.

1. Car-free development

The owner is required to enter into a Section 106 agreement to ensure that the residential units at the site 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. The only exception to this is for disabled residents at the site. Periodic monitoring of parking stress on the estate should be undertaken (frequency to be agreed with the council) to ensure that the parking stress justification remains valid for not permitting new residents of the new dwellings from applying for residential parking permits. For avoidance of doubt, 89% parking stress is the baseline figure (April/May 2025).

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.

2. Car Parking Management and Enforcement Plan.

The applicant will be required to provide a Car Parking Management and Enforcement Plan which includes but is not limited to:

- a) The applicant will need to show that the proposed additional 2 on-street accessible parking bays will be able to accommodate a wheelchair accessing and egressing their vehicle in a safe manner and the process for managing their use by residents. The accessible parking bays will require EV charging capability, the type of charging should be annotated on plans and agreed by the highways authority.
- b) Monitor the take up of wheelchair accessible parking for the first 5 years of occupation in line with the Travel Plan monitoring, provide wheelchair accessible parking in line with the London Plan as required by residents of the development.
- c) Monitor the enforcement of the car-free nature (which is tied into lease agreements) with residents of the new 17 residential dwellings which is a departure from London Plan policy which does not require car-free development for sites under PTAL 4. The site is a PTAL 2.
- d) Monitor the management of the 39 residential parking permits for pre-existing long standing residents to ensure that no residents of the new 17 units illegally park in the spaces or try and obtain residential estate parking permits.

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.

3. Construction Management Plan

The applicant/developer is required to submit a Construction Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the temporary arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses.

No development shall take place, including any demolition works, until a full Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout both the demolition and construction periods. The plan shall provide for the following:

- A construction/demolition programme including length and phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Delivery hours (avoiding peak times on traffic sensitive routes (08:00-09:00 and 17:00-18:00) and school pick-up/drop-off times (08:00-09:00 and 15:00-16:00)).
- Expected number and types of vehicles requiring access to the site:
 - o Deliveries, waste, cranes, equipment, plant, works, visitors;
 - o Size of construction vehicles;
 - o The use of consolidation operation/centre or scheme for the delivery of materials and goods.
 - o Phasing of works and how the number of and types of vehicles requiring access to the site may vary.
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the construction/demolition phases):
 - o Programming;
 - o Waste management including using waste compaction;
 - o Construction/demolition methodology;
 - o Shared deliveries;
 - o Reverse/green logistics strategies to be employed;
 - o Car sharing;
 - o Travel planning;
 - o Local workforce;
 - o Parking facilities for staff and visitors;
 - o On-site facilities;

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| | <ul style="list-style-type: none"> o A scheme to encourage the use of public transport and active travel. • Routes for construction/demolition traffic avoiding weight and size restrictions to reduce unsuitable traffic on residential roads; • Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site; • Mechanisms in place to deal with unexpected/late delivery vehicles to minimise queuing impact and any idling on the highway network; • Locations for storage of plant/waste/construction materials; • Arrangements for the turning of vehicles, to be within the site to ensure access and egress from the site in forward gear (unless absolutely unavoidable and appropriate safeguarding measures for vulnerable highway users are in situ); • Arrangements to receive abnormal loads, unusually large vehicles, the delivery of cranes, portacabins and specialist plant; • Swept path analysis showing access for the largest vehicles expected to regularly access the site and measures to ensure adequate space is available; • Any necessary traffic management measures such as the suspension of parking, loading, one way working, footway and road closures, portable signals, stop & go, lane closures, contraflow, priority working and give & take; • Provision of sufficient advance forewarning to the council and local community of any required parking bay/footway/road closures and indication of the length of suspension; • Measures to protect vulnerable road users (cyclists and pedestrians) such as hoarding; • Measures to protect street furniture such as lighting columns and traffic signs; • Method of preventing mud and construction/demolition debris being carried onto the highway such as wheel washing facilities and ensuring construction/demolition vehicles loads are fully covered and secured when exiting/entering the site; • Membership of the Fleet Operator Recognition Scheme (FORS). • Meets the Construction Logistics and Community Safety (CLOCS) silver standard and demonstrates a commitment to strive to secure gold standard; • Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses. <p>The plan shall include a plan which identifies where required:</p> <ul style="list-style-type: none"> • Hoarding lines with access gates (vehicle, pedestrian and cyclists). • Pedestrian, cycle and vehicle routing in to and within the site. • Temporary traffic management measures (including footway and road closures) and traffic marshal/banksman locations. • Locations for the loading/unloading, waiting/holding areas and storage of plant, waste and construction/demolition materials. • Crane and site welfare portacabin locations. | |
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| | <ul style="list-style-type: none"> • Parking (vehicle and cycle). Prior to the installation of traffic management measures on traffic sensitive streets the location, date and time must be agreed by the Highways Authority. The plan will be required to include a full highway condition survey prior to works commencing to ensure that damage to the footways and highways from the construction and demolition phases is made good (around the site perimeter). Development will not be permitted to occur (including investigation work, demolition, siting of site compound/welfare facilities and demolition) until a survey of the condition of the highway (including footways abutting the development site) has been submitted to and approved in writing by the Local Planning Authority (as part of the full Construction Management Plan). The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of: <ul style="list-style-type: none"> • A plan to the scale of 1:1000 showing the location of all defects identified on the highway and footways (including cycle lanes); • A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions of the time of the survey. <p>No building or use will be permitted to be occupied or the use commenced until any damage to the highway by any traffic arising from the undertaking of the works at the development has been made good to the satisfaction of the Highway Authority.</p> <p>Where structure(s) are adjacent to/within 6m of the highway/local authority maintained land the applicant will need to secure the required Technical Approval (TA) from the technical approval authority (TAA). No development shall occur, including (full or partial) demolition works of any existing building (s) or structure(s), until Technical Approval (TA) has been granted by the technical approval authority (TAA) based on submission (s) outlining how any structures within 6 metres of the edge of the highway (and outside of this limit where the failure of any structures would affect the failure of any structures would affect the safety of highway users) will be assessed, excavated, constructed, strengthened or demolished. Technical approval submissions shall be submitted in writing, and TAA approval, if granted, shall be in the form of a signed Design & Check Certificate (D&C) and granted in writing by the Local Planning Authority. As part of the technical approval process a full structural report outlining how the demolition, excavation, design, strengthening and construction of structures will be managed to ensure during works temporary structural support is afforded and permanent support on completion of adjacent highway or locally maintained land where:</p> <ul style="list-style-type: none"> • The proposed location is within 6 metres of the edge of the highway or any local authority maintained and/or; • The potential structural failure of any proposed structure(s) (if considered that the depth or extent(s) of the proposal(s) lie within the structural influence of the highway) would potential impact the highway or the safety of road users (particularly vulnerable ones). <p>Reason: To be in accordance with London Plan Policy T7 Deliveries, Servicing and Construction. To be in the interests of safe operation of the highway in the lead into development both during the construction</p> | |
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phases of the development. To ensure the safety of vulnerable road users and the local community during the construction and demolition phases. To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer. To ensure the works safeguard the structural integrity of the highway and/or local-authority maintained land during the construction phase of the development.

4. Residential Travel Plan

A site-wide residential travel plan must be secured covering new dwellings by a S.106 agreement to help maximise public and active travel modal usage.

No building or use hereby permitted shall be occupied or use commenced until a Residential Travel Plan residents comprising immediate, contingency, and long-term measures to promote and encourage alternatives to single-occupancy car usage, along with the contact details of the current Travel Plan Co-ordinator and a copy of the Travel Information Pack, has been prepared, submitted to, and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the council. The Travel Plan shall be written in accordance with the sustainable development aims of the London Plan and TfL Travel Plan guidance.

Specific to the residential use at the site, the following measures should 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 interventions annually for a minimum period of 5 years.
- (b) Undertaking of resident travel surveys in years 1,3 and 5 to monitor and track progress of the travel plan in meeting and exceeding targets, with appropriate remedial measures in situ in case of non-compliance.
- (c) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident of the new dwellings, along with a £200 voucher for active travel related equipment purchases.
- (d) The applicant is required to pay a sum of £1,000 per annum for a period of 5 years £5,000 (five thousand pounds) in total for the monitoring of the travel plan.

Reason: To adhere to London Plan Policy T4: Assessing and mitigating transport impacts. To enable the proposed new dwellings) of the site to make an informed judgement about sustainable transport options, as part of measures to mitigate any net increase in trip generation associated with the new development.

5. Pedestrian wayfinding to/from the site

To encourage sustainable and active travel mode travel choices by users of the development and wider estate, the applicant will be required to provide a contribution towards the development and installation of wayfinding signage, we are therefore seeking a contribution of £10,000 (ten thousand pounds).

Reason: To conform to London Plan Policy T2 Healthy Streets. To promote active travel and wayfinding for residents and visitors to/from the site.

S.278 Agreements

| | | |
|-------------------------------|--|--|
| | <p>The applicant shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. This is to be agreed in writing with the Council Highways department. For clarity purposes, this relates to streets/highways abounding the site boundary, i.e. Tiverton Road. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment.</p> <p>The applicant has committed in its Transport Assessment to remove the middle vehicular access on Tiverton Road, reinstate the full kerb and provision of 2 disabled parking bays adjacent to the blocked up vehicular access point. The applicant will be required to enter into a s278 agreement to secure this work.</p> <p>The applicant will be required to enter into a s278 agreement to make good any footway/highway damaged during the construction phase. For avoidance of doubt, the highway asset baseline shall be the highway and footways abutting the site contained here within the pre-commencement survey undertaken by the applicant and agreed with LBH as an acceptable baseline.</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.</p> | |
| <p>Carbon comments</p> | <p>Carbon Management Response 23/12/2025</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Sustainability Strategy prepared by XCO2 (dated November 2025) • Relevant supporting documents. <p>Summary</p> <p>The development achieves a reduction of 78% carbon dioxide emissions on site exceeding the planning energy requirements. This is achieved with highly energy efficient building fabric elements, high-performance glazing, mechanical ventilation with heat recovery, air source heat pumps and 19kWp Solar Photovoltaic Panels for on-site renewable energy generation.</p> | <p>Support noted and conditions attached</p> |

The dynamic thermal modelling assessment (CIBSE TM59) confirms compliance for DSY1 2020s heatwave scenario. However, the report recommends external shading as a retrofit measure which goes against the Cooling Hierarchy. Passive measures should be prioritised and be integrated upfront rather than deferred to retrofit. It is therefore requested to include external shading in western and southern facades as a part of the overheating mitigation strategy, and this has been conditioned.

Local Plan Policy SP4 requires all new development to be zero carbon. A carbon offset contribution of £13,110 is therefore required to offset the remaining emissions of 4.6 tCO₂, calculated at £95 per tCO₂ over 30 years.

Planning conditions have been recommended to secure the benefits of the scheme.

Energy Strategy

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 78% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 16.2tonnes of CO₂ from a baseline of 20.8 tCO₂/year.

The calculated unregulated emissions are: 6.6 tCO₂.

| <i>Residential (SAP10.2 emission factors)</i> | | | |
|---|---|--|-----------------------------------|
| | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) |
| Part L 2021 baseline | 20.8 | | |
| Be Lean | 17.0 | 3.8 | 18% |
| Be Clean | 17.0 | 0.0 | 0% |
| Be Green | 4.6 | 12.4 | 59% |
| Cumulative savings | - | 16.2 | 78% |
| Carbon shortfall to offset (tCO₂) | | | |
| Carbon offset contribution | £95 x 30 years x 4.6 tCO ₂ /year = £13,110 | | |
| 10% management fee | £1,311 | | |

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

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

| | Proposed Development | GLA Benchmark |
|-------------------------|--|--|
| Building type | Residential | Residential |
| EUI | 40.75 kWh/m ² /year | Does not meet GLA benchmark of 35 kWh/m ² /year |
| SHD | 15.7 kWh/m ² /year | Meets GLA benchmark of 15 kWh/m ² /year |
| Methodology used | Part L1 - SAP 10.2 & none dwellings / Part L1 - SAP 10.2 & none Landlord Circulation | |

Energy – Lean

The applicant has proposed a saving of 3.8 tCO₂ in carbon emissions (18%) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% reduction set in London Plan Policy SI2, so this is supported.

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

| | |
|---------------------------------------|--|
| Floor u-value | 0.10 W/m ² K |
| External wall u-value | 0.15 W/m ² K |
| Roof u-value | 0.10 W/m ² K |
| Door u-value | 1.20 W/m ² K |
| Window u-value | 1.20 W/m ² K |
| G-value | 0.40 |
| Air permeability rate | 3 m ³ /hm ² @ 50Pa |
| Ventilation strategy | Mechanical ventilation with heat recovery (MVHR % efficiency; 0. W//s Specific Fan Power) Natural ventilation |
| Thermal bridging | Accredited Construction Details |
| Low energy lighting | 100% |
| Heating system (efficiency / emitter) | 89% |
| Thermal mass | Medium |

| | |
|---|--|
| Improvement from the target fabric energy efficiency (TFEE) | 12-18% improvement, from 46 to 38 MWh/year |
|---|--|

Overheating is dealt with in more detail below.

Energy – Clean

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

The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.

Energy – Green

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

| Proposed Renewable technologies | Type | Specification |
|---|----------------------------------|---|
| Main space heating system and DHW system | Individual Air source heat pumps | Heating min. SCOP: 4.57 |
| | | |
| Solar PV residential | Peak output | 19.1 kWp covering 92 m ² roof area |

Energy – Be Seen

London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant,

building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.
The applicant should install metering equipment on site, with sub-metering by dwelling unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents.

- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

Carbon Offset Contribution

A carbon shortfall of 4.6 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

Overheating

London Plan Policy S14 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The assessment covered 47 habitable spaces (14 KLD/living rooms and 33 bedrooms) across 14 sample flats (72% representation of dwellings).

Passive measures have been incorporated where feasible, including external shading via balconies, low g-value glazing (0.5), and energy-efficient façades. Natural ventilation results are reported to evidence optimisation of the façade design in line with the Cooling Hierarchy.

The report includes sample dwelling layouts, communal corridor assessment, a retrofit plan for future/extreme weather, and a heatwave user guide. Future scenarios show strong resilience, with compliance for DSY1 2020 and mitigation strategies outlined for DSY2, DSY3, and future climate files (2050 and 2080). Active cooling may be required under extreme scenarios.

| Scenario | Compliance | Remarks |
|--------------------------------------|--------------|---|
| Natural Ventilation (DSY1) | 100% pass | All spaces pass showing maximised passive design. |
| Natural Ventilation (DSY1) | Fail | Some bedrooms fail under noise constraints; |
| MVHR with Tempered Air (DSY1) | 100% pass | All rooms comply with TM59 criteria. |
| MVHR with Tempered Air (DSY2 & DSY3) | Pass | Good performance under short/long heatwaves. |
| Future DSY1 2050 | Partial pass | Retrofit measures (external shutters, higher MVHR airflow) advised. |
| Future DSY1 2080 | Fail | Active cooling required for full compliance. |

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

- Natural ventilation with secure inward openable windows
- Glazing g-value: 0.5
- External shading via balconies and window reveals
- MVHR with summer bypass and optional cooling coils (60 l/s airflow)
- No active cooling at planning stage

Proposed future mitigation measures include:

- Internal blinds
- External shutters
- Comfort cooling (retrofit option)

Recommendation: Reliance on MVHR with tempered air remains necessary due to acoustic constraints. To better demonstrate compliance with the Cooling Hierarchy and London Plan Policy SI4, additional passive measures—such as increased external shading and reduced glazing ratios—should be integrated upfront rather than deferred to retrofit. It is therefore requested to include external shading as a part of the overheating mitigation strategy and this has been conditioned.

Planning Obligations Heads of Terms

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

- Estimated carbon offset contribution (and associated obligations) of £13,110 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages.

Planning Conditions

Energy Plan

(a) Prior to the commencement of development, an Energy Plan shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Sustainability Statement prepared by XCO2 (dated November 2025), delivering a minimum site-wide carbon emission reduction of 78% from a Building Regulations 2021 Part L compliant building. Once approved, this will form the Approved Energy Plan for the development.

The revised strategy shall include the following:

- *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy including the carbon offset contribution;*
- *A minimum 19.1 kWp solar photovoltaic array and how the energy will be used on-site before exporting to the grid;*
- *A minimum site-wide carbon reduction of 18% under Be Lean with detailed SAP calculations for the residential element of the development;*
- *Calculations showing how thermal bridging will be reduced;*
- *Specification and location of the proposed ASHPs, their seasonal coefficient of performance, seasonal performance factor for heating, seasonal energy efficiency ratio for cooling (non-domestic units only), with plans showing the individual ASHP pipework and layout;*
- *A metering strategy.*

(b) Prior to the occupation of development, evidence that the ASHPs and solar PV panels comply with other relevant issues as outlined in the Microgeneration Certification Scheme or Heat Pump Product Certification Requirements shall be submitted to and approved by the Local Planning Authority.

(c) The solar PV arrays and 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, and an energy generation statement for the period that the solar PV array has been installed.

Should the zero carbon target not be able to be achieved on-site through energy measures, then any shortfall carbon emissions shall be offset at the cost of a rate of £2,850 per tonne of carbon, plus a 10%

management fee. Prior to commencement, the initial carbon offset contribution equivalent to 50% of the calculated carbon offset based on the approved Energy Plan.

The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The solar PV array shall be also 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 London Plan (2021) Policy SI2 and Local Plan (2017) Policy SP4.

Overheating Strategy

Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Overheating Assessment reports on the Sustainability Statement prepared by XCO2 (dated November 2025). This report shall include:

- Updated modelling of all relevant units in accordance with CIBSE TM59, using CIBSE TM49 London Weather Centre DSY1–3 (2020s) and DSY1 2050s and 2080s high emissions, 50% percentile, for both openable and closed window scenarios.
- Demonstration that the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, including:
 - o Natural ventilation scenario (without MVHR tempering) to evidence passive design optimisation (openable windows scenario).
 - o Mechanical ventilation scenario with maximised passive measures to reduce reliance on MVHR tempering (closed window scenario).
- Modelling of mitigation measures including external shading 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.
- A heatwave plan and Home User Guide for occupants.

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

- Natural ventilation with secure inward openable windows
- Glazing g-value: 0.5
- External shading in West and south facades, such as Brise Soleil or external shutters, etc.
- MVHR with summer bypass and optional cooling coils (60 l/s airflow)
- No active cooling
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

If the design of Blocks are amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

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

Energy Monitoring: Be Seen

(a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.

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

(c) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and->

| | | |
|-------------------------------|--|---|
| | <p><i>spgs/be-seen-energymonitoring-guidance).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.</i></p> <p><i>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</i></p> <p><u><i>Sustainability Review</i></u> <i>Prior to the occupation of the relevant building, a final assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:</i></p> <ul style="list-style-type: none"> <i>a. explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;</i> <i>b. calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) at £2,850 per tonne of carbon to be paid by the Owners to the Council where the Development has not been able to achieve zero carbon target on-site. This shall be based on the as-built energy assessment submitted as a part of the Sustainability review;</i> <i>c. provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and</i> <i>d. such other information reasonably requested by the Council.</i> <p><i>Prior to completion, the Owner shall pay the final carbon offset contribution. This shall be calculated based on the as-built energy performance assessment undertaken at Sustainability Review stage, less the initial carbon offset contribution paid at Energy Plan stage.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> | |
| <p>Design Comments</p> | <p>Thank you for asking for my comments on the above application, with which I am very familiar, having been involved in the pre application process and the Quality Review Panel (QRP) sessions. Site & Location Context</p> | <p>Support noted and conditions attached.</p> |

The application site is an area of open space and access/parking in front of the post war residential blocks at 2–240 Tiverton Road (N15 6RS). It currently comprises grass, small trees, raised beds, pavements, parking and an access road. It is framed by four to five storey residential blocks, estate roads and parking; a modest church and play area sit immediately to the north within further open green space.

The wider context is that the estate of post-war council housing extends for some way to the north-east, but with an abrupt transition to the predominantly industrial “Haringey Warehouse District” a short distance to the west. Its industrial character is subject to residential pressure as well as transition to modern creative industries and the Council has engaged with landowners, residents and the wider community to manage this, embracing the controlled concept of “Warehouse Living”, but this should increase the resident population whilst reducing heavy industrial traffic, including in and around this application site. Seven Sisters Road, with regular busses, local shops and facilities, is a short distance to the south-east.

Planning Policy Context

The principle of delivering new council homes on this underperforming open space—together with public realm and play improvements within and beyond the red line—has been established through the Council’s housing programme and Cabinet approvals, and has been the subject of s105 consultation with estate residents. At a strategic level, the proposals accord with the Council’s ongoing direct delivery of new council homes and associated estate improvements, including a commitment to build at least 3,000 homes at council rents by 2031. The Cabinet report for Tiverton confirms the design approach (including Passivhaus principles) and intention to secure wider public realm benefits as part of this project.

The application site and wider estate is not allocated or subject to any specific policy designations. The site is not within a conservation area; there are no designated heritage assets nearby. Design matters are assessed against adopted development plan policies, including London Plan design quality, inclusivity and sustainable design requirements, and the borough’s DM design policies, including DM1.

Streetscape Character & Pattern of Development

The two block arrangement continues the estate’s orthogonal east–west grain while carving out a new, shared, car free central courtyard. Regularly spaced front doors and windows to ground floor living rooms and kitchens animate and provide passive surveillance to all surrounding streets and spaces.

The proposals also set a coherent “child friendly street” ambition for the shared surface along the estate road, with complementary improvements proposed to the nearby open spaces: the play area by the Faith Baptist Church, the open space in front of 2–24 Tiverton Road, and Tewkesbury Road open space. This responds directly to the QRP’s request for a stronger, more compelling landscape vision beyond the red line. Securing these elements through the planning application package and conditions on the landscape design and landscaping materials supported by the submitted consultation material.

Form, Bulk, Height & Massing

Two 4 storey blocks are proposed. The QRP supported the overall massing, the use of brick, and the scale and articulation of windows, noting the need for a richer and more characterful architectural language. The

application confirms the two block approach and demonstrates (through elevations/visuals and bay studies) how a robust brick vernacular, well proportioned openings and balcony detailing can create a calm, contextual architecture while avoiding pastiche. The modest height and shoulder alignments sit comfortably within the existing four to five storey context.

Elevational Treatment, Fenestration, Balconies, Materials & Detailing

The scheme adopts a brick led architectural language with contemporary detailing. The QRP requested: (i) more legible and welcoming entrances with a clear hierarchy; (ii) lighter, more varied balcony structures—particularly to the courtyard elevations—with improved privacy (not solid) and larger balconies for family units; (iii) opportunities to vary fenestration in response to the spaces they face; and (iv) submission of embedded detail (bay studies, balcony soffits/railings, patterned brickwork).

The submitted design material indicates progress on each of these points and shows a tighter, more legible entrance strategy, refined balcony proportions/railings and clearer differentiation between street and courtyard elevations. These refinements should be locked down via conditions requiring full 1:20/1:5 details of: entrances and gates; balcony structures (including soffits / undersides and privacy treatments); brick and mortar specification and bonds; and windows / reveals.

Residential Quality

Aspect & layout. All homes are dual aspect, with approximately 85% triple aspect according to the architect's project summary. This is an excellent outcome and directly addresses QRP concerns about day to day experience and outlook. Ground floor homes benefit from front doors and living room / kitchen windows to street / courtyard, along with improved defensible space landscaping, providing exemplary natural surveillance.

Private & communal amenity. Every home has private external amenity (garden, balcony or terrace), and residents share the central communal courtyard (which will also be open to the wider public during daytime, but locked at night), designed for doorstep play, seating and planting. The wider package includes improvements to local open spaces and a shared surface street, with a clear commitment to a "child friendly streets" approach, as the Panel sought.

Cycle & refuse. Dedicated cycle and refuse stores are integrated. The QRP asked that cycle stores be easy to access, located adjacent to the ground floor entrances for upper flats, and (where external) to face the courtyard for security while avoiding overt signage. The submitted plans/management notes indicate stores adjacent to entrances and internal access where possible, meeting this request in full.

Lifts & inclusive access. The absence of lifts at QRP stage was a concern, especially given the proportion of family sized units. The Panel suggested either two lifts (ideal) or one lift focused on one block which could become the family unit-focussed block. The submitted documents explain the inclusive design approach and step free access to all ground floor homes and communal spaces; a clear position on not providing lifts in lower rise blocks such as this is confirmed through the cabinet decision, including enhanced inclusive measures (eg., additional on plot storage for buggies, wider stairs/landings, and re provision options for households where mobility needs change over time).

Fire Strategy / Deck Access. The QRP supported testing of deck access solutions but requested confirmation that the approach meets fire regulations; any change would have significant design implications. The applicants will separately be required to secure a Gateway style fire statement and confirmation from a competent fire engineer that the proposed access strategy complies (eg., travel distances, protected routes, smoke control, dry risers/hydrants), with any consequential design changes to entrances/cores resolved prior to construction.

Landscape & Public Realm

Vision & scope. The QRP asked for a stronger vision and child friendly streets across the site, and for the beyond red line improvements to be secured. The submitted package demonstrates: a shared surface street with pedestrian priority; meanders / narrowing and material changes to calm traffic; and a programme of open space improvements at the church play area, Tewkesbury Road and 2–24 Tiverton Road. Public realm works include a new pedestrian crossing and disabled parking provision. These measures address QRP's ask that pedestrians be prioritised on the shared street. Conditions should secure detailed public realm drawings (materials, kerb free transitions, dropped kerb/raised tables), wayfinding/lighting, and a Delivery & Maintenance Plan with responsibilities and opening hours (where spaces are publicly accessible).

Levels & accessibility. The QRP advised a more holistic levels strategy (eg., integrating a gentle gradient across the courtyard to avoid steps/ramps). The application drawings move in this direction; a final coordinated levels plan should be conditioned to demonstrate continuous step free routes, maximum gradients, and threshold/door details.

Boundary treatments & defensible space. The Panel sought clarity and quality in railings and boundary treatments, including reducing the 1,500mm courtyard terrace railings and enabling direct courtyard access for ground floor terraces. The scheme now indicates lowered private terrace railings and gated access to the courtyard where appropriate; detailed sections, heights and specifications should be secured by condition.

Blue green infrastructure. As the site lies within a Critical Drainage Area, the QRP's advice to "capture water on site" via rain gardens and re use is particularly relevant. The submission's SuDS strategy (including rain gardens / permeable surfacing) and irrigation re use proposals are proposed.

Daylight & Sunlight

Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:

"...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:

- 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;
- 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..."

The applicants have submitted two technical reports: (i) a Daylight, Sunlight & Overshadowing (DSO) assessment of neighbouring properties, and (ii) an Internal Daylight & Sunlight (ItDL) assessment of the proposed homes. Both are prepared in accordance with the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd edition, Littlefair, 2022) (the "BRE Guide"), with internal daylight assessed using the BRE/BS EN 17037 illuminance based approach.

The assessment finds that the day and sunlight received by all neighbouring properties would largely meet the BRE recommended guidance. Across all five blocks, 381 windows and 315 rooms were assessed. 328/381 windows (≈85%) meet the BRE VSC target (i.e., either ≥27% VSC or ≥0.8× existing). Of the 53 not meeting the target, impacts are distributed as follows: 30 windows experience minor loss (20–29.99%), 9 experience moderate loss (30–39.99%), and 14 (NB: the DSO executive summary totals list 29; see detailed tables) are recorded as >40%; these are highly concentrated in 42–240 Tiverton Road (east) and 26–84 Tiverton Road (south) where deep overhangs reduce visible sky. NSL shows 308/315 rooms (≈98%) pass, with 7 bedrooms (five in 42–240 and two in 26–84) experiencing minor to moderate losses. Living rooms and LKDs largely pass due to multiple windows and dual aspects. These outcomes indicate localised daylight reductions, mainly to bedrooms beneath overhangs, with primary living spaces generally maintained.

All 153 south facing tested windows across the three western blocks meet APSH and WPSH targets; no south facing windows required testing at the eastern or southern blocks because those elevations are ≥90° from due south. 32/36 (≈89%) assessed garden/amenity areas meet the BRE 21 March test. The four shortfalls lie within the long eastern block (42–240), where existing built form/overhangs limit sky access; the proposed adds some additional shading but the majority of areas continue to meet BRE guidance. In an urban estate context with existing overhangs and closely spaced blocks, these results represent a generally compliant daylight/sunlight performance for neighbours, with limited, localised shortfalls primarily to bedrooms rather than main living spaces, and no sunlight shortfalls. On amenity areas, the substantial majority meet the BRE test. On balance, the neighbour impacts are acceptable and accord with the BRE's urban context caveat when applied sensitively.

The applicant's internal study identifies 59 habitable rooms across 17 dwellings (39 bedrooms, 3 kitchens/dining, 14 LKDs, 3 living rooms) within the proposed development. Daylight was assessed via illuminance targets (BS EN 17037/BRE Appendix C) over ≥50% of the reference plane for ≥50% daylight hours; targets used were 100 lux (bedrooms), 200 lux (KDs) and 150 lux (LKDs/living rooms). Sunlight exposure to rooms was tested on 21 March with the BRE/BS EN 17037 expectation of ≥1.5 hours to at least one habitable room per dwelling (preferably a main living space).

With light coloured finishes (BRE high reflectance assumptions), 58/59 rooms (≈98%) meet targets; the only remaining shortfall is the LKD in Block B Flat 1. This demonstrates a clear mitigation pathway via

lighter interior palettes, which can be conditioned for affected rooms. 56/59 rooms (≈95%) meet the sunlight exposure target; all dwellings meet the standard (i.e., ≥1.5 hours in at least one habitable room per dwelling, typically a living space). The three rooms not meeting are north facing: Block A Flat 1 (GF) bedroom, and Block B Flat 1 (GF) LKD and Block B Flat 2 (1F) bedroom; in each case, the dwelling still complies thanks to other rooms.

For a compact, estate infill layout of two 4 storey blocks, the internal performance is strong in both daylight and sunlight terms. The small number of daylight shortfalls (predominantly deep LKDs and north facing ground floor rooms) are minor in extent, have clear mitigations (light finishes; careful internal layout and lighting), and do not prevent every dwelling from achieving a compliant sunlight outcome. On balance, the proposed homes achieve good amenity in line with BRE/BS EN 17037 expectations.

As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, close to the full BRE Guide recommendations, is convincingly predicted to be achieved.

Conclusions
The application takes forward a well considered two block infill that repairs and animates the estate's streets and spaces, provides 17 high quality dual (and largely triple) aspect council homes, and delivers child friendly public realm and open space improvements which broaden the benefits of development beyond the red line. The submitted material demonstrates a positive response to the QRP's recommendations—particularly in landscape vision, pedestrian priority street design, entrance legibility, balcony refinement and embedded detail—while a small number of items should be secured and finalised through robust conditions and/or obligations (notably detailed public realm/levels/blue green infrastructure and the architectural details pack). On this basis, officers support the scheme in design terms, subject to the conditions and obligations outlined above.

Suggested key conditions / obligations
Architectural details & materials: 1:20/1:5 bays, balconies (incl. soffits / undersides, railings, privacy), entrances / gates, window / reveal / brick bonding; on site sample panel including all proposed bricks, mortar and bonding, prior to superstructure.

Landscape & public realm (on and off site): Detailed drawings (materials, kerb free transitions, shared surface geometry, child friendly street features, street furniture/lighting/wayfinding), coordinated levels plan; Delivery & Maintenance Plan; triggers for delivery of off site improvements (church play area, Tewkesbury Road, 2–24 Tiverton Road); blue green infrastructure (SuDS, rain gardens, irrigation re use) with maintenance and samples of hard landscaping materials.

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| <p>Flood and Water Management</p> | <p>Having reviewed the applicant's recently submitted response letter (reference P25 0335/SB/01, dated 16 December 2025) as prepared by Graphics Structure Consultant, together with our subsequent response email dated 23rd December 2025, we are satisfied with the revised information and the overall methodology outlined in the letter. This is subject to the following planning conditions being secured regarding the Surface Water Drainage Strategy and its management and maintenance plan.</p> <p>Surface Water Drainage condition</p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p> <p>a) Calculations including the Network Diagram cross referencing drainage elements confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.</p> <p>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.</p> <p>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.</p> <p>d) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.</p> <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p>Management and Maintenance condition</p> | <p>Support noted and conditions attached.</p> |

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| | <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p> | |
| Waste Management | <p>Having reviewed the Operational Waste Management Plan (October 2025) submitted for the development at 24–96 Tiverton Road, N15, the proposals for waste storage and collection are considered acceptable. The bin capacities for refuse, recycling and food waste meet the requirements set out in LB Haringey's Waste Management Guidance Note for Residential and Mixed-Use Developments. The location of bin stores within each block provides appropriate accessibility for residents, and drag distances to collection points are within the required 10 metres. Swept path analysis confirms that refuse vehicles can safely access and service the site from the internal estate road without causing obstruction to the public highway. The relocation of the existing estate bin storage area and the integration of new stores for Blocks A and B are acceptable and can be serviced in line with existing arrangements on the Tiverton Estate. No objections are raised, subject to the following condition: Condition – Final Waste Management Plan A detailed Final Operational Waste Management Plan shall be submitted to and approved by the Local Planning Authority prior to first occupation. This must include confirmation of store dimensions, door widths, materials, waste crew access arrangements and ongoing management responsibilities.</p> | Support noted and conditions attached. |
| Pollutions | <p>Thank you for contacting the Pollution Team regarding the above application for the Development of the site to provide 17 new residential council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking, and refuse storage at 2 to 240 Block, Tiverton Road, Tottenham, London, N15 and I would like to comment as it relates to matters of this service as follows.</p> <p>Having considered the applicant submitted information including: Design and Access Statement, prepared Bubble Architects, dated 12 November 2025; Energy & Sustainability Statement prepared by XCO2, dated 10 November 2025, taking note of the proposal to install Air Source Heat Pumps (ASHP) and solar PV; Air Quality Assessment prepared by XCO2, dated 10 November 2025, taking note of Section 4 (Methodology), 5 (Baseline Air Quality and Exposure Assessment), 6 (Potential Impacts), 7 (Air Quality Neutral Assessment), 8 (Mitigation), please be advised that we have no objections to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.</p> | Support noted and conditions attached. |

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.
- 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.

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 IIIA of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.
- c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

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

4. **Management and Control of Dust**

While we take note of the Air Quality Assessment prepared by XCO2, dated 10 November 2025, no works shall be carried out on the site until the specific locations of PM10 dust monitors and how these results will be made available to the Pollution for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.

5. **Considerate Constructors Scheme**

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

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

Informative:

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| | 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. | |
| Arboriculturist | <p>From an arboricultural point of view, I do have major concerns.</p> <p>The proposal has a high tree count removal.</p> <p>We will require a tree report carried out to British Standard 5837: 2012- Trees in relation to design, demolition and construction- Recommendations.</p> <p>Until we receive the above, I cannot comment further or support the application.</p> | Comments noted. Tree report submitted. |
| Noise Team | The noise team do not have any comments to make in regards to this application | Comments noted. |

| Local resident's objections | ISSUE RAISED/COMMENTS MADE | OFFICER'S COMMENTS |
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| No of individual responses:5 Objecting: 5 Supporting:0 | | |
| | Overdevelopment/high density | The proposal is a medium-rise development, set within generous green space. All homes would meet or exceed national space standards, and each would have their own private amenity space. The proposal is not considered an overdevelopment. Furthermore, London Plan has moved away from density metric calculations and instead support design led approach, that is development that take into account the surrounding, context and layout |
| | Additional parking is required | The proposal is car-free. This means new residents will not be eligible for estate parking permits, helping to protect existing parking provision for current residents. The proposals also include two dedicated disabled bays, which will be allocated for the sole use of the adapted homes. Furthermore, there no loss of parking which means that residents will continue to have access to the same level of provision. As such no additional parking is required. |
| | Loss of open space | The proposal would result in the reconfiguring of existing open space as such not considered as a loss of open space. Given the poor nature and usability of the existing space, officers consider that a new housing development, which would include well-designed green spaces including a |

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| | | new communal garden and a net increase in the number of trees on the site; providing a high quality, usable, accessible environment. |
| | Noise and disturbance | Construction noise and disturbance is temporary and is subject to restricted hours. |
| | Overcrowding | The proposed development would comprises of 17 new homes which are much needed to meet housing targets. The development has been carefully sited and designed to fit into its challenging context and to safeguard neighbouring residential amenity. In particular, the scale and form of the proposed buildings reflect the shape of the site, its boundary conditions and the nature of the local built environment and neighbouring residential and visual amenity. The new buildings have been carefully sited and at four-storeys to respond to the position and scale of neighbouring property and safeguard adjoining amenity. As such, it is not considered the proposed development would result in overcrowding. |
| | Proposed green space is gated | The proposed courtyard is designed to be secured during hours of darkness, to ensure access for residents only and to reduce anti-social behaviour. All enclosures would comply with Secure by Design requirements. |
| | Inadequate parking space for existing and new residents | There is no loss of car parking and the proposed development is a 'car free' and located within walking distance of public transport links. Residents of the proposed development will not be permitted to apply for parking permits. Only 2 |

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| | | car parking spaces will be provided for people with disabilities. As such, there will not be a significant increase in transport and parking pressures. |
| | Green energy generation not considered | The applicant submitted an Energy Statement which demonstrated that following energy generation are considered suitable, energy efficient building fabric elements, high-performance glazing, mechanical ventilation with heat recovery, air source heat pumps and solar photovoltaic panels for on-site renewable energy generation. These were considered acceptable by the carbon officers and complies with relevant policies. |
| | Additional green space is required | A courtyard is proposed which would be located between the two new blocks and further enhancements to existing amenities space are also proposed. Therefore, it is considered that additional amenity has been incorporated. |

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APPENDIX 3 PLANS/IMAGES & drawing numbers

Submitted Plans:

Existing

D-001 P-Si-D-001 Existing General Site Plan
D-101 P-Si-D-101 Existing Car Park Layout
D-103 P-Si-D-103 Existing Site Plan

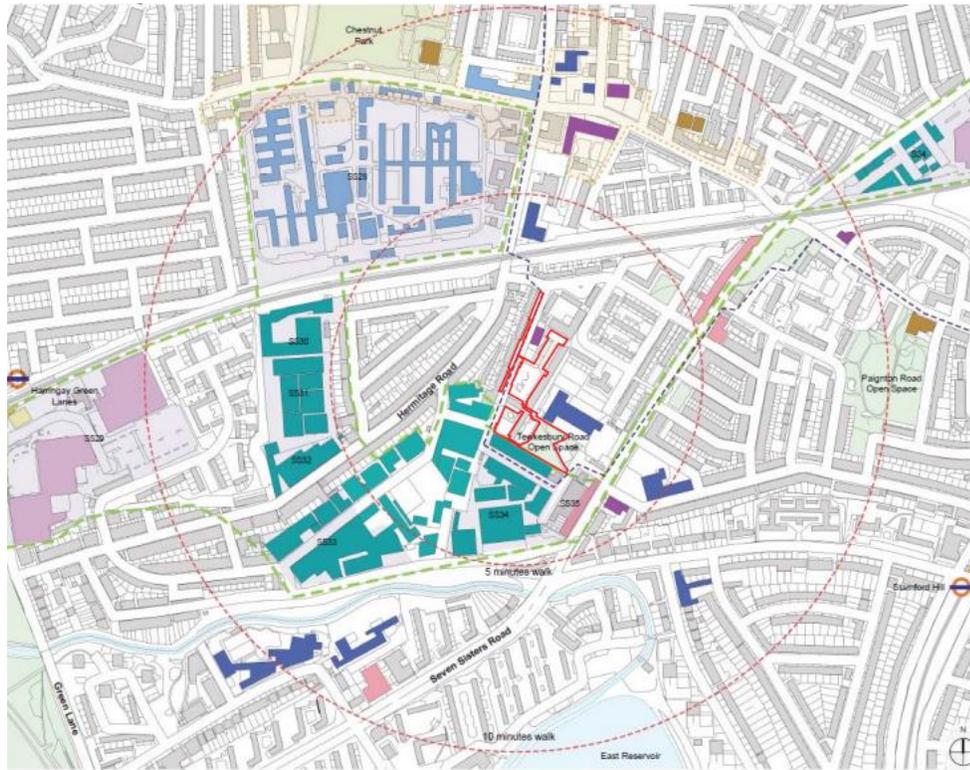
Proposed

D-002A P-Si-D-002 Proposed General Site Plan Rev: M
D-002B P-Si-D-002B Proposed Site Plan Rev: J
D-002C P-Si-D-002C Proposed Site Plan Rev: A
D-003 P-00-D-003 Proposed Ground Floor Plan Rev: S
D-004 P-01-D-004 Proposed First Floor Plan Rev: M
D-005 P-02-D-005 Proposed Second Floor Plan Rev: M
D-006 P-03-D-006 Proposed Third Floor Plan Rev: M
D-007 P-R-D-007 Proposed Roof Plan Rev: L
D-008 E-E/W-D-008 Proposed East and West Elevations Rev: J
D-009 E-N/S-D-009 Proposed North and South Elevations Rev: G
D-010 E-F-D-010 Proposed Courtyard Elevations Block A and B Rev: J
D-011 X-A/B/C/D-D-011 Proposed Sections Rev: H
D-102 P-Si-D-102 Proposed Car Park Layout
D-104 P-Si-D-104 Indicative Proposed Site Plan
D-105 E-A-D-105 Proposed Block A Elevations
D-106 E-B-D-106 Proposed Block B Elevations

Submitted Documents:

Love Design: Daylight & Sunlight - Daylight, Sunlight, and Overshadowing Impact Assessment of Neighbouring Properties ref: PR417_02;
Love Design: Daylight & Sunlight - Internal Daylight and Sunlight ref: PR417_03
Nova Acoustics - Residential Noise Assessment ref: NP-013157
XCO2 - Air Quality Assessment ref: 9.741
XCO2 - Energy and Sustainability Statement ref: 9.741
Graphic Structures - Flood Risk Assessment and SUDS Report ref: P25-0335-GSL-XX-XX-RP-C-0001 VERSION 7 – NOV 25
Paul Mew Associates - Outline Operational Waste Management Plan ref: October 2025
Paul Mew Associates - Transport Assessment ref: October 2025
Middlemarch - Ecological Walkover Survey ref: RT-MME-183576-01
Middlemarch - Biodiversity Statement & Metric Assessment ref: RT-MME-183576-02
Haringey - Statement of Community Involvement
Turkington Martin - Landscape Statement ref: TR530-TML-ZZ-ZZ-RP-L-0006

Location Plan



Site Plan

Aerial View

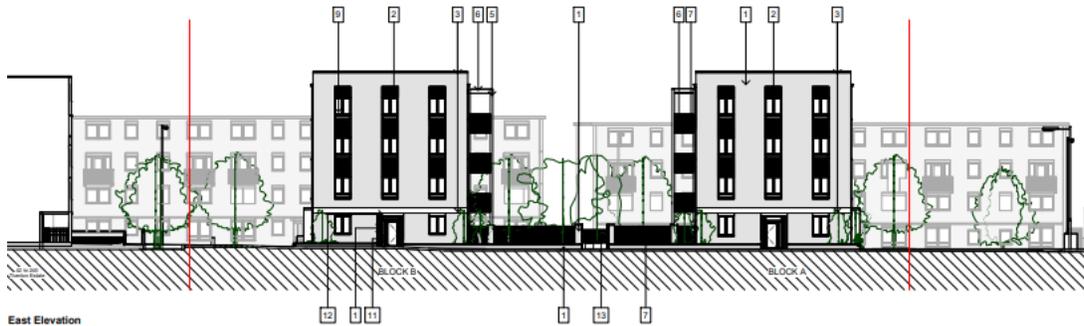


Layout Plan

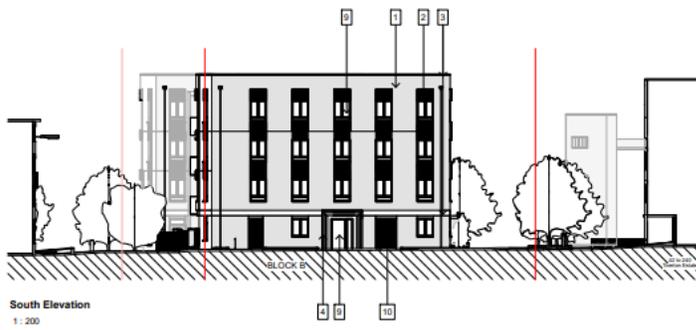
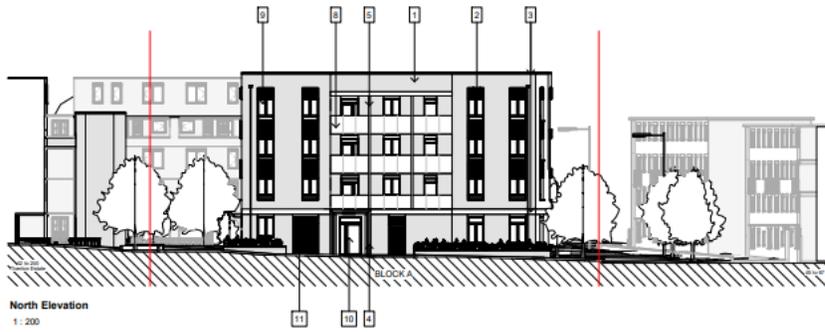


Proposed Site Plan

East Elevation & West Elevation



Proposed North and South Elevations



Aerial View from North West



Aerial View from South West



Aerial View from South West.

APPENDIX 4 QUALITY REVIEW PANEL

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London Borough of Haringey Quality Review Panel

Report of Intermediate Review Meeting: Tiverton Road Estate

Wednesday 21 May 2025

Level 6 Collaboration Space, Alexandra House, 10 Station Road, London N22 7TY

Panel

Esther Everett (chair)
Khalifa Abubakar
Joanna Sutherland

Attendees

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|------------------|----------------------------|
| John McRory | London Borough of Haringey |
| Biplav Pagéni | London Borough of Haringey |
| Gareth Prosser | London Borough of Haringey |
| Catherine Smyth | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Deborah Denner | Frame Projects |
| Kirsty McMullan | Frame Projects |
| Bonnie Russell | Frame Projects |

Apologies / report copied to

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| Suzanne Kimman | London Borough of Haringey |
| Rob Krzyszowski | London Borough of Haringey |
| Ruth Mitchell | London Borough of Haringey |
| Saloni Parekh | London Borough of Haringey |
| Roland Sheldon | London Borough of Haringey |
| Ashley Sin-Yung | London Borough of Haringey |
| Tania Skelli | London Borough of Haringey |
| Elisabetta Tonazzi | London Borough of Haringey |
| Bryce Tudball | London Borough of Haringey |

Confidentiality

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

Report of Intermediate Review Meeting
21 May 2025
HQP129_Tiverton Road Estate

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1. Project name and site address

Open space in front of 2 - 240 Tiverton Road, London N15 6RS

2. Presenting team

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| Andrew King | London Borough of Haringey |
| Kevin Tohill | London Borough of Haringey |
| Michael Hickey | Bubble Architects |
| Joe Todd | Turkington Martin |

3. Planning authority briefing

In May 2018, London Borough of Haringey committed to delivering a new generation of council homes. This will provide affordable, high-quality and secure council housing for those on the housing register in the most urgent need.

This scheme will contribute to Haringey's house building programme. It is located within a post-war residential estate, to the north-east of Finsbury Park. The site is a poorly used green space, made up of a grassed area with small trees and raised beds. It is surrounded by four and five storey residential blocks, car parking and highways. A modest church structure is immediately to the north.

This proposal is for approximately 16 new homes in two blocks, alongside open space, public realm improvements, and associated cycle parking and refuse storage. The development will also provide upgrades to three existing amenity spaces within the wider housing estate: Tewkesbury Road Open Space and 2-24 Tiverton Road open space to the south, and a playground to the north.

Officers asked for the panel's comments on the strategy for amenity space, parking and biodiversity net gain, as well as on the site layout, height and massing, and emerging landscape and architectural designs.



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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel welcomes the proposal for new council homes, but asks for further work to find the best site layout for both new and existing residents. This should tie into a landscape-led approach to the wider estate, informed by community engagement.

The quantum of development feels comfortable, but the panel is not convinced by the layout. It recommends consideration of a linear block, with duplex family homes at lower levels and smaller flats above. This could be more efficient to build, and would provide more dual aspect homes, with clear fronts and backs, and better privacy.

The panel asks if there is scope to reduce the amount of parking, or consolidate this on the space in front of 2-24 Tiverton Road. Freeing up more space would create an opportunity for a linear green space, with a better relationship between new and existing homes. It could be designed to form part of wider green routes linking open spaces across the estate. The central public courtyard will be an appealing space for new residents, but is unlikely to feel welcoming to existing residents as it is heavily overlooked. A linear green route between the new and existing homes would feel more inclusive and accessible to all.

The panel also offers detailed comments about the architectural expression and internal layout, and asks for further work to integrate the proposal into its context, drawing on the surrounding neighbourhood to create distinctiveness.

Wider integration and site diagram

- Upgrades to the three amenity spaces outside the site boundary will offer residents of the wider estate enhanced facilities, and help the scheme to meet biodiversity net gain requirements.
- The panel supports these ambitions, but encourages the project team to make sure that they are achievable in addition to the new housing. The creation of high-quality new homes should be prioritised.
- It is not clear how the various open spaces across the estate relate to one another, especially where they are not visible from the site.
- Servicing, parking, amenity and biodiversity should be looked at together as part of a landscape-led approach. The panel suggests widening Green Street and designing it as a linear park. This would provide existing residents with positive outlook onto a landscaped space that feels accessible to everyone.
- If some vehicular access is required for servicing and re-provided parking spaces, an integrated shared surface interspersed with planting could work.



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- The placement and orientation of the new blocks further fragment the public realm. The site layout should place emphasis on the new link, Green Street, and help to reconnect the public realm.

Parking strategy

- Rationalisation of the parking strategy is key to ensuring that this development will be a significant improvement on the existing car-dominated environment.
- As there is now an opportunity to reduce the number of parking spaces that must be re-provided, the project team is encouraged to explore this option. This could unlock the site to deliver more homes.
- A completely car-free scheme might not be appropriate in this location. The panel recognises that parking can be a contentious issue that impacts people in different socio-economic groups differently.
- Given the current parking stress analysis, the panel recommends engaging with the existing community to inform an appropriate solution.
- The parking could be consolidated on the adjacent open space at 2-24 Tiverton Road, allowing the site and other open spaces to be greener and more pedestrian focussed. An efficient parking court layout here would allow for trees and planting between the spaces.
- It would also help if the site boundary can be expanded to include the playground next to the Baptists Church and the parking spaces to the north and the south of the site. These spaces are currently uninviting and would also benefit from enhancement. If they could be included in the proposals, a better solution could be found for the whole site.

Housing typology and site layout

- The panel is comfortable with the quantum of development proposed, but encourages a rethink of the site layout.
- It is important to understand the internal layouts of the existing homes overlooking the site, both to create a well-integrated community, and to minimise impact on neighbours.
- More could be taken from the successful aspects of the lower floor maisonettes of the existing block to the east. Residents take care and ownership over their front gardens, the first-floor overhang creates a welcoming, covered entrance, and the vertical rhythm adds to the streetscape.
- Community engagement should also be carried out as soon as possible to inform the scheme. Residents will bring valuable experience of what works well here and what does not.



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- The existing front gardens could be mirrored in the proposal to animate the public realm and provide positive aspect for the existing residents.
- Further work is needed to simplify the entrance sequence and create clear fronts and backs.
- The entrances on the western elevations appear too deep-set for accessible homes and should be reconsidered.
- The panel suggests looking at how front doors and gardens can successfully face each other in precedents such as Marmalade Lane in Cambridge, by Mole Architects.
- A linear block set back from Tiverton Road, with maisonettes at lower level and flats above, would achieve more dual aspect homes, reduce the extent of external envelope, and provide more distance between blocks. It would also be a more effective use of deck access, which currently feels out of place applied only to the upper floors of Block A.
- To avoid creating a long barrier in the urban grain, the linear block could have an opening at ground floor level, perhaps double height, allowing views and access through to Green Street.
- This arrangement could also take advantage of the half metre level change across the site, with level access to the rear, and a raised ground floor enhancing privacy on Tiverton Road.
- It could be helpful to examine the successful nearby Rowan Court scheme, by Satish Jassal Architects, in more detail. The building typologies, distribution and sizes of homes, and entrance sequences could inform this scheme.

Landscape and amenity space

- The existing open space on the site has a low biodiversity value in the ecology assessment, but does provide residents with outlook onto verdant planting. The impact of this loss will need to be mitigated.
- The central public courtyard will be an appealing space for new residents, but is unlikely to feel welcoming to existing residents as it is heavily overlooked.
- If the site layout remains in this configuration, then the panel suggests enclosing the courtyard for the new residents only. This is more likely to encourage ownership over the space.
- There is a disjunct between the size of the flats, which are mostly larger family homes, and the amenity provision on the site. The panel asks for careful consideration of how the quantity and quality of amenity, including play space, will meet resident needs within the site boundary.



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- The play offer across the whole scheme needs to be reviewed and a clear strategy put in place. The play space next to church should be included in the wider play space offer. Visibility and access to the space should be improved.
- The safety and security of ground floor homes should be further considered. The panel suggests clearly articulating the defensible space with low walls or planting buffers.
- It would also be good to understand more about how the slope up to entrances from the central courtyard work as part of the landscape design. Ideally, slopes would be avoided.
- The panel enjoys the diagrams and precedents shown for the landscape design ideas. These should be developed to clarify the scheme's proposals.
- A stronger relationship to the site context should be integrated into the landscape designs. For example, the richness of the graphics in the nearby Haringey Warehouse District could inform the wayfinding for the new green link and upgraded amenity spaces.

Architecture

- The panel asks for exploration of the proportions, detailing and materiality of the architecture, to create elegant elevations and respond to the context.
- Precedent studies should inform the architecture, and be included in the presentation and submission documents, including interesting buildings in the wider context, such as the Warehouse District.
- The ground floor needs particular attention. The entrances should be designed to create a street presence and a welcoming arrival home. Details such as different sill materials will contribute.
- It is not clear why the blocks have chamfered corners. These create challenging internal layouts and should be reconsidered.
- The white structure for the balconies appears to be a remnant from a previous iteration of the scheme, and should be removed.
- The bolt-on balconies may be efficient to construct, but lack privacy and are not part of the context or precedents. Alternatives should be explored.

Internal layout

- Some of the homes are larger than the Greater London Authority enhanced home sizing requirements. To maximise value and the number of homes that can be provided, the project team should check that the homes do not over-provide on floorspace, head height, and the resulting external envelope.



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- The panel recommends locating larger family homes at ground floor level where possible. This will allow direct access to open space for families with children.
- The stair cores, circulation spaces, refuse and cycle stores should be checked, removing any excess space. Externally accessed cycle stores could help to alleviate pressure on the ground floor.
- If the family homes are reconfigured as ground floor-accessed maisonettes, then those bicycles could be stored in private gardens, reducing the number of spaces that the store must accommodate.
- The outdoor cycle stores in the Central Middlesex Hospital scheme, by Haworth Tompkins, show how this approach can free up space on the ground floor and increase the sense of ownership and security.
- The project's limited resource should be focused on providing the best possible homes and accompanying external amenity spaces.

Next steps

- The Haringey Quality Review Panel would like to review the scheme again once it has been developed in response to the panel's comments and feedback from community engagement.



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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.



Appendix 5: External Consultation Responses from external agencies

| | | |
|--------------------------------|---|---|
| <p>Secure by Design</p> | <p>Thank you for allowing us to comment on the above planning proposal, please find our representation for the above application to London Borough of Haringey</p> <p>Section 1 - Introduction: With reference to the above application, we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>At this stage we have met with the original project Architects and the Project Manager for the local authority to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns regarding the design and layout of the development. Crime prevention and Secured by Design are mentioned in the Design and Access Statement referencing design out crime or crime prevention. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stages and follows the guidance provided in the Design and Access Statement.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative: Conditions: A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.</p> | <p>Support noted and conditions attached.</p> |
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Appendix 5: External Consultation Responses from external agencies

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| | <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative:</p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind. Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> | |
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Appendix 5: External Consultation Responses from external agencies



MORE TRUST | LESS CRIME | HIGH STANDARDS

Appendix 1: Concerns and Comments

In summary we have overall site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the architect and local authority planning portal.

It has been noted that there have been several meetings with minutes and recommendations documented by the architects which facilitate early pre-application advice given by our department. Should this advice be taken, then SBD accreditation will be achieved.

Site specific advice may change depending on further information provided or site limitations as the project develops:

This list is not exhaustive and acts as concerns raised during consultation with the architects pre-application.

Note - That the pre-application phase concentrated on the design of the layout of the development, the following also provides the material aspect of the physical target hardening requirements to achieve Secured by Design accreditation and this has not been discussed in detail with the architects or developers.

Site specific advice may change depending on further information or site limitations as the project develops:

| A- Boundary Treatment | |
|-------------------------------|---|
| Height | Rear courtyard boundary will be 1.8 metres in height and visually permeable. Any vertical transom (support) should be inward facing. Rear terrace boundary (into the courtyard) will be 1.5 metres in height |
| Party Boundary | Fencing between rear gardens should be at least 1800mm high and designed to avoid climbing aids. Any vertical transom (support) should be inward facing. |
| Fencing Material Metal | Metal fabrication, should be robust, have an unfinished top rail (exposed tops), to deter loitering, sitting and climbing. |
| Railing Fencing | All perimeter railings to have a maximum 50mm spacing centre to centre, be set flush to the front of any wall. If strengthened with mid rail must be designed to deter climbing and mid rail to be inward facing. |
| Railing Fencing | Any perimeter boundary treatment (railings) should be between 1.5m for the terraces and 1.8m for the courtyard perimeter - ideally designed to provide visual permeability. |
| Gating | Designed level to the front building line, any locking mechanism, hinges to be anti-climb and fitted with a dampened stop. Gating to be inclusive of a self-closer and the same height as the perimeter treatment including any trellising. |
| Recess | Where possible building lines should be flush to allow natural surveillance, any recesses should not exceed 600mm. |
| Anti- Climb | If anti-climbing measures are introduced then signage should be used to comply with Occupiers Liability Act 1984. |
| Fencing Type | Any boundary treatments should be UKAS certified as recommended by a DOCO |

Appendix 5: External Consultation Responses from external agencies



MORE TRUST | LESS CRIME | HIGH STANDARDS

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| Low Height boundaries | All low defensive wall/railings to be designed to deter sitting, loitering and climbing. |
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Access Control

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| Access Control | <p>Main external entrances - Access control at the street side communal entrance is required to maintain security in communal areas and must have audio/visual capability.</p> <p>Rear communal garden entrance – Access control is for residents and fob access only</p> <p>Cycle and Refuse – Access control is for residents and fob access only</p> <p>Gates into courtyard – These are required to be fob access only for residents from dusk till dawn and are on a self-timer to be unlocked during the day</p> |
| Access Panel | Access control panels (anti-vandal) should achieve the Secured by Design required standard – UL293. |
| Trades Button | No Trades Button on control panel |
| Audio/Visual Entry (Camera) | DDA (Part M) compliant camera alone is insufficient for first entry door. Primary camera location on access control panel to be considered to capture all visitors. Secondary camera will be required to the side/height that provides the resident a clear image of the visitor. |
| Data Retention Fob Access | Data retention of access control activations should be utilised throughout the site with the facility to store data for one calendar month before over writing. This data should be available to Police within 24 hours for evidential purposes should it be required. *Consideration to be given to appropriate and sufficient hard drive storage* |
| Integrated (Part B/ ADQ) Compliance | Access control systems should be Integrated to utilise both fire and security systems. |
| Emergency Release (Push To Exit) | Break Glasses are not accepted under the scheme. All break glasses to be replaced with a self-resetting button that satisfies secured by design and building control requirements. Please seek DOCO advise for products |
| Plant Room/ Service Rooms | All service/plant door set/s accessible by public realm are required to be one of the following UKAS certified products subject to a crime risk assessment by a DOCO: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SR2 B+ or Equivalent certification * Service/plant door/s should be self-closing, self-locking single doors* |
| Pedestrian Gates | Access controlled external pedestrian gates that provide entry to the development should be accredited to LPS1175 SR2 or equivalent and include Magnetic locks - 2 x 500kg (minimum) resistance (1200lbs/psi) placed a third from the top and a third from the bottom. Designed level to the front building line, be anti-climb and fitted with a dampened stop. |
| Internet Of Things (IoT) | Due consideration to be given to the security/risk management to access control systems dependent upon how they interact with IoT. |

Fire Access - Gates

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| DropKey Protection Box(DPB) | If the cause and effect of a fire over ride switch (FOS) activation poses a crime risk consideration to a Drop Key Protection Box should be made. |
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Appendix 5: External Consultation Responses from external agencies



MORE TRUST | LESS CRIME | HIGH STANDARDS

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Appendix 5: External Consultation Responses from external agencies



MORE TRUST | LESS CRIME | HIGH STANDARDS

The project fire consultant should be made aware of any Part B Security v's Safety conflicts [https://www.gerdasecurity.co.uk/productsandservices/frs-locking-system/drop-key-protection-box-\(dpb\).aspx](https://www.gerdasecurity.co.uk/productsandservices/frs-locking-system/drop-key-protection-box-(dpb).aspx)

| Doors | |
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| Recessed Areas | Any recesses should not exceed 600mm, but consideration can be given to the Disability Discrimination Act (DDA) requirements. Be advised further by borough occupational therapist. |
| Communal doors | All external communal/cycle/refuse/service/plant door set/s accessible by public realm are required to be one of the following UKAS certified products subject to a crime risk assessment by a DOCO: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SR2 B+ or Equivalent certification * communal/cycle/refuse/service/plant doors should be self-closing, self-locking single doors* |
| Accessible Doors Apartment and Townhouses | All accessible Residential Doors are required to be the following UKAS certified minimum standard: PAS24:2022 This includes sliding and bi-fold door sets not designated as the primary access/egress routes. |
| Street Opening Front Doors | Flat/Duplex/House front doors to meet a minimum standard of PAS24:2022 and ideally have a split spindle handle mechanism (requires key to gain access from outside of property) with internal thumb turn. |
| Residential Door Fittings | The security door viewer should be integral to the product specification. Awareness to DDA requirements for height and number of door viewers. |
| | The door chain or opening limiter should be affixed to the door set framing not cosmetic architrave. |
| | Any mail delivery letter plate with-in a PAS24:2022 door set should be compliant to TS008 and where possible incorporate an anti-fish cowl. |
| Locks | All locks are to be part of the accredited PAS24:2022 specification. |

| Postal Strategy | |
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| External Secure Mailboxes | Secure mailboxes to serve each property should preferably be fixed to the external face of the building. External post boxes should be covered by CCTV and meet TS009 standards or MPS robust mailbox specification. |

Windows

Appendix 5: External Consultation Responses from external agencies

|  MORE TRUST LESS CRIME HIGH STANDARDS | |
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| Accessible Windows & Roof Lights | <p>All easily accessible windows (anything under 2m from another surface treatment) should be certificated to either:</p> <ul style="list-style-type: none"> *PAS24:2016 with BS EN356:2000 min. P2A glazing (consider P3A) *STS204 Issue 6:2016, *STS202 Issue 7:2016 Burglary Rating 1 *LPS1175 Issue 7.2:2014 Security Rating 1 or *LPS1175 Issue 8:2018 A1 Security Rating 1 or *LPS 2081 Issue 1.1:2016 Security Rating A. <p>Accessible windows include any glass reached by climbing any number of floors via rainwater pipes, balconies or via communal walkways (whether walkway accessed through secure door or not)</p> |
| Glazed Apertures | <p>All glazing in and adjacent to:</p> <ul style="list-style-type: none"> *Residential, communal, front, back doors and ground floor windows *Communal windows that are easily accessible above ground floor level <p>Should incorporate security glazing to the equal standard of the agreed door specification.</p> |
| Lockable Window Handles | <p>Any window within 2m of an accessible surface should have key operated locks. Where windows form an escape route, Part B (Fire) compliance should be adhered to. All ground floor, vulnerable and accessible windows must have a lockable window restrictor to prevent unauthorised access.</p> |
| Access control | |
| Access Control Layers | <ul style="list-style-type: none"> Communal door – Audio visual for visitors and fob for residents only Pedestrian Gate – Fob access for residents Rear communal door – fob access for residents Refuse and cycle store door – fob access for residents Internal communal door (creating lobby) – fob access only Internal stair core doors – Audio access for visitors and fob control for residents |
| CCTV | <p>CCTV can be used to support access control measures where access is gained into communal areas such as the rear garden and the front area</p> |
| Cycle Stores | |
| Cycle Storage Lighting | <p>Cycle storage lighting is required in all stores. In areas of no natural light or hours of darkness, a constant level of lighting is required for illumination. Connected lighting to provide low level lighting during inactivity and higher light levels when motion is detected.</p> |
| Signage | <p>No signage to be erected externally which would provide opportunity for offenders to identify cycle storage.</p> |
| Bicycle Registry Management | <p>Access to the cycle store should be prohibited. Only residents or users that register (name, address etc.) that information should be given access to the storage facility.</p> |
| CCTV | <p>CCTV must be installed in cycle stores in public areas. Should have unhindered views of the racking at all times and should be vandal resistant.</p> |
| Locking Points | <p>There should be 3 locking points for cycles on the racks/stands provided. Cycle racking should be secured with anti-tamper fixings</p> |
| Viewing Panel | <p>Cycle store doors should allow light spill from with-in, either a small, obscured viewing panel</p> |
| <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to</p> <p style="text-align: right;">met.police.uk</p> | |

Appendix 5: External Consultation Responses from external agencies

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|----------------------------------|---|--|---|-------------------------|--|------------------|---|------------------------|---|----------------------|--|------------------------------|---|----------------------------------|---|--------------------------|--|-------------------|--|------------------------|---|--|--|
| | <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>MORE TRUST LESS CRIME HIGH STANDARDS</p> </div> </div> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td>or robust louvre (as part of the door set).</td> </tr> <tr> <td>Internal Signage</td> <td>Ideally signage should be placed inside the store to reinforce importance of securing cycles by residents.</td> </tr> </table> <p>Balconies / Terraces & Door Canopies</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Balconies</td> <td>Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies. If a free standing/bolt on balcony system is to be used, consideration must be given to the risk posed by climbing. To prevent this the design should incorporating physical obstructions to frustrate the climber.</td> </tr> <tr> <td>Raised Planters</td> <td>Raised planters should be designed to avoid space beneath to store items such as drugs or weapons and so they do not provide climbing aids to vulnerable areas or balconies</td> </tr> <tr> <td>Door Canopies</td> <td>Where possible, door canopies should be free standing and offer no means of climbing. They also should be of lightweight construction that would not support a person if climbed. If canopy is robust enough to withstand a person standing on top, all nearby windows will be classed as vulnerable and therefore will be required to be PAS24 P2A.</td> </tr> </table> <p>Lighting</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Public Realm lighting</td> <td>Whether adopted highways/footpaths/private estate roads or car parks should meet BS 5489:2020 standard.</td> </tr> <tr> <td>Declaration of Conformity</td> <td>Should be overseen by an independent and competent lighting engineer. They should be qualified to at least ILP Level 3 or 4 in line with the latest SBD guidance.</td> </tr> <tr> <td>Internal lighting</td> <td>Communal elements of any scheme ideally should be a controlled by a photo electric sensor. This to always ensure suitable levels of lighting. Where no natural light is available two phased lighting can be used (low level for non-activity, higher level once movement is detected)</td> </tr> <tr> <td>Lux levels</td> <td> <p>Lux is the measurement of light reaching a surface (1 lux is the light emitted from one candle that is 1m away from a surface 1sqm). Examples of suitable Lux levels are listed below:</p> <ul style="list-style-type: none"> • Office interior (security) 05 Lux • Private car parks 10 Lux • Exterior Rural location 10 Lux • Exterior Urban location 20 Lux • Walkways 30 Lux • Loading bays 50 Lux <p>Further guidance is available in the "Lighting against crime" manual.</p> </td> </tr> <tr> <td>Uniformity (Uo)</td> <td> <p>The even distribution of light across the area being illuminated. A good lighting system is one designed to distribute an appropriate amount of light evenly with uniformity and should include the following:</p> <ul style="list-style-type: none"> • Values of between 0.25 and 0.40 • Using lamps with a rating of at least 60 (minimum) on the Colour Rendering Index. • Good lighting will use energy efficient lamps in suitable luminaries. </td> </tr> </table> | | or robust louvre (as part of the door set). | Internal Signage | Ideally signage should be placed inside the store to reinforce importance of securing cycles by residents. | Balconies | Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies. If a free standing/bolt on balcony system is to be used, consideration must be given to the risk posed by climbing. 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MORE TRUST | LESS CRIME | HIGH STANDARDS

| Alarm / C.C.T.V | |
|------------------------------|--|
| Alarm Consideration | <p>If an alarm is to be installed it should meet BS EN 50131 (as minimum) which can include wireless systems. If an alarm is not fitted installers should provide a labelled 13amp fused spur on consumer unit for future use.</p> <p>https://www.policesecuritysystems.com/</p> |
| CCTV Installation | <p>Please note where a development requires CCTV, this facility is to compliment other security measures, not to replace them. As minimum police recommend coverage of the following areas:</p> <ul style="list-style-type: none"> • Entrance & exit points including secondary coverage of call points, • Foyer / Lobby areas, • Post boxes and Postal rooms, • Cycle stores, • Refuse stores, • Underground or covered parking areas, • Top of stair cores <p>Due consideration to be given to other areas suitable for CCTV throughout the development as part of a site-specific risk assessment.</p> <p>Homes 2019 (55.3.7) requests the system conforms to BS EN 62676: 2014 - video surveillance systems - and where applicable BS7958: 2015 CCTV management and operation codes of practice (COP) as outlined by the requirements of the Information Commissioner's Office.</p> |
| Quality | Should be of good facial recognition and colour HD quality in both daylight and night vision. |
| Housing & Signage | CCTV housing to be anti-vandal and potentially shrouded. Signage highlighting use of CCTV should displayed throughout the development. |
| Storage & Access | <ul style="list-style-type: none"> • Footage should be preserved for a minimum of 31 days. • Any CCTV system that captures footage of public areas must comply with the regulations outlined by the Information Commissioner's Office. • To be stored securely on a remote cloud system, or on a locked and secured hard drive i.e. within a secure area behind a PAS24:2016 door or SR1 lockable steel cabinet. • Police access to footage must be within a minimum of 24 hours and a maximum of 48 hours for evidential purposes. |

| Party Walling | |
|---|--|
| Communal to Apartment Walling Preferred System | <p>Light weight framed walls either side of a secure door set (including 600mm around the whole door set) and partitioned walls between two dwellings or communal space shall meet the requirements below:</p> <ul style="list-style-type: none"> • LPS1175 (Issue 7.2) SR1 • LPS1175 (Issue 8) SR1/A1 • STS202 Issue 7 BR1 |
| Apartment to Apartment Party Walling Alternative | <p>All avenues must be explored to meet the standards above, however the following are potential alternatives if the above cannot be achieved. To be agreed by DOCO.</p> <ul style="list-style-type: none"> • E-WT-2 Timber Wall • E-WS-3 Light Steel Wall • E-WM-20 Masonry Wall <p>Installation of 9mm (min) timber sheathing or expanding metal in the areas concerned. Wherever possible C-Studs should have 300mm staggered centres.</p> |

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Appendix 2: Planning Policy

London Plan 2021

Policy D11: Safety, Security and Resilience to Emergency

This policy links design out crime, counter terrorism prevention measures and acknowledges fire safety issues.

Section B of policy D11

Boroughs should work with their local Metropolitan Police Service 'Design Out Crime' officers and planning teams, whilst also working with other agencies such as the London Fire Commissioner, the City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Policies and any site allocations, where locally justified, should be set out in Development Plans.

Section C of policy D11

These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. The policy considers not just crime, but also a wide range of hazards, such as fire, flood, extreme weather and terrorism. New buildings should therefore be **resilient** to all of these threats.

Paragraph 3.11.3

Measures to **design out crime**, including counter terrorism measures, should be integral to development proposals and considered early in the design process, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.... This will ensure development proposals provide adequate protection, do not compromise good design, do not shift vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportionate to the threat of the risk of an attack and the likely consequences of one.

Paragraph 3.11.4

The Metropolitan Police (Designing Out Crime Officers and Counter Terrorism Security Advisors) should be consulted to ensure major developments contain appropriate design solutions, which mitigate the potential level of risk whilst ensuring the quality of places is maximised.

Paragraph 3.12.10

Fire safety and security measures should be considered in conjunction with one another, in particular to avoid potential conflicts between security measures and means of escape or access of the fire and rescue service. Early consultation between the London Fire Brigade and the Metropolitan Police Service can successfully resolve any such issues.

DMM4 (Policy DM2) Part A(d) "Have regard to the principles set out in 'Secured by Design'"

DMM5: Para 2.14 - "Proposals will be assessed against the principles of secured by design". The latest published guidance in this respect should be referred."

An Independent Sustainability report by AECOM on Tottenham area action plan states: "Crime is high in Tottenham with many residents concerned about safety, gang activity and high crime rates. Issues are particularly associated with Northumberland Park and Tottenham Hale".

12.3 of same report states:

- Crime rates are relatively high across the borough and crime is particularly prevalent in Northumberland Park. There is a need to design schemes in order to reduce levels of crime, fear of crime and anti-social behaviour. Since unemployment is strongly correlated with acquisitive crime, there may also be a link to wider economic development.
- There are no references to crime in the **overarching policies**, although it is recognised that housing and economic policies aim to support a very significant level of regeneration in the area. This could indirectly lead to reduced crime / fear of crime in the medium term through creating more high quality environments and more stable communities. **AAP 06** includes requirements on urban design and character and seeks to maximise opportunities to create legible neighbourhoods, which may assist in creating safe, modern and high quality places.

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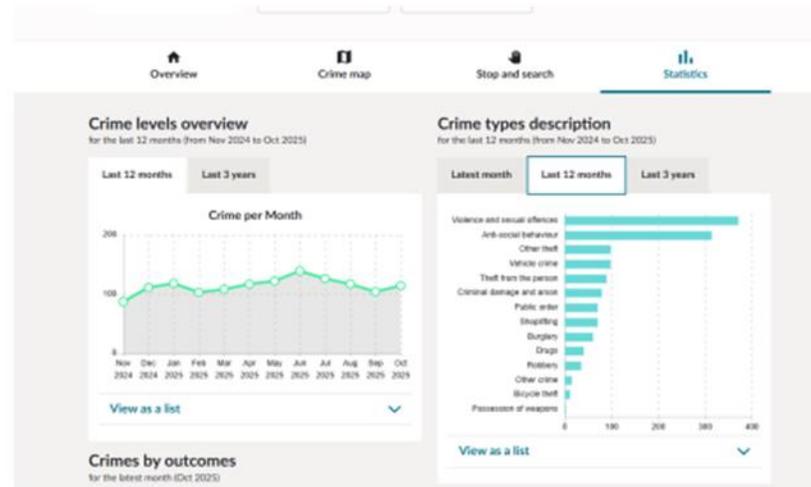
- There are no references to crime in the **neighbourhood area sections**; however they do set out key objectives which include considerations for safe and accessible environments. Furthermore, as noted above, the scale of regeneration proposed should indirectly lead to reductions in crime and fear of crime. Crime is particularly high in Northumberland Park and Tottenham Hale, hence this issue might be explicitly addressed in these sections; however, it is recognised that the DM Policies DPD includes Borough wide requirements in this regard. Also, AAP 06 sets out the Council's commitment to preparing Design Code Supplementary Planning Documents (SPDs) for Tottenham's Growth Areas, where opportunities for secure by design principles can be investigated.
- In **conclusion**, the plan is likely to result in positive effects on the crime baseline if there is large scale regeneration (including jobs growth) and robust implementation of safer streets and other measures to design out crime in Tottenham, including particularly in Northumberland Park where crime levels are highest.

Appendix 3 : Crime Figures

The crime figures provided below are publicly available on the Internet at <http://www.met.police.uk/>. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life issues.

Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It currently has crime figures above average for the London Boroughs and suffers from high levels of crime and disorder to its residents and business communities.

The following figures relate to recorded crime data from Police.uk for the below area:



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

Appendix 5: External Consultation Responses from external agencies

| | | | |
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| |  <p data-bbox="1245 236 1532 268">MORE TRUST LESS CRIME HIGH STANDARDS</p> <p data-bbox="533 331 788 352">Anti-Social Behaviour (ASB)</p> <p data-bbox="533 379 1464 464">Particular attention must be drawn to the most prevalent type of incident that will be experienced – Anti-Social Behaviour (ASB). This category covers a multitude of types of incident that can range from what appears quite trivial annoyance to serious criminal acts. Often victims are able to shrug off the minor incidents and do not have the time or energy to report every occurrence, however en mass these create a significant problem.</p> <p data-bbox="533 488 1429 528">Research by Ward, Thompson and Tseloni (2017) which was quoted in the victim commissioners report on ASB in 2019 stated:</p> <p data-bbox="533 555 1406 639"><i>Less than a third of ASB incidents were reported to the three main reporting agencies - According to the 2015/16 CSEW, approximately 31% of ASB incidents were reported to the police, local authority or housing association/private landlord. Of those reported, most were reported to the police (of all agencies).</i></p> <p data-bbox="533 663 1406 703">It is therefore reasonable to assume that the statistics regarding ASB misrepresents the true scale of the problem – the actual figure of incidents is likely to be well over 32 incidents of ASB per month.</p> | | |
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Appendix 5: External Consultation Responses from external agencies

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| Thames Water | <p>Re: 2-240 , TIVERTON ROAD, TOTTENHAM, LONDON, Greater London Authority, N15 6RP</p> <p>Waste Comments: Waste Comments:The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please</p> | |
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Appendix 5: External Consultation Responses from external agencies

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| | <p>contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes: https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Please ensure to apply to determine if a build over agreement will be granted.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer.</p> | |
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Appendix 5: External Consultation Responses from external agencies

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| | <p>Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design</p> <p>Thames Water would advise that with regard to the FOUL WATER network capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments:</p> | |
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Appendix 5: External Consultation Responses from external agencies

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| | <p>Water Comments:Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>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</p> | |
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Appendix 5: External Consultation Responses from external agencies

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| | <p>prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Supplementary Comments:</p> <p>Please submit a foundation/piling layout plan clearly indicating the locations of all foundation/piles to be installed on the development site. This plan should show the positions of the foundation/piles in relation to Thames Water clean water mains and sewers and local topography such as roads (please include road names), existing buildings and/or any other notable features. Thames Water require drawings indicating the location of</p> | |
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Appendix 5: External Consultation Responses from external agencies

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| | <p>all piling and the clearance between the face of the pile to the face of a pipe. If any basements intended to be constructed as part of the development, please clearly indicate the location and footprint. Without these drawings and cross-sectional details Thames Water will not be able to review your proposals and discharge your planning condition.</p> <p>Plans of Thames Water apparatus can be obtained through our website at www.thameswater-propertysearches.co.uk. Please use the following reference in all future correspondence: DTS 80126</p> | |
| <p>Transport for London Infrastructure Protection</p> | <p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure.</p> <p>Therefore, we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with TfL Infrastructure Protection) have been submitted to and approved in writing by the local planning authority which:</p> <p>a) Demonstrate that access to the ventilation shaft will not be obstructed during the full lifecycle of the development.</p> | <p>Support noted and condition attached.</p> |

Appendix 5: External Consultation Responses from external agencies

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| | <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.</p> <p>This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</p> | |
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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2025/3180**Ward:** Tottenham Central**Address:** 30-48 Lawrence Road, Tottenham, London, N15 4EG

Proposal: Alterations and 7-storey extension (facing Lawrence Road) to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.

Proposed:

- 4,452 sqm GIA self-storage, and
- 519 sqm of light industrial workspace / incubator 'Fab-Lab' units.
- 4,971 sqm Commercial Floorspace (Existing: 1,834 sqm)

Applicant: South Tottenham PropCo Limited**Ownership:** Private**Case Officer Contact:** Gareth Prosser**Date received:** 13/11/2025

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is within an established, mixed-use neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing and commercial uses at a greater density than existing. This is subject to a design-led approach to the development of the site, which was carried out here to maximise the opportunities and location of the site to bring forward new commercial space where there is currently a shortfall. In land-use terms, the principle of the proposal is strongly supported.
- The development would partially retain and also expand the existing commercial use (Class E) on site within a site allocation (SA) where the commercial floorspace currently falls below the SA target by 648sqm.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposed development seeks to deliver a fully commercial development, addressing a shortfall of commercial provision along Lawrence Road.

- The existing London Plane trees along Lawrence Road are to be retained. The existing Silver Birch trees on-site are to be retained, ensuring no loss of trees on or around the site.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, and privacy, and in terms of excessive noise, light and air pollution.
- The proposed development would be car free (except for one wheelchair-accessible space) and high-quality storage for cycles is proposed to be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would include high fabric energy efficiency, low heating demand, biodiverse roof and a solar photovoltaic system.
- The proposal would cause no heritage harm to the significance of the neighbouring conservation area
- Public benefits of the proposal include additional employment floorspace and associated jobs.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management & 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 & 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 & 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 31st May 2026 within such extended time as the Head of Development Management & Planning Enforcement or the Director of Planning & Building Standards shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

2.5 Summary of the planning obligations for the development is provided below:

1. Carbon offset contribution:
 - As the proposal is zero-carbon development, there is no carbon offsetting required. However, at later stages if there is remaining carbon to be offset, it shall be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages plus a 10% management fee;
 - 'Be Seen' commitment to upload energy performance data;
 - Energy Plan; and
 - Sustainability Review.
2. Car-Free Agreement including a £4,000 contribution to amend the Traffic Management Order.
3. Commercial Travel Plans including £2,000 per year per Travel Plan for monitoring of the travel plan for a period of 5 years.
4. Highway Improvements – (includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements).
5. A contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Lawrence Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.
6. Employment Initiatives - participation and financial contribution towards Local training and Employment Plan.
 - Apprenticeship support fees of £1,500;
 - Provide a support fee of £1,500 per apprenticeship towards recruitment costs;
 - 5% of the on-site workforce to be Haringey resident trainees;
 - Submission of an employment and skills plan;
 - No less than 20% of local labour. Residents shall be employed for a minimum of 26 weeks; and
 - One full time apprenticeship per £3million of development cost (up to max. 10% of total construction workforce).
7. Monitoring Contribution
 - 5% of total value contribution (not including monitoring);
 - £500 per non-financial contribution; and
 - Total monitoring contribution to not exceed £50,000.
8. Construction Management Travel Plan obligation for £15,000.

2.6 Summary Lists of Conditions and Informatives

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

Conditions

- 1) Time Limit
- 2) Approved Plans
- 3) Materials and design detail
- 4) Energy Strategy
- 5) Overheating
- 6) BREEAM certificate
- 7) Living roofs
- 8) Servicing and Delivery Plan and Waste Management Plan
- 9) Cycle Parking (Long and short-stay self-storage and Fab Lab)
- 10) Car Parking Management Plan
- 11) Demolition and Construction Management Plan (Transport)
- 12) Blue Badge Parking
- 13) Unexpected Contamination (Pollution)
- 14) NRMM (Pollution)
- 15) Management and Control of Dust
- 16) Considerate Constructors Scheme
- 17) Secured by Design – Accreditation
- 18) Secured by Design – Certification
- 19) Trees
- 20) Landscaping
- 21) Surface Water Drainage
- 22) Gates
- 23) Noise
- 24) Architect Retention

Informatives

- 1) NPPF
- 2) CIL
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Street numbering
- 6) Thames Water
- 7) Pollution
- 8) Secured by Design

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

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

- i) The proposal, in the absence of a legal agreement securing commercial Travel Plans and financial contributions towards travel plan monitoring, Traffic Management Order (TMO) amendments to change car parking control measures, a contribution to the review of car parking and the CPZ, Car- Free Development and Highway improvements, would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to Policies T1, T2, T3, T4, T5 and T6 of the London Plan 2021, Policy SP7 of the Local Plan 2017, Policy DM31 of the Development Management Development Plan Document 2017 and Policy SS2 of the Tottenham Area Action Plan (2017).
 - ii) The proposal, in the absence of an Employment and Skills Plan would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to Policy E11 of the London Plan 2021 and Policy DM 40 of the Development Management Development Plan Document 2017.
 - iii) The proposal, in the absence of a legal agreement securing the implementation of an energy strategy and carbon offset payments (in the event that the zero-carbon target is not met), would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to Policy SI2 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policies DM21, DM22 and DM48 of the Development Management Development Plan Document 2017.
- 2.9 In the event that the Planning Application is refused for the reasons set out in resolution (2.11) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further Planning Sub-Committee Report application for planning permission which duplicates the Planning Application, provided that: i. There has not been any material change in circumstances in the relevant planning considerations, and ii. The further application for planning permission is submitted to and approved by the Director of Planning and Building Standards within a period of not more than 12 months from the date of the said refusal, and iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein

CONTENTS

- 3. PROPOSED DEVELOPMENT AND LOCATION DETAILS
- 4. CONSULTATION RESPONSE
- 5. LOCAL REPRESENTATIONS
- 6. MATERIAL PLANNING CONSIDERATIONS

- 7. COMMUNITY INFRASTRUCTURE LEVY
- 8. RECOMMENDATION

APPENDICES:

| | |
|------------|---|
| Appendix 1 | Planning Conditions and Informatives |
| Appendix 2 | Consultation Responses - Internal and External Consultees |
| Appendix 3 | Plans and Images |
| Appendix 4 | Quality Review Panel Report |

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application which seeks planning permission for:

- Alterations and extension to the existing building to provide a new self-storage facility (Use Class B8)
 - New flexible workspace / incubator units
 - other works ancillary to the development
 - 1 accessible car parking bay
- 3.1.2. The proposed self-storage units are to be contained within a 7-storey building forming a linear block of development along Lawrence Road with primary access for both the commercial aspects located within the primary frontage.
- 3.1.3. The proposed 7-storey block is very similar to the size, massing and location of a mixed-use, residential-led scheme for 56 homes previously approved by the Planning Sub-Committee (application HGY/2024/1456). The massing of the current proposal is smaller to the rear than the previous scheme given that no upward extension is proposed to the existing commercial unit.
- 3.1.4. The proposal includes cycle parking 18 long-stay cycle parking spaces and 9 short-stay cycle spaces for employees and patrons. Refuse/recycling storage facilities are also to be provided.
- 3.1.5. Photo-voltaic panels on the roof level of the partially retained commercial unit are proposed. Green roofs are to be included on the roof spaces of the new, linear block.
- 3.1.6. An off-street wheelchair accessible car parking space with an electric charging point would be provided.
- 3.1.7. Existing London Plane trees along Lawrence Road and existing Silver Birch Trees on-site would be retained.

Site and Surroundings

- 3.1.8. The site at 30-48 Lawrence Road is currently occupied by a large, light-Industrial building, which previously operated as a dry-cleaning business and now stands vacant, with associated car parking that is located behind metal fencing. The site neighbours several, existing mixed-use developments on Lawrence Road, with some sites under construction.
- 3.1.9. The Clyde Circus Conservation Area borders the site to the east, incorporating Collingwood Road to the rear of the site. However, the site is not located within the conservation area and no statutory or locally listed buildings are located on site.
- 3.1.10. The site falls within Site Allocation SS2 'Lawrence Road', as identified in the Tottenham Area Action Plan. The West Green Road / Seven Sisters District Centre is located to the south-east of the site, just outside the site allocation. The surrounding area consists of a range of mixed residential and commercial land uses including Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent developments at 50-56 Lawrence Road on the eastern side of the road and the Bellway development at the southern end of the road. Opposite, the sites under construction are 45-63 Lawrence Road and 67 Lawrence Road.

3.1.11. The site is located within the Seven Sisters CPZ, which operates Monday to Saturday from 0800 - 1830. The site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to have 'moderate' access to public transport services. 3 bus services are within 3 to 4 minutes' walk of the site, and Seven Sisters Railway station is a 10-minute walk away.



Image 1: Location Plan

3.2 Relevant Planning history

The following planning history on neighbouring sites on Lawrence Road are considered relevant to this proposal.

- HGY/2012/1983 - Land at Lawrence Road. Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/ A2/A3/D2 uses) with

associated car parking, landscaping and infrastructure works. **Approved 11.01.2013 Implemented**

- HGY/2016/2824 - 50-56 Lawrence Road (Mono house) Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking. **Approved 26.05.2017 Implemented**
- HGY/2016/1212 - 45-63 Lawrence Road Demolition of the existing buildings and redevelopment of the site to provide a 7-storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works (Revised parking and landscaping arrangement). **Approved 17.01.2018 Implemented**
- HGY/2016/1213 - 45-63 Lawrence Road Demolition of the existing buildings and redevelopment of the site to provide a building ranging from 4 to 7 storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.' **Approved 17.01.2018 Implemented**
- HGY/2024/1456 30-48 Lawrence Road, Tottenham, London, N15 4EG Alterations and extension to existing building (Class E) and erection of 7-storey residential building (Class C3) including ground floor commercial (Class E), cycle and car parking, hard and soft landscaping, and all other associated works. Provision of 56 homes (19% affordable housing by habitable room) and a reduction of commercial space (net loss of 784sqm). **Application Withdrawn following re-sale of the site, following PSC resolution to grant and prior to signing of the section 106 agreement.**
- Formal pre-application engagement has been undertaken on this proposal with officers of the Local Planning Authority (LPA).

4. CONSULTATION RESPONSE

4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review Panel in August 2025, and then returned for a Chair's review in October 2025.
- 4.1.2 At the Chair's Review Panel meeting, the Panel (report in Appendix 4) welcomed the improvements that had been made to the scheme since the last review. While the scheme was considered to have the potential to make a positive contribution to the street, the panel still felt that further development of the façade design was needed to raise the design quality, honestly reflect the building uses and to make it appear less generic. The panel reiterated the need to look at relevant precedents to inform the architectural design. The street elevation could look flat and heavy; further articulation

and detailing would be beneficial, to provide differentiation between the primary and mezzanine floors.

- 4.1.3 The panel recognised the improvements that had been made to the Fab Lab entrances. However, there were concerns that the ground floor units onto the street could be inactive, given that these would likely be workshops and therefore unlikely to have shop fronts or window displays. The elevational treatment of these units, the circulation zones, and the position of the planters should be given further consideration. The panel also felt that the arrangement of the shop and entrance area to the storage units was overcomplicated. It was suggested that a combined entrance hub could be considered to serve the labs and the storage area to improve legibility. As the level changes could be problematic, an external ramp or an alternative split-level arrangement between the Fab Labs and storage area should be considered.
- 4.1.4 The panel recommended that the applicant work with the council to resolve the outstanding issues noted ahead of submission.
- 4.1.5 A table of comments from the Panel and how the Applicant responded through further iterations of their scheme is set out in 'Impact on The Character and Appearance' section of this report.

4.2 Public Consultation

- 4.2.1 Two in-person engagement events were carried out (14th August, 2025 & 18th September 2025). Both events were held at No.67 Lawrence Road, in close proximity to the site. 300 flyers were delivered to local residents regarding the first meeting. An additional flyer was displayed from 8th August 2025 onwards on the site hoardings and in the public consultation venue to the immediate east of the site. A second consultation that was carried out on the 14th September via a consultation specialist (LetterBox) and delivered over 2,000 flyers to the immediate surrounding area. A website was also site up which gained 367 views.

4.4 Application Consultation

- 4.4.1 The following responses were received:

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

INTERNAL:

Carbon Management:

No objection, following clarifications, subject to conditions.

Pollution:

No objection, subject to conditions.

Trees:

No objection, following revisions, subject to conditions.

Transportation:

No objections, subject to conditions, S.106 and S.278 obligations.

LBH Design:

Support, subject to conditions.

LBH Conservation Officer:

No objections raised.

Waste:

No objection raised.

Drainage:

No objection, subject to condition.

Inclusive Economy:

No objections, contributions recommended.

Noise and Nuisance:

No objections

EXTERNAL:

Thames Water:

No objection.

London Fire Brigade:

No comments received.

Metropolitan Police Designing Out Crime Officer:

No objections, subject to condition.

Health and Safety Executive (now Building Safety Regulator (BSR)):

Considers that the proposed development is 'Out of Scope' in terms of Fire Safety Planning Gateway One assessment. The proposed development will not include residential units (dwellings). The proposed development is not located within curtilage of a residential/relevant building.

Transport for London:

No comment.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 1,229 occupiers of neighbouring properties
- Clyde Circus Residents Association (RA)
- Tottenham Conservation Area Advisory Committee (CAAC)
- In addition, 8 site notices were erected close to the site and the application was also advertised in the local press

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

No of individual responses: 16
Objecting: 14
Support: 0
Representation: 2

- 5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

Objections

- Operational hours too long
- Demand - Noting empty commercial units on the High Road and nearby units along Lawrence Road
- Lack of homes
- Inappropriate use in residential context.
- Does not align with Tottenham Area Action Plan Vision
- Impact of construction

- 5.4 The following issues raised are not material planning considerations:

- Impact on property values (**Officer Comment:** This is not a material planning consideration).
- Inadequate consultation (**Officer Comment:** The LPA undertook extensive consultation sending letters to 1,229 local addresses and displaying 8 site notices in the vicinity of the site; a press notice was also carried out to advertise the application. In addition, the applicant has also undertaken a community engagement workshop. Statutory requirements have been fulfilled).

6. MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of the development;
2. Design and impact on the character and appearance of the surrounding area;
3. Character and appearance of the conservation area;
4. The impact on the amenity of adjoining occupiers;
5. Landscape and Biodiversity;
6. Trees
7. Parking and highway safety/ waste recycling and servicing;
8. Sustainability, Energy and Climate Change;
9. Crime Prevention;

10. Flood risk & Drainage;
11. Air quality;
12. Land contamination;
13. Employment and Skills;
14. Fire Safety
15. Equalities

6.2 Principle of the development

National Policy

- 6.2.1 The 2024 (amended 2025) National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process.

Regional Policy - the London Plan

- 6.2.2 The London Plan Policy E7 Industrial intensification, co-location and substitution states that Development Plans and development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land through the introduction of small units, development of multi-storey schemes, addition of basements, more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary.
- 6.2.3 Mixed-use development proposals on Non-Designated Industrial Sites which co-locate industrial, storage or distribution floorspace with residential and/or other uses should also incorporate appropriate design mitigation in any residential element to ensure safety and security, consider the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict, design quality, public realm, visual impact and amenity for residents, vibration and noise, air quality, including dust, odour and emissions and potential contamination.

Local Policy

- 6.2.4 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.
- 6.2.5 As part of preparing a New Local Plan, the Council has recently consulted 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.
- 6.2.6 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.

- 6.2.7 It is recommend 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.
- 6.2.8 Policy DM55 Regeneration and Master planning of the DM DPD 2017 states that, where developments form only a part of allocated sites, a masterplan shall be prepared to demonstrate the delivery of the site allocation, in this case SS2.
- 6.2.9 Policy DM40: Non-Designated Employment Land and Floorspace states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.
- 6.2.10 Policy DM38 Local Employment Area - Regeneration Areas, states that proposals must maximise the amount of employment floorspace to be provided within a mixed-use scheme, provide demonstrable improvements in the site's suitability for continued employment and business use, as well as ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme. Any proposal should not conflict with or inhibit the continued employment function of the site and nearby employment sites.
- 6.2.11 The site forms part of Site Allocation SS2: 'Lawrence Road' as designated in the Council's Tottenham Area Action Plan (TAAP). The allocation seeks the redevelopment of the area with a mixed-use development with commercial uses at ground floor level and residential above.
- 6.2.12 The requirements for the site, as set out under SS2 of the TAAP include the following;
- Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation.
 - Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
 - Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported.
 - The junction adjacent to the existing linear park to the north of the site should be reconfigured to reflect Clyde Road as part of the Mayor of London's Quietway cycle network.
 - Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.

- The existing street trees are a strong asset to the streetscape and should be preserved.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

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

Assessment

6.2.14 The site is one of the last pieces of land undeveloped within the site allocation, with the redevelopment of the allocated land largely complete or nearing completion. The neighbouring building to the north (No. 28) is to be retained within the site allocation. As such, the wider masterplanning objectives would not be frustrated by the proposal.

6.2.15 The site allocation outlines an indicative development capacity of 442 homes (over 2 phases) within the site allocation, as well as 1,890 sqm of commercial space (located largely on the ground floors of the street frontage) with residential units being located in the storeys above. The successful implementation of planning permissions within the site allocation area has exceeded the indicative development capacity for homes outlined in the site allocation with an 'over-delivery' of housing (by 27 homes). However, the implemented developments have resulted in an 'under-delivery' of commercial floorspace (-648 sqm) against the indicative development capacity. The proposed development would address this imbalance.

6.2.16 Given the existing and long established commercial land use of the site and given the commercial /residential imbalance discussed above, officers consider the expansion of a solely commercial use, within the context of the successful implementation of residential development across the wider site allocation, to be acceptable in principle.

6.2.17 Officers also acknowledge that the planning application for a mixed-use, residential-led development on the site was granted by the planning committee in 2025 (HGY/2024/1456). However, despite the resolution of members to grant planning permission subject to the signing of a 106 legal agreement, the application was subsequently withdrawn (the legal agreement was not signed therefore the planning permission has not been granted) and the site was sold to the current applicant, with the previous owner stating that costs made the granted proposal unviable. As such, the wider economic climate faced by developers is considered relevant in this instance.

6.2.18 The current proposed development has been designed to optimise the delivery of high-quality commercial spaces and to enhance the local environment having regard to

neighbouring residential amenity and the character and appearance of the surrounding area. The site at 30-48 Lawrence Road is located close to sustainable transport connections in an established mixed-use area and the principle of expanding the existing employment use in this location is supported by national, regional and local policy, which identifies employment as a strategic need.

- 6.2.19 The proposed development would retain and upgrade a significant quantum of the existing commercial (Class E) floorspace on site, with the existing unit being reduced and new commercial floorspace created within a new-build section of development. The proposed commercial floorspace would comprise 4,452sqm GIA self-storage and 519sqm of light industrial workspace / incubator 'FabLab' units, resulting in a total of 4,971 Commercial Floorspace. This would be an increase of 3,137 sqm of commercial floorspace above the existing 1,834 sqm.
- 6.2.20 Officers recognise that whilst the proposal is 100% commercial, the type of commercial offers varies, providing a mix of unit types which would focus activity at ground floor level, animating the street frontage where there is currently none and completing the building line established by the implemented developments already in use along Lawrence Road.

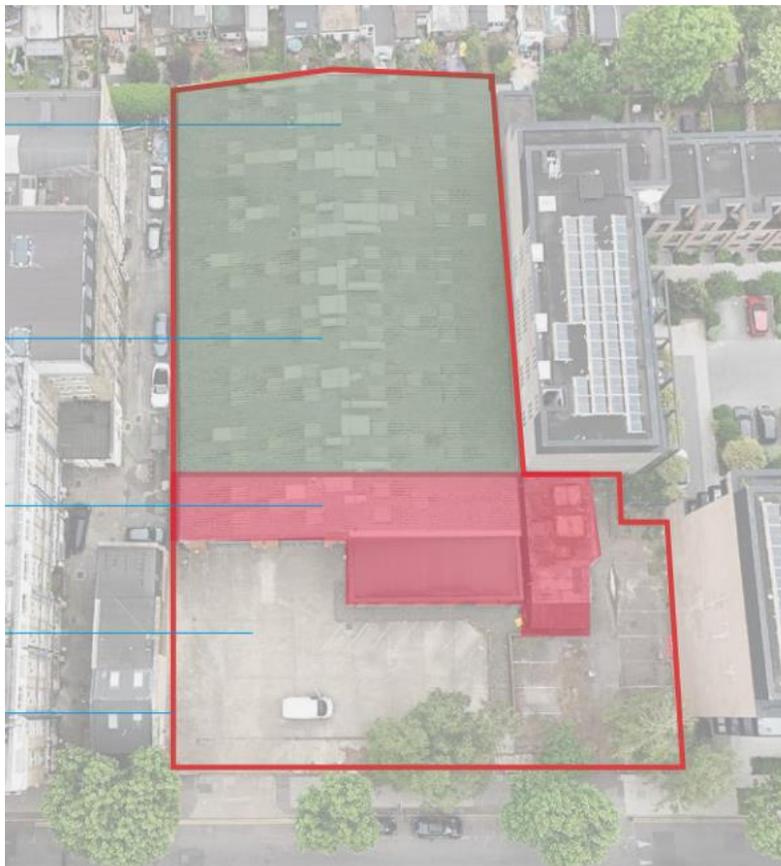


Image 2: Proposed Demolition (Red)

- 6.2.21 The applicant operates similar self-store developments within other urban sites and are expanding on a successful, tried and tested concept. The self storage building would

house the units above an active commercial frontage, with the number of units provided being calculated through the business case for the development, which includes how many units an area can sustain. Key factors are used to assess the number of individual units, with the current provision in the locality (including units offered by competitors) being a consideration. As such the size and scale of the development is assessed to ensure the scale is fit for purpose and tailored to the area.

- 6.2.22 The more urban location responds to demand for modest storage space from customers including those who operate small businesses to people who live in smaller homes. The concept generates low level traffic with peak movement calculated by the applicant at only 4 vehicles per hour, usually outside rush hours—minimising congestion, noise, and neighbourhood disruption. The proposed minimal deliveries and generally quiet operations are considered to be compatible with the surrounding residential uses along Lawrence Road. In addition, the proposed facility would generate local employment, including managers, security, maintenance (up to 60 jobs).
- 6.2.23 Overall, given the deficit of commercial uses within the Lawrence Road Site Allocation Area, the overprovision of homes and the improved quality of the commercial floorspace proposed, a redevelopment proposal not including housing on this site is considered justified. The proposal would significantly expand and improve the quality of employment space in relation to the existing building on the site. Officers consider the proposal an effective use of the site in terms of land use and within the context of the surrounding developments.
- 6.2.24 As such, the principle of a fully commercial development, retaining and expanding the existing commercial use on the site is considered acceptable subject to all other material considerations.

6.3 Design and Impact on The Character and Appearance of The Surrounding Area

National Policy

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

Regional Policy - London Plan

- 6.3.3 The London Plan 2021 policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan 2021 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).

Local Policy

- 6.3.4 Policy SP11 of the Local Plan 2017 requires that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.3.5 Policy DM1 of the DM DPD 2017 requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

Quality Review Panel (QRP)

- 6.3.6 The proposed development has been presented to the QRP twice (the latter being a Chair’s Review) prior to the submission of this application. The Chair’s Review took place on 15 October 2025. The Panel’s summarising comments of this latest review are provided below.
- 6.3.7 ‘The Haringey Quality Review Panel welcomes the improvements that have been made to the scheme since the last review. While the scheme has the potential to make a positive contribution to the street, the panel still feels that further development of the façade design is needed to raise the design quality, honestly reflect the building uses and to make it appear less generic. The panel reiterates the need to look at relevant precedents to inform the architectural design. The street elevation could look flat and heavy; further articulation and detailing would be beneficial, to provide differentiation between the primary and mezzanine floors.’
- 6.3.8 ‘The panel recognises the improvements that have been made to the Fab Lab entrances. However, there are concerns that the ground floor units onto the street could be inactive, given that these are likely to be workshops and therefore unlikely to have shop fronts or window displays. The elevational treatment of these units, the circulation zones, and the position of the planters should be given further consideration. The panel also feels that the arrangement of the shop and entrance area to the storage units is overcomplicated. A combined entrance hub could be considered to serve the labs and the storage area to improve legibility. As the level changes could be problematic, an external ramp or an alternative split-level arrangement between the Fab Labs and storage area should be considered.’
- 6.3.9 ‘The panel is confident that the applicant can address its comments in discussion with Haringey officers’. The table below outlines the response to the Quality Review Panel’s comments.

| Panel Comments | Officer Response |
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| Architecture | |
| The panel welcomes the improvements to the architectural design since the last review. The additional fenestration and reduced areas of black cladding are particularly successful. | Noted |

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| However, the panel's previous comments around whether the building is contemporary or fits in with the surrounding buildings have been misinterpreted. The term 'landmark' feels misused in this context and should be reconsidered. | The applicant has since considered the proposals under a contextual lens (i.e the strong residential precedent of Lawrence Road), and an honest one reflecting the operational use. |
| The façade still appears generic and could be better articulated and detailed to reflect the internal uses. The panel recommends that the team investigates more precedents to inform how the design can better demonstrate the self-storage uses. | Following the Chair review, the applicant undertook a follow up pre-application meeting with LB Haringey. Responding to the QRP Chair comments, the applicant referenced the attractive design of No.28 Lawrence Road and incorporated similar features into the proposed design including a ground floor plinth and brick detailing. |
| It would also be positive for the design to reflect the modular, prefabricated construction. | Following public consultation comments, the design was sought to strike a balance between the Lawrence Road design principles of red brick mansion blocks, while also achieving significant sustainability objectives, through design and construction method. |
| The quality of the brickwork on the adjacent building to the north of the site could be referenced to inform the design of the scheme. In particular, the detailing and articulation around the entrance and windows. | The proposed development design incorporated the addition of a bay feature (similar to 28 Lawrence Road) to highlight the entrance to the Fab-Labs. |
| Further craftsmanship is encouraged to break up the large areas of brick, particularly on the stair core. | An open stair core was considered not to meet the secure by design objectives self-storage seeks to achieve. |
| The visualisation does not accurately reflect the current proposal. The second floor is shown as a corridor but at this stage it is not and may never be converted to usable space. | The applicant has since updated the Computer Generated Images to respond to the proposed floorplans. |
| The elevational treatment should make a distinction between the different uses on each floor and should not be overly driven by a residential aesthetic, as conversion may be | As well as reducing the quantum of black panelling to break up the different levels, the enhancements to the entrance to the Fab-Labs and |

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| <p>unlikely in the future.</p> | <p>Self-Storage have been further articulated. Additionally, recommendations to re-orientate the landscaping along Lawrence Road to improve pedestrian permeability and street activation have been incorporated into the final design – improving the distinction between Fab-Labs and self-storage.</p> |
| <p>The panel also cautions that the quality of the façade design should not rely upon occupiers and signage, given these can be changeable over time.</p> | <p>Changes to the façade and signage would be subject to planning and advertisement consent.</p> |
| <p>Internal Layout</p> | |
| <p>There is a lack of clarity over the function of the ‘shop’. The panel suggests looking at whether this area could act as a combined access hub for the labs and the storage units, providing shared facilities.</p> | <p>The shop acts a first point of access for new customers – whereby a member of staff will guide customers to their self-storage unit or arrange the rental of a Fab-Lab. Following which, separate direct access for Fab-Lab users is obtained.</p> |
| <p>The panel queries the practicality of the breakout seating areas within the corridor to the rear of the Fab Labs. These would be better placed within the shop area.</p> | <p>This is associated with the tea prep area. The applicant has previously implemented successful, comparable developments and considers this arrangement to operate well. As such, the arrangement is replicated on this site.</p> |
| <p>The corridor could be omitted entirely, with occupiers using the main shop entrance via the street, to access the storage units. This would help to increase usable floor space and resolve the awkward change in levels.</p> | <p>The corridor allows for Fab-Lab users to access the W/Cs and tea prep area – also a natural opportunity for socialisation between SMEs.</p> |
| <p>The split-level access to the storage area could be problematic, particularly for bulky items. An external ramp or an alternative split-level arrangement along the party wall between the Fab Labs and storage area could be considered so that the self-storage use is at a consistent datum.</p> | <p>To accommodate the lowered ground floor while maintaining the existing building’s rear level, a split-level arrangement has been introduced. This has required the reorientation of the lifts.</p> |
| <p>More detail on how the Fab Lab units are accessed would be welcomed. Flexibility could be provided so two units are combined and the</p> | <p>A new feature entrance for the Fab Labs has been introduced directly onto Lawrence Road, celebrating the</p> |

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| <p>space in front of them shared.</p> <p>Door sizes should be considered to accommodate large, bulky items. This should be designed for both the Fab Labs and public access.</p> | <p>arrival sequence and ensuring inclusivity with accessible width doors.</p> <p>Entrances are now clearly legible, with all communal routes wheelchair accessible following the building's lowered profile.</p> <p>The secondary stair has been relocated to the south side, freeing up valuable frontage. This rationalises the Fab Labs layout and increases street-facing activation.</p> |
| <p>Streetscape and Landscape Design</p> | |
| <p>The relationship of the building to the street is not quite resolved and the panel recommends it should be further explored in three dimensions.</p> | <p>The proposals have incorporated amendments to the ground floor plinth and brick articulation into the elevations and Computer Generated Images, to address the comments.</p> |
| <p>The success of the ground floor relationship to the street will depend upon the labs and whether they have an active and interesting street frontage.</p> | <p>As discussed above a feature entrance for the Fab-Labs has been accommodated within the proposed development.</p> |
| <p>The panel queries the relationship of the planters to the building, noting that the separation from the building varies making circulation zones unclear.</p> | <p>The landscaping has been reoriented by 90 degrees to create a more permeable arrangement. Planting beds are now set perpendicular to the building line, producing a welcoming, porous approach that encourages interaction with the Fab Labs.</p> |
| <p>The small, landscaped area to the rear of the Fab Labs is not very well overlooked and will likely be very dark. This should be designed carefully to ensure it is additive and contributes to urban greening.</p> | <p>Further details regarding Landscape details and Management are conditioned by officers to ensure control of quality of design.</p> |

Existing Commercial Unit

6.3.10 The existing, light industrial building on site is two-storeys in height. The building has no architectural merit and the demolition of the front section of the building is acceptable. The addition of sustainability measures such as PV panels atop the existing (reduced)

roof is considered an efficient use of what would otherwise be an unbroken expanse, improving the visual aesthetic of the unit.

New Block

- 6.3.11 The siting, height, massing and scale of the proposed block is acceptable within the site's context and surrounding built form, providing a transition between the contemporary new-build block to the south (Vabel development) and the older, Victorian 'Studio 28' building to the north. The proposal matches the height of neighbouring developments, providing consistency along Lawrence Road as expected by Site Allocation SS2. The proposal would continue the established building line and complete the eastern street frontage of Lawrence Road.
- 6.3.12 The set-back, 6th floor would reflect the adjoining properties, tapering the massing and reducing the bulk of the building at the top floor level. The façade would follow the same street lines as the Vabel building to the south, bridging the existing gap in the street scene between Vabel and No28 Lawrence Road to the north.
- 6.3.13 Locating more active commercial (Class E) floorspace at the ground floor level is supported by Officers. The commercial 'Fab-Lab' units are designed to be flexible and attractive to a wide variety of tenants. These proposed units would create an active frontage onto Lawrence Road, which would be further animated by two pedestrian entrances to the storage units above. The proposal makes use of the area in front of the proposed ground floor units, retaining the existing birch trees and expanding the greenery with additional planting, hedges and paving.

Character, Scale and Materiality

- 6.3.14 The overarching character of Lawrence Road is brick with metal work; this is reflected in the proposed design. The proposed brick colour and texture is similar to the Vabel building to the south, reflecting the red tones along Lawrence Road. The choice of red bricks is both consistent with the wider street scene but also allows No.28, the only period property remaining on Lawrence Road (and the only yellow brick building) to retain its individuality and prominence.
- 6.3.15 The proposed development, as a 7—storey, fully commercial development is a distinct departure from the predominantly residential frontages above ground-floor level along Lawrence Road. Pre-application discussions regarding the design approach to the site, focused largely on the architectural expression and elevational composition of this proposal. The options included an 'honest' approach, which celebrated the self-storage use of the site; this option offered a largely blank façade, (given that large areas of fenestration are not required for storage rooms) designed in a contemporary style and being clearly distinct from the surrounding and established residential character along Lawrence Road.
- 6.3.16 The second option was a more 'contextual' approach, designing a structure more closely resembling the existing vernacular, respecting the architectural character of the surrounding brick-clad residential buildings. In this instance, after discussions with the Quality Review Panel and local residents (via a public consultation exercise undertaken by the applicant), the latter approach was chosen and developed into the current proposal.

- 6.3.17 In Lawrence Road, through the current Site Allocation, and through discussions with developers of the other sites, a consistent pattern of development has been achieved, comprising a 2-storey base of generally non-residential uses with a shopfront elevational character, animating the street, with up to four floors of regular gridded fenestration, of a 'mansion block, residential' character, and a set-back top floor of an attic character. Discussions with the applicant in pre-application meetings and at both QRP reviews considered both 'contextual' and 'honest' approaches to the design. The contextual approach produced a design reminiscent of the surrounding residential development with strong fenestration and detailing, whilst the 'honest' approach produced a plainer design with little fenestration and façade activity which is not required given the proposed storage use of the upper floors. The applicant's public consultation revealed a strong preference among local residents for a contextual approach, which officers and QRP members came to accept was appropriate in this instance.
- 6.3.18 Although self-storage doesn't need windows, the applicants have laid out the 2nd and 3rd floors, which will be double-height self-storage floors, with a glazed corridor running along the street frontage, avoiding the large areas of blank cladding in earlier versions of the proposals. These windows would be large, horizontally proportioned, strongly recalling Art Deco factory or warehouse buildings, in a regular grid, between rich, multi / mixed tone red brick, spaced in bays between vertical pilasters using stacked, staggered and soldier course brick articulation, aligning with the ground floor double height Fab Labs units with each their own double height shopfront window, in a contracting grey brick and pre-cast concrete base, and with a complementary fenestration pattern. The brick-based materials palette is also considered to be robust, durable and attractive, consistent with neighbouring developments.
- 6.3.19 The main entrance, and stair core over it, is distinguished with greater prominence and fenestration reflecting the different use, rising to a raised parapet feature at the top floor, whilst the second fire-escape stair on the far right is downplayed appropriately. The overall composition works as orderly and rhythmic, the vertical emphasis of the bays counterpointing the horizontal fenestration and being broadly in character with the other completed developments along Lawrence Road. Sufficient variation is considered to have been introduced to ensure that although the main street elevation will be sober and orderly, it will avoid appearing flat, heavy, and featureless. To the rear, the materiality is consistent with the front façade but with a simpler design and no fenestration.
- 6.3.20 In conclusion, the contextual approach, continuing the establish character of Lawrence Road is supported by officers. The proposal is considered to be an attractive and contemporary building which responds to the form and function of the proposed uses, whilst having regard to the varied architecture within the surrounding townscape. As such the proposal is considered in accordance with the above policies.

6.4 Character and Appearance of the Conservation Area

- 6.4.1 Policy HC1 of the London Plan 2021 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 2017 and Policy DM9 of the DM DPD 2017 sets out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

- 6.4.2 Policy DM9 of the DM DPD 2017 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.
- 6.4.3 Statutory tests 6.6.5 Section 72(1) of the Listed Buildings Act 1990 provide: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are "the planning Acts'.
- 6.4.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.4.5 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.6 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.4.7 The setting of a heritage asset is defined in the glossary to the NPPF as: 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'. There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.
- 6.4.8 The development site sits just outside the Clyde Circus Conservation Area boundary and forms part of a central area excluded from the surrounding conservation area designation due to its substantial alteration and markedly contemporary character. The eastern edge of the development site borders the rear gardens of the two storey, late Victorian houses fronting Collingwood Road. These dwellings are included in the Clyde Circus Conservation Area.
- 6.4.9 Officers consider that the residential scale and consistent two storey townscape of the conservation area is intact and fully legible. The application demonstrates the impact of the proposal via two key views across the conservation area (along Collingwood Road, and Nelson Road). The submitted Heritage Statement successfully demonstrates that the proposed development will not disrupt those views and the dynamic experience of the conservation area
- 6.4.10 The proposed view from Nelson Road shows that the proposed development would appear in the background of the original houses, but it would seamlessly sit alongside the existing buildings of similar height which already form the established visual setting of the conservation area, both as experienced along Nelson Road and as seen in views from Clyde Road.
- 6.4.11 The proposed development has been sensitively designed to complement the scale and height of the contemporary buildings within Lawrence Road, which form the existing and emerging context immediately surrounding the conservation area.
- 6.4.12 The Conservation Officer considers the proposed scheme to have a neutral impact on the character and appearance of the conservation area, and that it would cause no harm to its significance, and would have a positive effect on the quality of its immediate surroundings. Accordingly, the proposed scheme is supported from the conservation stance, being in accordance with the above policies.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 Policy D6 of the London Plan 2021 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. Policy D14 of the London Plan 2021 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.5.2 Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring resident

- 6.5.3 The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be significantly affected.
- 6.5.4 The proposed commercial building is located at the west of the site, continuing the established building line along Lawrence Road and filling the existing 'gap' in the street scene between the 'Vabel' development to the south and No 28 Lawrence Road to the north. Given that the proposal would simply continue the established street pattern, there are no concerns regarding the impact on the residential properties on the opposing side of Lawrence Road, to the west.

No. 28 Lawrence Road (North)

- 6.5.5 The proposed commercial block would retain a generous distance from the south façade of the main building which forms No. 28 Lawrence Road. This 5 storey building is currently occupied by workshops, storage space and offices and the well glazed south elevation remains uninterrupted. The proposed commercial block abuts a smaller 2-3 storey structure just south of the main building which also forms part of No 28. The side elevation of this building is blank and as such allows for the proposed block to continue the pattern of development without impacting the amenity of this commercial building.

Vabel Building (South)

- 6.5.6 The neighbouring building to the south is the 7 storey, 'Vabel Lawrence' residential block. This was designed anticipating development on the application site. This is a contemporary development which significantly informs the character, design, scale and massing of the proposal at 30-48 Lawrence Road. The proposed, whilst differing in use, follows the established street pattern, reflecting the strong street frontage and 7-storey massing of its neighbour. The commercial use with its lack of balconies, spaces where people linger and glazing (for corridors) orientated towards Lawrence Road is not considered to have a significant impact on the amenity of the Vabel property. Indeed, this proposal and its lack of residential units further reduces any impacts in comparison to a residential scheme which had previously been considered acceptable on this site.
- 6.5.7 In addition, given the urban setting of the proposal, a degree of inter-visibility is inevitable and considered acceptable. The Vabel development itself is constructed with inter-visibility between its varying blocks.
- 6.5.8 As such, the orientation of the commercial units to Lawrence Road, the lack of balconies and the use of the upper floors for storage as opposed to more active uses, such as residential would result in minimal impact to the amenity of occupiers of the Vabel residential units.

Collingwood Road

- 6.5.9 The rear of the proposed commercial block is over 50m away from the rear gardens to the terraced houses facing Collingwood Road. As stated above, the proposed new block would be orientated towards Lawrence Road with the corridor and glazing overlooking the main street. The rear elevation facing the rear of properties along

Collingwood Road does not include any fenestration given that the storage use within does not require dual aspect glazing. As such, no significant overlooking is envisaged.

- 6.5.10 The most significant potential impact to the residents of Collingwood Road would be any changes to the retained commercial unit, previously occupied by a laundry. Unlike the previous recent application on the site, no changes to the bulk and massing of the retained unit are proposed, with the only significant change being photo-voltaic panels located on the roof. As such there is no significant change over and above the existing relationship between the Collingwood Road properties and the existing unit.

Daylight to neighbouring properties

- 6.5.11 A Daylight and Sunlight report has been submitted with the planning application; which was also submitted to support the previous scheme. The study assessed the potential effects of the proposed development on daylight and sunlight to surrounding residential properties using methodologies recommended in the Building Research Establishment (BRE) guide.
- 6.5.12 The advice contained in the BRE guide is not mandatory and its numerical guidelines should be interpreted flexibly, with daylight and sunlight only one of many factors to consider when evaluating the acceptability of a scheme. This flexible approach is also echoed in the national and regional planning policy which state that a flexible approach should be adopted so long as a scheme does not cause material harm on existing and future residents.
- 6.5.13 The applicants provided a letter from the consultant responsible for the Daylight and Sunlight Reports on the previous scheme, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (3rd Edition, Littlefair, 2022), known as "The BRE Guide".
- 6.5.14 This notes that the proposals will have no different building massing to the main 7-storey building and therefore no different day and sunlight impact to that scheme, which was deemed acceptable. The partially retained commercial unit to the rear of the site will also not be extended upwards in this new proposal and as such has a reduced impact from that of the previously acceptable scheme. There is no expectation of any particular day and sunlight levels being required for the workspace or storage functions; indeed the latter are not expected, or required, to receive any daylight.
- 6.5.15 As such, with both the previous and proposed schemes, in terms of daylight; the results indicate that 80% of neighbouring windows and 86% of neighbouring rooms satisfy the BRE guidelines in daylight terms. These present a good level of adherence to the BRE guidelines and indicate that all neighbouring properties will remain with acceptable levels of daylight in the post development condition. Of those windows which do not satisfy guidelines, the majority will experience a low or medium reduction beyond the BRE recommendations, which is considered acceptable in an urban context.
- 6.5.16 As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the

BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, reasonably close to the full BRE Guide recommendations, is convincingly predicted to be achieved.

- 6.5.17 The sunlight results indicate that all neighbouring rooms considered will satisfy the BRE guidelines. The overshadowing results indicate that all neighbouring Collingwood Road gardens will satisfy the BRE guidelines.
- 6.5.18 Overall, the daylight and sunlight results show an acceptable adherence with the BRE guidelines indicating that the majority of neighbouring residential properties will benefit from acceptable levels of daylight and sunlight. The report states that, on balance, the proposed development is not out of context for the immediate surrounding area and will not cause unacceptable harm to existing and future residents.
- 6.5.19 In conclusion, the proposed development is consistent with the Council's local planning policy on daylight and sunlight, particularly having regard to paragraph 129 of the NPPF and Policy DM1 of the DM DPD 2017.
- 6.5.20 As such the proposal is not considered to have a any material detrimental impact on the amenity of the existing properties in accordance with the above policies.

Noise

- 6.5.21 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. Policy D14 of the London Plan 2021 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.
- 6.5.22 A Noise Impact Assessment has been submitted with this planning application. This assessment considers noise associated with self-storage activity, and the flexible work units, and sets appropriate noise limits for any fixed plant equipment.
- 6.5.23 The assessment concludes that noise associated with activity from the proposed self-storage facility and flexible work units would be 'low impact'. The assessment has been reviewed by LBH Noise and Nuisance Officer who raised no objections. As such, Officers conclude that the impact to the amenity of existing residents would not be significant. As such, the proposed development therefore complies with LBH Development Management Policy DM23.

6.6 Landscaping & Biodiversity

- 6.6.1 In addition to the general design-led policies in the previous section, 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.
- 6.6.2 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

- 6.6.3 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 seeks of the Local Plan 2017 to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.4 Policy DM1 of the DM DPD 2017 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 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.5 The application proposes partial redevelopment of the site, providing a new, high-quality commercial building whilst partially retaining some of the existing commercial structure on the site. This offers the opportunity to significantly improve the site, with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.
- 6.6.6 The existing site offers very little greenery with some modest trees located within the site and more mature street trees located on street at the front of the site
- 6.6.7 Aside from the aforementioned trees, the site is void of any vegetation or green spaces. The applicant proposes to improve the biodiversity present at the site by building behind the existing street trees, retaining the existing groups of Silver Birch trees on site, providing a biodiverse green roof, and providing additional native tree planting (including Rowan, Oak and Hawthorn), native hedges and wild flowers (Hornbeam, Hawthorn, Holly, Dog Rose, Guelder Rose and Honeysuckle etc.). In addition, brush piles are to be created in shady areas to encourage hedgehogs, bird boxes would be installed on the site including swift boxes, with sparrow terrace boxes integrated into the building walls. Bird boxes would also be installed on the existing trees and bat boxes would be integrated into the building walls. Smaller areas of landscaping are also proposed at the ground floor level facing the street.
- 6.6.8 The landscape proposals are considered to sufficiently increase biodiversity through planting and species to the site and retaining existing tree. A condition requiring the submission of a detailed landscaping scheme has been recommended for any grant of planning permission.

The Urban Greening Factor (UGF)

- 6.6.9 Policy G5 'Urban greening' of the London Plan 2021 states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs and nature-based sustainable drainage.
- 6.6.10 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.308 which meets, and marginally exceeds, the London Plan target factor of 0.3 for commercial developments.
- 6.6.11 The proposed development presents an indicative landscaping scheme to cater for the future patrons and employees, ensuring the setting of the structure is attractive, green,

and safe and complements and enhances the character and appearance of the surrounding area.

- 6.6.12 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in a greener open space provision which is considered acceptable for this location and typology. Subject to receipt of an acceptable detailed landscaping strategy which would be required by condition, the proposal satisfies the above planning policies in this regard.

Ecology - Biodiversity Net Gain

- 6.6.13 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.6.14 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.15 Policy DM1 of the DM DPD 2017 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 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.16 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.6.17 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.6.18 The applicant's Biodiversity Net Gain Assessment sets that the site has a Habitat Baseline value of 0.10 habitat units. This is due to the developed nature of the site which is mostly hardstanding or other built surfaces. The proposal includes a green roof, hedging, wild planting, ground level planters and landscaping which results in a 69.93% net gain of area-based habitat units. This is significantly above the mandatory 10% net gain required.

Trees

- 6.6.19 Policy DM1 'Delivering High Quality Design' of the DM DPD 2017 states that the Council will expect development proposals to respond to trees on and close to the site.
- 6.6.20 The proposal affects trees both within and outside the site boundary. Most significant are the four London Plane trees located on the street to the front of site. These mature plane trees are street trees which form part of the avenue of trees which line Lawrence Road on both sides and are a significant contributor to the character and appearance of street. As such, their retention is considered essential. These are classed as Category A (Highest quality) and are to be retained.

- 6.6.21 Within the site boundary, two existing tree groups (G1, G2) of Silver Birch trees have been classed as Category B (Moderate Quality). These trees are generally in good condition and will also be retained. As such, all trees on or near the site are to be retained.
- 6.6.22 The LBH Arboricultural Officer agrees with the allocated tree classification categories and supports the retention of the trees subject to conditions to protect them during development works.
- 6.6.23 Any trees that are retained will be provided with their proper protection according to BS5837:2012 regardless of which category they have been placed in.
- 6.6.24 A root investigation has shown that roots from the retained trees are largely contained to areas outside of the footprint of the proposed development. However, as a precaution, pre-emptive root pruning will be carried out to minimise the risk of impact to the trees.
- 6.6.25 Pruning would also be required, either prior to construction to allow enough space between the trees and the buildings, or in the future after construction, to maintain adequate clearance.
- 6.6.26 All retained trees would be protected in accordance with BS 5837:2012 specifications throughout the development. This report includes guidance on tree protection measures and providing these are adhered to, there will be no adverse impact on the long-term potential on the retained trees.
- 6.6.27 Notwithstanding the above assurances, the report sets out a series of recommendations prior and during construction that would ensure impacts to trees are minimised. Tree protection methods are proposed to be secured via condition.
- 6.6.28 The Arboricultural Officer raises no objections, subject to conditions. In conclusion, the proposal ensures no loss of trees and the protection of existing species, and is considered acceptable, subject to conditions.

6.7 Parking and highway safety/ waste recycling and servicing

- 6.7.1 Paragraph 110 of the NPPF states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.7.2 Policy T1 of the London Plan 2021 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 of the London Plan 2021 sets out cycle parking requirements for developments, including minimum standards. Policy T7 of the London Plan 2021 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 of the London Plan 2021 sets out requirements for car parking spaces that are proposed.

- 6.7.3 Policy SP7 of the Local Plan 2017 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31, DM32 and DM33 of the DM DPD 2017.
- 6.7.4 Policy DM32 of the DM DPD 2017 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is level 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

Car Free Development

- 6.7.5 A 'car-free' development is proposed meaning only wheelchair accessible parking (one space) would be provided on site. The applicant will be required to enter into a s.106 agreement prohibiting persons from applying for parking permits. The only exception to this will be for workers with accessibility needs.
- 6.7.6 The site has a PTAL rating of 3 (denoting Moderate Public Transport Access when compared to London as a whole). The southern part of Lawrence Road (just outside of the site) consists of PTAL 4 and 5 (denoting good access to public transport). The site is located within the Seven Sisters CPZ that restricts parking to permits holder Monday to Saturday 08:00 – 18:30.
- 6.7.7 Given the site's location within a CPZ and the on-site provision of accessible parking in line with London Plan (2021) standards, the proposed development would qualify for a car-free status, in accordance with Policy DM32 of the DM DPD 2017.
- 6.7.8 Given the PTAL of the Lawrence Road (a mix of level 3 'moderate' to 5 'very good') denoting its close proximity to public transport links, the lack of parking for a commercial element of the development is considered acceptable and in accordance with Policy DM32 of the DM DPD 2017 which states the council will support proposals for new developments with limited or no on-site parking, where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development and where parking is provided for wheelchair users.
- 6.7.9 Accordingly, the LPA would restrict future occupiers from receiving on-street resident parking permits. A legal agreement would secure this and require the applicant to advise all occupiers of the car-capped status of the proposed development.

Accessible Parking

- 6.7.10 One accessible parking bay is to be provided on-site. LBH Transportation raise no objection to the quantity proposed although additional details regarding the most appropriate location of the bay are required. As such a condition has been added accordingly

Highway Works

6.7.11 The applicant will be required to enter into a s278 agreement to facilitate the enhancement of footways abutting the site on Lawrence Road in view of increased footfall associated with the proposed development. This is in addition to s.278 obligations to make good any damage to the highway and footways abounding the site incurred as a result construction and demolition works.

Trips Forecast & Future Parking Demands

6.7.12 The applicant has provided a TRICs trip generation assessment within a Transport Assessment comparing the last use against the proposed use. The existing use as an industrial dry cleaners occupies 1,834sqm.

6.7.13 Existing vehicular trip generation for the site sees in the AM peak (08:00-09:00) 9 arrivals and 2 departures, in the PM peak (17:00-18:00) and 1 arrival and 7 departures and a daily (05:00-21:00) figure of 47 arrivals and 46 departures. This gives an existing site trip generation of 93 vehicular trips.

6.7.14 For the proposed B8 self-storage use of the site (8,017sqm) the majority of peak hour trips are forecast to be vehicular – AM peak (08:00-09:00) 4 arrivals and 5 departures and PM Peak (17:00-18:00) 4 arrivals and 3 departures. The daily trip generation total (05:00-21:00) is forecast to see 36 arrivals and 35 departures with 1 cyclist arrival/departure.

6.7.15 For the proposed Fab Lab element of the proposals (519sqm - use Class E(c)(iii)/E(g)(ii)/E(g)(iii) - light industrial workspaces/incubator units) AM peak hour (08:00-09:00) trips are forecast to be 1 vehicular arrival and 0 departures and in the PM peak (17:00-18:00) 1 vehicular arrival and 1 vehicular departure. Daily totals for this usage (05:00-21:00) forecast 14 vehicular trips, 1 cyclist trip and 3 public transport trips.

6.7.16 Total trip generation associated with the site in the AM peak (08:00-09:00) is forecast to see 5 vehicular arrivals and 5 vehicular departures, in the PM peak (17:00-18:00) 5 vehicular arrivals and 3 vehicular departures, 2 public transport arrivals and 1 public transport departure. Total trip generation for the site sees 85 vehicular trips, 1 cyclist trip and 3 public transport trips.

6.7.17 As such, the trip generation changes of the proposed versus existing usage is forecast to see a net decrease of 8 vehicular trips over the existing vehicular trip generation. As such the impact of the proposal will be less than the existing scenario.

Cycle Parking

6.7.18 The applicant is proposing, 14 long stay and 7 short stay cycle spaces for the self-storage element of the development. Cycle parking for the Fab Lab units would be provided internally as part of the fit out when tenants are identified, final details are to be provided via condition. Three of the long stay spaces are to be provided for cargo bikes to facilitate sustainable transit of larger items.

6.7.19 The allocation of the 27 cycle parking spaces across the site, is as follows as documented on cycle shelters as proposed drawing:

Self-storage facility:

- 14 long-stay spaces (including 3 cargo bike spaces)
- 7 short-stay spaces

Fab Lab

- 4 long-stay spaces
- 2 short-stay spaces

6.7.20 Long-stay (staff) and short-stay (customer) spaces will be located at the western side of the site just beyond the secure gate within a covered shelter hosting a mixture of tiered spaces and Sheffield stands. To the rear of the undercroft would be a direct access unit which would house 3 cargo bikes and 4 standard bikes utilising Sheffield stands.

6.7.21 A condition has been imposed with regard to cycle parking at the site to ensure commensurate short and long-stay cycle parking is provided for all site uses to comply with London Plan 2021 standards.

6.7.22 Subject to the imposition of appropriate conditions requiring additional details there is no objection from LBH Transportation.

Waste and recycling

6.7.23 Policy D6 of the London Plan 2021 requires suitable waste and recycling storage facilities in all new developments, Policy SP6 Waste and Recycling of the Local Plan 2017 and Policy DM4 of the DM DPD 2017 require development proposals to make adequate provision for waste and recycling storage and collection.

6.7.24 The applicant has provided a clear assessment of weekly waste arisings for both the office/front-of-house functions and the Fab Lab/light industrial uses, using the methodology set out in BS 5906:2005. The resulting requirement of 2,100L per week is adequately catered for by the proposed 2,440L of on-site storage capacity, ensuring there is sufficient allowance for fluctuations in waste generation.

6.7.25 The strategy also meets Haringey's requirement that at least 50% of storage be dedicated to recycling, with the scheme achieving **55%**, which is welcomed. The three-bin arrangement (1 × 1100L recycling, 1 × 1100L residual, 1 × 240L food waste) is appropriate for the scale and nature of operations described.

6.7.26 Operationally, the bin store would be well positioned close to the site entrance, enabling simple access for staff and minimising drag distances on collection days. The stated maximum 6.5m drag distance internally, and 3m drag to the collection point, fall comfortably within acceptable standards. The proposal for site operatives to present and return bins—rather than Council crews moving bins—ensures that the collection process will run efficiently and safely.

6.7.27 The strategy also outlines that access routes will be levelled with dropped kerbs to ensure smooth bin movement and identifies a safe collection point on Lawrence Road

for the refuse collection vehicle. This arrangement appears workable and raises no concerns from a waste management perspective.

6.7.28 LBH Waste raises no objection, and the proposed refuse and recycling strategy is supported. The details provided demonstrate that the applicant has planned for sufficient capacity, effective segregation, and operationally sound collection arrangements.

6.7.29 As such, the proposal is considered acceptable in this regard.

6.8 Sustainable Energy and Climate Change

6.8.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment. The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

6.8.2 Policy SI 2 - Minimising greenhouse gas emissions of the London Plan 2021, 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. Policy SP4 of the Local Plan 2017 requires all new developments to introduce measures that reduce energy use and carbon emissions. Policy SP11 of the Local Plan 2017 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.8.3 Policy DM1 of the DM DPD 2017 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD 2017 expects new development to consider and implement sustainable design, layout and construction techniques.

6.8.4 The applicant is proposing a zero-carbon development achieving a reduction of 114% carbon dioxide emissions on site with high fabric energy efficiency, low heating demand, and a solar photovoltaic system. Overall, the energy strategy is supported in principle, noting that the energy modelling indicates compliance and a net surplus position in regulated carbon/energy.

6.8.5 Green roofs and new tree, hedge and wild flower planting would further contribute to the sustainable nature and biodiversity of the site.

6.8.6 An Energy and Sustainability Statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The report has been revised in consultation with Carbon Management Officers.

6.8.7 In summary, the applicant is proposing a zero-carbon development achieving a reduction of 114% carbon dioxide emissions on site with high fabric energy efficiency, low heating demand, and a solar photovoltaic system. Overall, the energy strategy is supported in principle, noting that the energy modelling indicates compliance and a net surplus position in regulated carbon/energy.

6.9 Crime Prevention

6.9.1 Policy D3 of the London Plan 2021 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. Policy DM2 of the DM DPD 2017 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.

6.9.2 The proposal has been assessed by The Metropolitan Police, Designing Out Crime Officer. The Officer states that the project has the potential to achieve a Secured by Design Accreditation and as such has no objections to the proposal subject to conditions. Suggested conditions and an informative have been attached accordingly.

6.9.3 **Flood Risk and Drainage**

6.9.4 Policy SP5 of the Local Plan 2017 and Policy DM24 of the DM DPD 2017 seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.9.5 The applicant has submitted a Flood Risk Assessment and Sustainable Drainage Statement with amendments. These have been reviewed by LBH Flood & Water Management who are content with the discharge rate of 2.8 l/s and overall methodology used within the above report. As such, the assessment is considered acceptable subject to a condition (added accordingly).

6.10 **Air Quality**

6.10.1 Policy DM23 of the DM DPD 2017 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 which concluded that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.10.2 Officers have reviewed the submitted Air Quality Assessment (AQA). The AQA confirms that the proposed development will be 'better than air quality neutral' in terms of both building emissions and of transport emissions. The proposed development will therefore be at least air quality neutral overall. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.

6.10.3 Officers acknowledge that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the construction management plan to include air quality control measures such as dust suppression. Appropriate measures have been recommended and, with these measures in place, it is expected that any residual effects will be not significant.

6.10.4 The proposal is not considered an air quality risk or harm to nearby residents, or future patrons, subject to mitigation measures. The proposal is therefore acceptable in this regard.

6.11 Land Contamination and Pollution

6.11.1 Policy DM23 (Part G) of the DM DPD 2017 requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.11.2 The Council's Pollution service has reviewed the scheme in detail and advise that there are no objections to the proposed development in respect to air quality and land contamination subject to planning conditions and informative being included should planning permission be granted.

6.13.3 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

6.12 Employment and Skills

6.12.1 Policies SP8 and SP9 of the Local Plan 2017 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.

6.12.2 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.

6.12.3 An employment skills and training plan, which is recommended to be secured by a s106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that have trouble in accessing employment. As such, the development is acceptable in terms of employment provision.

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

6.13 Fire Safety

6.13.1 Policy D12 of the London Plan 2021 states that: In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread

- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

- 6.13.2 The applicant has submitted a fire statement to meet the national and London Plan requirements which sets out how the development would respond to the requirements set out in Policy D12 of the London Plan 2021, resulting in a building which has been designed to ensure compliance with the fire safety guidelines.
- 6.13.3 The proposed scheme has been assessed by Marshall Fire Ltd who agree with the overall design proposals and conclusion presented in the drawings that the proposed works can be developed in order to satisfy the functional requirements of the Building Regulations.
- 6.13.4 The Health and Safety Executive (HSE) (functions since transferred to the new Building Safety Regulator (BSR)) has responded to the application stating that 'HSE considers that the proposed development is 'Out of Scope' in terms of Fire Safety Planning Gateway One (PGO) assessment. This is due to the proposal being 17.9m (just under the threshold of 18m) and will not include residential accommodation and is not located within the curtilage of a residential/relevant building
- 6.13.5 A such, the proposal is considered acceptable.

6.14 Equalities

- 6.14.1 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
- 6.14.2 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.

6.14.3 The scheme would provide new employment opportunities, which can significantly advance equality under the UK Equality Act 2010 by addressing the needs of individuals across all protected characteristics. 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.

6.15 Conclusion

- The site is within an established, mixed-use neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing and commercial uses at a greater density than existing. This is subject to a design-led approach to the development of the site, which was carried out here to maximise the opportunities and location of the site to bring forward new commercial space where there is currently a shortfall. In land-use terms, the principle of the proposal is strongly supported.
- The development would partially retain and also expand the existing commercial use (Class E) on site within a site allocation (SA) where the commercial floorspace currently falls below the SA target by 648sqm.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposed development seeks to deliver a fully commercial development, addressing a shortfall of commercial provision along Lawrence Road.
- The existing London Plane trees along Lawrence Road are to be retained. The existing Silver Birch trees on-site are to be retained, ensuring no loss of trees on or around the site.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, and privacy, and in terms of excessive noise, light and air pollution.
- The proposed development would be car free (except for one wheelchair-accessible space) and high-quality storage for cycles is proposed to be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would include high fabric energy efficiency, low heating demand, biodiverse roof and a solar photovoltaic system.

- The proposal would cause no heritage harm to the significance of the neighbouring conservation area
- Public benefits of the proposal include additional employment floorspace and associated jobs.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

The details of the decision are set out in the RECOMMENDATION.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £305,829.65 (72.73 x 4205sq). Haringey CIL charge will be zero (no charge for employment use) 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 RECOMMENDATION

GRANT PERMISSION subject to conditions as set out in Appendix 1, and subject to a Section 106 legal agreement being secured.

APPENDIX 1.

Subject to the following condition(s):

Time Limit

1. The development hereby authorised must be begun no later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

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

Approved Plans

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

Existing Plans:

30-48 Lawrence Road Location Plan 25012_10_001,
30-48 Lawrence Road Existing Site Survey Plan 25012_10_002;
30-48 Lawrence Road Existing Sections 25012_10_008,
30-48 Lawrence Road Existing Roof Plan 25012_10_005,
30-48 Lawrence Road Existing GD Floor Plan 25012_10_003,
30-48 Lawrence Road Existing Elevations 25012_10_007,
30-48 Lawrence Road Existing Contextual Street Elevation 25012_10_006,
30-48 Lawrence Road Existing 1st Floor Plan 25012_10_004.

Planning Drawings:

30-48 Lawrence Road Site Plan - 25012_D_001D,
30-48 Lawrence Road Ground Floor Plan - 25012_D_002B_00,
30-48 Lawrence Road Mezz Plan - 25012_D_003B_Mezz,
30-48 Lawrence Road First Floor Plan - 25012_D_004C_01,
30-48 Lawrence Road Second Floor Plan - 25012_D_005C_02,
30-48 Lawrence Road Third Plan - 25012_D_006C_03,
30-48 Lawrence Road Roof Plan - 25012_D_010D_Roof,
30-48 Lawrence Road Street Elevation - 25012_D_012C_Street Elevations,
30-48 Lawrence Road Elevations - 25012_D_013A_NSE Elevations,
30-48 Lawrence Road Sections - 25012_D_011A_Sections,
30-48 Lawrence Road Refuge Strategy - 25012_D_014B_Refuge Strategy,
30-48 Lawrence Road Fire Plan - 25012_D_016B,
30-48 Lawrence Road Cycle Shelters - 25012_D_015B,
30-48 Lawrence Road Accessibility Plan - 25012_D_017B,
30-48 Lawrence Road Landscape Proposals - SL-01E,

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

Materials and design detail

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

together with a full schedule of the exact product references for all materials shall have been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details and retained as such for the lifetime of the development.

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

Energy Strategy

4. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Atelier Ten (**dated January 2026**) delivering a minimum 100% and aiming for 114% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and solar photovoltaic (PV) array covering a minimum of 420m² of roof
- (a) Prior to above ground construction, details of an Energy Strategy shall be submitted to, and approved in writing by, the Local Planning Authority. This shall include:
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
 - Improvement and confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;
 - Details to reduce thermal bridging;
 - Location, specification and efficiency of the proposed Air Source Heat Pumps (ASHP) (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 Photovoltaics (PVs), 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 operation and shall be maintained and retained for the lifetime of the development.

If the design of development is amended, and the redesign or Change of Use, will result in creation of new heated spaces, a revised Energy Strategy must be submitted as part of the amendment application.

(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 of the development, 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 to be 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.

Overheating

5. Prior to occupation of the development, details of openable louvred panels and opaque louvres shall be submitted to, and approved in writing by, the local planning authority. This shall include the fixing mechanism and specification of the louvres. The development shall not be occupied until the louvres have been installed in accordance with the approved details; and they shall be retained for the lifetime of the development.

The following overheating measures shall be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating and Thermal Comfort Report prepared by Atelier Ten (dated October 2025):

- Natural ventilation – ground floor Fab Labs via manually openable louvred purge panels and actuated high/low level louvres.
- Solar control glazing of 0.21.
- MVHR with summer bypass (10 l/s per person)

- No active cooling at ground floor for Fab Labs; active cooling is provided where necessary to the shop and first-floor Fab Labs via high efficiency VRF (low GWP refrigerant)

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, 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.

BREEAM Certificate

6. a) Prior to commencement of the development , a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate shall be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent), aiming for 'Excellent'. This shall be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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

c) Within 6 months of occupation of the development, a Post-Construction certificate issued by the Building Research Establishment shall be submitted to, and approved in writing by, the local authority, confirming this standard has been achieved.

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

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

Living roofs

7. (a) Prior to the above ground commencement of development, details of the living roof(s) shall be submitted to, and approved in writing by, the Local Planning Authority. The living roof(s) must 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 shall 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 roof, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roof and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

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

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall 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.

Servicing and Delivery Plan and Waste Management Plan

8. No development (except demolition) shall commence until a Servicing and Delivery and Waste Management Plan to ensure that servicing and deliveries and waste management activity can be undertaken in a safe and effective manner, has been submitted to, and approved in writing by, the Local Planning Authority.

The use shall thereafter be implemented in accordance with the approved Servicing and Delivery Plan and Waste Management Plan for the lifetime of the development. The plan shall include the following:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway.

- Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems.
- Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00).
- Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear.
- Detailing of measures to ensure that temporary servicing and delivery arrangements/emergency vehicle access are managed safely for all road users.
- Details of the capacity of the proposed on-site loading bay.
- Trip generation figures for servicing and delivery activity for the site, including existing trip generation to understand uplift in such activity. Trip generation, using TRICs should be disaggregated by usage.
- Details of the refuse storage facilities on all plans (for both self-storage and Fab-Lab uses) need to show clearly the waste storage capacity.

Reason: In order to ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community and to comply with Policy T7 of the London Plan 2021.

Cycle Parking (Long and short-stay self-storage and Fab Lab)

9. No development shall commence (except demolition) until further details of long and short-stay cycle parking for both the self-storage and Fab Lab land uses have been submitted to, and approved in writing by, with the Local Planning Authority. Details shall include:
- plans showing easily accessible (at ground floor level wherever possible);
 - sheltered, weatherproof and secure long and short-stay cycle parking spaces for the self-storage and Fab Lab uses for approval.
 - A minimum of 20% long-stay cycle parking should be to Sheffield Stand design specification.
 - Design specification and quantum of cycle parking annotated on submitted plans.
 - Appropriate provision of bespoke long-stay cycle parking provided where appropriate to accommodate cargo bikes.
 - Long-stay cycle parking should be easily accessible from the public highway, minimising transit time through sets of doors etc.
 - Short-stay cycle parking provided should be in a central, easily accessible position to Sheffield Stand design specification.
 - Appropriate changing/shower facilities and lockers shall also be provided for commercial/business users.

The agreed cycle parking shall be retained thereafter for the lifetime of the development in accordance with the approved plans.

Reason: To ensure that provision of cycle parking is in accordance with Policy T5 of the London Plan 2021, and the London Cycle Design Standards (LCDS) thereby promoting active travel.

Car Parking Management Plan

10. No development shall commence (except demolition) until a Car Parking Management Plan which includes but is not limited to:
- a. Demonstration that the proposed on-site parking zone will continue to operate according to the agreed specifications outlined in the submitted Transport Assessment and plans and appropriate mitigation measures are in situ if issues arise. At no point shall the operation of this development have a negative transport and highways impact upon the locality.
 - b. How enforcement of loading/unloading bays for the self-storage facility will be managed.
 - c. How unexpected/un-booked visitors to the self-storage facility arriving by vehicle will be dealt with.
 - d. The management of the 1 accessible parking bay.
 - e. How management of servicing and delivery vehicles within the parking zone will be managed and will not compromise the wider working of the development.
 - f. How the vehicular access gate to/from Lawrence Road will operate to ensure no queuing occurs by vehicles when trying to access the site.

Reason: In order to ensure that the development is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity and to comply with Policy T6.2 of the London Plan 2021.

Demolition and Construction Management Plan (Transport)

11. Prior to commencement of the development, a Demolition Environmental Management Plan (DEMP) and a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority:
- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
 - b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:
 - i. A construction method statement which identifies the stages and details how works will be undertaken;
 - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
 - iii. Details of plant and machinery to be used during demolition/construction works;
 - iv. Details of an Unexploded Ordnance Survey;
 - v. Details of the waste management strategy;
 - vi. Details of community engagement arrangements;
 - vii. Details of any acoustic hoarding;
 - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
 - ix. Details of external lighting; and,
 - x. Details of any other standard environmental management and control measures to be implemented.

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

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

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

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

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

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with Policies DM1, DM31 and DM23 of the Development Management Development Plan Document 2017.

Blue Badge Parking

12. Prior to the commencement of above ground works full details, including plans of blue badge parking for the development shall be submitted to and approved by the Local Planning Authority and thereafter shall be implemented in accordance with the approved scheme and thereafter retained and maintained. Reason

Reason: In order to ensure the development provides disabled parking and to comply with Policy T6.5 of the London Plan 2021.

Unexpected Contamination (Pollution)

13. 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.

NRMM (Pollution)

14. a) Prior to the commencement of the development (demolition and construction), 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 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 comply with Policy 7.14 of the London Plan 2021 and the GLA NRMM LEZ

Management and Control of Dust (Pollution)

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

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.

Considerate Constructors Scheme

16. Prior to the commencement of development (demolition and construction) on site the Contractor Company shall register with the Considerate Constructors Scheme. Proof of registration shall be submitted to, and approved in writing, by the Local Planning Authority. Registration shall be maintained throughout demolition/construction.

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.

Secured by Design - Accreditation

17. Prior to the commencement of above ground works of the development, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that the development can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above grade works of 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 - Certification

18. Prior to the first occupation of the development, a 'Secured by Design' certification shall be obtained and thereafter all 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.

Trees

19. Development (demolition and construction) shall not commence until all trees to be retained as indicated on the approved drawing 25012_D_01, 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.

Landscaping

20. Prior to the first occupation/use of the development hereby approved full details of both hard and soft landscape works shall be submitted to, and approved in writing by, the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;

- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. Furniture, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

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

The soft landscaping scheme shall include detailed drawings of:

- i) Existing trees to be retained;
- j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species which must include no less than nine new semi-mature trees
- l) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts;
- m) detailed final urban greening factor plan showing that a factor of, or greater than, 0.3 has been achieved.

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

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

Surface Water Drainage

21. 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 comprehensive hydraulic calculations, including a full network diagram clearly cross referencing all drainage elements. These calculations must demonstrate the simulation of a full range of rainfall events for each return period, assessed over both 7 day and 24 hour durations, using Micro Drainage or equivalent industry standard software. The hydraulic modelling results must confirm that there is No surcharging within the drainage system during the 1 in 1 year storm event, No flooding during the 1 in 30 year storm event. Any flooding associated with the 1 in 100 year storm event (including the required climate change allowance) must be fully contained and safely managed within designated areas, ensuring that floodwater does not pose a risk to buildings, sensitive infrastructure, or other vulnerable receptors.
- b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
- c) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.

Reason: To 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.

Gates

- 22. Prior to the first occupation/use of the development hereby approved, details of vehicular gates including their design, operation and positioning shall be submitted to, and approved in writing by, the Local Planning Authority. Once approved works shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: To ensure suitable access controls for vehicles are provided and to ensure the safety of the public highway and to comply with Policy DM31 of the Development Management Development Plan Document 2017

Noise

- 23. The rating level of the sound emitted from the fixed plant equipment within the development shall not exceed 43 dBA between 0700 and 2300 hours, and 37 dBA at all other times. The sound levels shall be determined by measurement or calculation at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014+A1:2019. All plant /equipment within the development shall be regularly maintained to ensure it achieves this requirement.

Reason: In order to protect the amenities of nearby residential occupiers and to comply with Policy D14 of the London Plan 2021 and Policy DM1 of the Development Management Development Plan Document 2017.

Architect Retention

- 24. The applicant shall ensure that the project architect (Fusi Allan) continues to be employed as the project architect through the whole of the construction phase for the development except where the architect has ceased trading. The applicant shall not submit any drawings relating to details of the exterior design of the development that are

required to be submitted pursuant to conditions of the planning permission unless such drawings have been prepared or overseen and agreed by the project architect.

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

Informatives:

NPPF

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

CIL

Based on the information given on the plans, the Mayoral CIL charge will be £305,829.65 (72.73 x 4205sq). No Haringey CIL is applicable to this development. The Mayoral CIL will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Hours of Construction Work

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

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

Party Wall Act

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

Street numbering

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

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.

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.

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: Internal and External Consultee Response

| Stakeholder | Question/Comment | Response |
|-----------------------|---|--------------------------|
| Internal and external | | |
| LBH Transportation | <p>Transportation Planning comments – 29/01/26</p> <p>HGY/2025/3108 – 30-48 Lawrence Road, Tottenham</p> <p>Description This major application, HGY/2025/3108 – 30-48 Lawrence Road, is for alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace/incubator units and other works ancillary to the development.</p> <p>The proposal site has a PTAL rating of 3 indicating that its access to public transport is reasonably good when compared to London as a whole, suggesting that there will be less reliance on the private car. It should be noted that the southern part of Lawrence Road consists of PTAL 4 and 5. The site is located within the Seven Sisters CPZ that restricts parking to permits holders only, Monday to Saturday 08:00 – 18:30. The site will be dedicated as a car free development, the applicant has committed to this in its Transport Assessment.</p> <p>Location and access This site is located to the north of Wood Green Road. To the eastern side of the site is Collingwood Road and Lawrence Road abuts the western side of the plot. There is vehicular accesses off Lawrence Road to the plot.</p> <p>The main building on site is set back from Lawrence Road, with a substantial parking/servicing area provided to the front. Pedestrian and vehicular access is directly from the service yard on to Lawrence Road. A pedestrian access is also located to the south of the site, via a pedestrian gate fronting onto the Lawrence Road pavement.</p> <p>The existing gated access located to the north of the site and currently comprises a vehicular crossover approximately 6.5m wide.</p> <p>The site has a PTAL value of 3. Seven Sisters Underground and London Overground stations are both a 12 minute walk away.</p> <p>The nearest bus stops to the site are Mount Pleasant Road (250m walk / a 3-minute walk) to the north of the site. The 341 service calls at these stops, which operates at a 5-minute frequency in each direction during peak hours and provides access to Tottenham to the north and Woodberry Down, Islington, Angel, Blackfriars and Waterloo to the south. Further stops are located to the south of the site on Bedford Road (270m / a 3-minute walk), served by the 41-bus service, which operates at a 10-minute frequency in each direction during peak hours and provides access to Ducketts Green, Hornsey and Archway to the west and Tottenham Hale to the east.</p> <p>Development proposed</p> | Noted. Conditions added. |

The development proposals encompass the following:

- 4,452sqm GIA self-storage, and
- 519sqm of light industrial workspace / incubator 'FabLab' units.

The 'FabLab' workspace units are designed to support start up businesses. The issues considered a part of our review of this planning application included: trip generation, impact of the trips on the public transport network (bus, rail and underground), walking routes (footways widths accessibility and accidents), an increase in cycling numbers an impact on the network, impact upon residential and commercial parking in the site vicinity, impact of the proposal on the highways network and the impact on the network resulting from construction/demolition traffic during the construction phase of the development proposal.

Transport impact - trip generation and the Transport Assessment

The applicant has provided a TRICs trip generation assessment in the Transport Assessment comparing the existing use against the proposed use. The existing use as an industrial dry cleaners occupies 1,834sqm.

Existing vehicular trip generation for the site sees in the AM peak (08:00-09:00) 9 arrivals and 2 departures, in the PM peak (17:00-18:00) 1 arrival and 7 departures and a daily (05:00-21:00) figure of 47 arrivals and 46 departures. This gives an existing site trip generation of 93 vehicular trips.

For the proposed B8 self-storage use of the site (8,017sqm) the majority of peak hour trips are forecast to be vehicular – AM peak (08:00-09:00) 4 arrivals and 5 departures and PM Peak (17:00-18:00) 4 arrivals and 3 departures. The daily trip generation total (05:00-21:00) is forecast to see 36 arrivals and 35 departures with 1 cyclist arrival.

For the proposed Fab Lab element of the proposals (519sqm - use Class E(c)(iii)/E(g)(ii)/E(g)(iii) - light industrial workspaces/incubator units) AM peak hour (08:00-09:00) trips are forecast to be 1 vehicular arrival and in the PM peak (17:00-18:00). Daily totals for this usage (05:00-21:00) forecast 14 vehicular trips, 1 cyclist trip and 3 public transport trips.

Total trip generation associated with the site in the AM peak (08:00-09:00) is forecast to see 5 vehicular arrivals and 5 vehicular departures, in the PM peak (17:00-18:00) 5 vehicular arrivals and 3 vehicular departures, 2 public transport arrivals and 1 public transport departure. Total trip generation for the site sees 85 vehicular trips, 1 cyclist trip and 3 public transport trips. Net trip generation changes of the proposed v existing usage is forecast to see a net decrease of 8 vehicular trips over the existing vehicular trip generation.

The proposed trip generation forecasts, show that with the site being in a moderate PTAL 3, development trip generation associated with the proposed Fab Lab use public transport and cyclist trips to be very low. It recognised that the very nature of the Fab Lab – flexible workspace is still to be determined. Despite this, it would appear that trip generation in the peak is somewhat low and should be re-visited.

Within the Transport Assessment a dedicated analysis of the servicing and delivery trip generation for both site usages should be provided and how this differs from the existing site usage. The applicant states that for the Fab Lab usage 2 servicing and delivery trips per day

are forecast. No indication is given as to the self-storage servicing and delivery trip generation. This should be included in the proposed trips section of the document.

The application form states that there will be 4 full-time and 144 full-time equivalent employees. This is not reflected in the Transport Assessment. Clarity is sought as to the 144 full-time equivalent employees and how this has been factored into the trip generation provided within the Transport Assessment.

Site access points

The proposals will afford an active frontage onto Lawrence Road and both the Fab Labs and self-storage elements of the site will gain pedestrian access directly on to Lawrence Road.

Vehicular access to the site will be via the pre-existing vehicular crossover on to Lawrence Road. Vehicles can comfortably wait in the curtilage of the site, not blocking the footway or carriageway.

Only vehicles permitted to access the site are able to do so, with access restricted to customers who can gain access using their mobile phones and the dedicated Storex App, or via the intercom. The plans show an auto folding gate controlling access to the site with cars having to wait to access and egress. Details of how this will be managed and mechanisms in place in the event of gate failure should be outlined. From the submitted plans it appears that entry and exit will be a single traffic lane.

Cyclist access points are currently unclear, it is currently not covered in s5.8 Access of the Transport Assessment. Confirmation is sought as to the cyclist access points for all uses at the development site. From initial review, it would appear that cyclists would be required to use the controlled vehicular access point from Lawrence Road.

Car parking

The applicant is proposing the Fab Lab element of the development to be car-free. It is unclear if workers associated with the self-storage facility will be expected to adopt a car-free approach. The site is in a PTAL 3 area and located in a CPZ. The only exception to this will be the requirement for a parking zone, to facilitate loading and unloading of users for the self-storage facility.

The applicant will be required to enter into a s.106 agreement prohibiting persons from applying for parking permits. The only exception to this will be for disabled workers.

One accessible parking bay is to be provided on-site for use. It is unclear as to whether or not this is specifically for the Fab Lab or the self-storage use. Of particular concern is the proposed location of the bay in that a wheelchair user/mobility impaired person would be required to cross the path of incoming/exiting traffic from the loading/unloading area. Consideration must be given to the re-location of the bay opposite from its current location to the 2 trolley bays which are adjacent to the self-storage entrance. The 2 trolley bays would then need to be re-located.

The applicant has provided in the Transport Assessment an operational parking demand assessment. It assumes a worst case scenario in that some vehicles may overlap each other in relation to their booked slot. It presents arrivals and departures by hour segment between 06:00 and 21:00. The maximum occupancy of the parking zone of the site is 7 vehicles in one hour.

The capacity of the parking zone should be clearly defined within the Transport Assessment and annotated on relevant plans. It was mentioned in the Transport Assessment that some bays would be wider to facilitate ease of transfer of objects to/from vehicles loading/unloading using the self-storage facility. Dimensions of these bays should be clearly annotated on relevant plans.

The applicant on plans has shown 1 electric vehicle charging point. It is unclear as to who this is intended for. Details of the charging type and specification should be provided within the Transport Assessment. The application form states that there will be 1 active vehicle charging points and 4 passive ones equipped with fast charging (7-22kw).

The applicant needs to clearly show on plans, the loading and unloading bays for the self-storage facility, the presence of a dedicated servicing and delivery bay. At present the parking arrangements are unclear. There is an inconsistency in documentation regarding parking zone, loading zone and an unloading zone.

The applicant should outline how it intends to manage any misuse of the parking loading/unloading zone, e.g. over-staying and potential use by Fab Lab users.

Cycle parking

The applicant is proposing (according to its Transport Assessment – s5.15), 18 long stay and 9 short stay cycle spaces for the self-storage element of the development. Cycle parking for the Fab Lab units will be provided internally as part of the fit out when tenants are identified. 3 of the long stay spaces are provided for cargo bikes to facilitate sustainable transit of larger items. The cycle parking split cited in the Transport Assessment appears to be at odds with the Design and Access Statement which states that for the self-storage facility 15 long-stay and 8 short-stay will be provided. For the Fab Lab use 3 long stay and 1 short stay spaces will be provided. This inconsistency in proposed provision needs to be addressed.

Assuming that, the allocation of the 27 cycle parking spaces across the site, is as follows as documented on cycle shelters as proposed drawing:

Self-storage facility:
14 long-stay spaces (including 3 cargo bike spaces)
7 short-stay spaces.

Fab Lab
4 long-stay spaces
2 short-stay spaces.

The applicant should identify on plans the intended use the provided cycle parking is intended for. A summary table outlining the short, long-stay cycle parking for each use and design specification to be provided should be included.

Long-stay (staff) and short-stay (customer) spaces will be located at the western side of the site just beyond the secure gate within a covered shelter hosting a mixture of tiered spaces and Sheffield stands. To the rear of the undercroft will be a direct access unit which will house 3 cargo bikes and 4 standard bikes utilising Sheffield stands.

The location of the long-stay staff and short-stay customer cycle parking spaces is sub-optimum in that users will have to cross the flow of traffic entering/exiting the site via the auto folding gate. The applicant is requested to seek an alternative location that does not potentially compromise access for cyclists.

The applicant will be required to agree to a condition with regard to cycle parking at the site to ensure commensurate short and long-stay cycle parking is provided for all site uses to 2021 London Plan standards.

Highways works

The applicant will be required to enter into a s278 agreement to facilitate the enhancement of footways abutting the site on Lawrence Road in view of increased footfall associated with the site. The applicant will be required to enter into a s278 agreement to secure this work. This is in addition to s.278 obligations to make good any damage to the highway and footways abounding the site incurred as a result construction and demolition works.

Servicing and Delivery Management Plan

The applicant has provided a detailed Servicing and Delivery Management Plan to mitigate the impact of servicing and delivery associated with the site. This is addressing both the self-storage and Fab Lab uses at the site. This is accompanied by a refuse strategy.

The servicing and delivery strategy for the site encompasses the following:

An envisaged 2 daily vehicular servicing/delivery trips for the Fab Lab use and 15 trips for the self-storage use. For the self-storage use this is accounted for in the Transport Assessment daily trip generation forecast. It is not additional trip generation.

At present, it is unclear if there is an on-site servicing and delivery bay(s) for the self-storage use and the Fab Lab use or if they will be required to use the parking/loading zone for the self-storage use.

The applicant has committed in its Servicing and Delivery Management Plan to wherever possible avoiding deliveries in the traditional peak hours (0730 to 0930, and 1630 to 1830), and the site operational peaks to minimise the impact on the surrounding area. In the unlikely event that large vehicles are required to serve the site, these will be arranged to arrive within 'daytime' hours (1000 to 1600) in order to reduce the noise impact on the site and the surrounding areas.

The applicant states that refuse collection will be undertaken from the internal loading area by a private contractor who will move bins from the bin store on collection days. A low volume of waste will be associated with the self-storage element of the site (only waste from the front of house as customers will be required to take rubbish with them). Clarity is sought as to how this will be enforced. Refuse collections will occur outside times of operation to minimise conflict with any other vehicles. The frequency of collections should be specified.

Refuse collection is also proposed to be undertaken from the internal loading area. Collections will be undertaken by a private contractor who will move bins from the bin The refuse collection will occur outside times of operation to minimise conflict with any other vehicles. Confirmation is sought that the above arrangements apply also to the Fab Lab use of the site.

The proposed arrangements are acceptable, subject to further details specifying how safeguarding vulnerable road users when vehicles are having to operate in reverse gear and the length of envisaged time any temporary measures would be in operation.

The applicant will be required to agree to enhance the existing Servicing and Delivery Management Plan.

Construction Management Plan

The applicant has provided an Outline Construction Logistics Plan. This needs to be progressed further to a full Construction Management Plan to be secured through a s.106 agreement. Specifically, the applicant will be required to ensure that no construction deliveries/waste movements occur at drop-off/pick-up times for Petite Starz Day Nursery that is located directly opposite the site

The need for a full CMP is to ensure that the impact of both the construction and demolition phases is fully mitigated on both the local highway and transport network and the local community.

Recommendation

- a. There are no transport objections to this proposal, subject to the following conditions, S.106 and S.278 obligations being agreed:

Conditions

The following conditions are required to be entered into by the applicant and the council to ensure that the transport impact of the development is mitigated on the highway/transport network and the local community.

1. Servicing and Delivery Management Plan

The applicant is required to provide a Servicing and Delivery Management Plan to ensure that servicing and delivery activity can be undertaken in a safe and effective manner.

No building or use hereby permitted shall be occupied or use commenced until a servicing and delivery management plan has been prepared encompassing all uses at the site. This should be submitted and approved by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved servicing and delivery management plan for the lifetime of the development. The servicing and delivery management shall include the following:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway.
- Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems.
- Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00).
- Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear.
- Detailing of measures to ensure that temporary servicing and delivery arrangements/emergency vehicle access are managed safely for all road users.
- Details of the capacity of the proposed on-site loading bay.
- Trip generation figures for servicing and delivery activity for the site, including existing trip generation to understand uplift in such activity. Trip generation, using TRICs should be disaggregated by usage.
- Details of the refuse storage facilities on all plans (for both self-storage and Fab-Lab uses) need to show clearly the waste storage capacity.

Reason: To conform with London Plan Policy T7 Deliveries, servicing and construction. To ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community.

2. Cycle parking (Long and short-stay self-storage and Fab Lab)

The applicant is required to agree to a condition relating to the provision of long, short-stay cycle parking for both the self-storage and Fab Lab land uses at the development. This should conform to 2021 London Plan standards and London Cycle Design Standards (LCDS). The applicant will be required to submit to the Highway Authority plans showing easily accessible (at ground floor level wherever possible); sheltered, weatherproof and secure long and short-stay cycle parking spaces for the self-storage and Fab Lab uses for approval. An absolute minimum of 20% long-stay cycle parking should be to Sheffield Stand design specification. The design specification and quantum of cycle parking should be clearly annotated on submitted plans. Appropriate provision of bespoke long-stay cycle parking should be provided where appropriate to accommodate cargo bikes. Long-stay cycle parking should be easily accessible from the public highway, minimising transit time through sets of doors etc. Short-stay cycle parking provided should be in a central, easily accessible position to Sheffield Stand design specification. This should conform to London Plan standards. Appropriate changing/shower facilities and lockers should be provided for commercial/business users.

Reason: To ensure that both residential and commercial/business use cycle parking is in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS) and to promote active travel.

3. Disabled/accessible parking bays

The applicant has proposed 1 disabled/accessible parking bays on-site. The applicant will need to agree to a condition to provide the following details:

The applicant will need to show that the proposed on-site accessible parking bay will be able to accommodate a wheelchair accessing and egressing their vehicle in a safe manner. If the accessible parking bay is to have EV charging capability, the type of charging should be annotated on plans showing active and passive charging.

Reason: To conform to 2021 London Plan Policy T6 Car Parking. To ensure that appropriate provision of disabled/accessible parking provision is provided for the site and to accommodate future growth.

S.106 agreements

The following S.106 agreements will be required to be entered into by the applicant and the council to help mitigate the transport impact of the development.

1. Car-free development

The owner is required to enter into a Section 106 agreement to ensure that the employment usage at the site is defined as "car-free" and therefore no commercial/business users therein will be entitled to apply for a business 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. The only exception to this is for disabled workers at the site.

Reason: To be in accordance with the published London Plan Policy T6.2 Office 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.

2. Car Parking Management Plan.

The applicant will be required to provide a Car Parking Management Plan which includes but is not limited to:

- a. The applicant will need to demonstrate that the proposed on-site parking zone will continue to operate according to the agreed specifications outlined in the submitted Transport Assessment and plans and appropriate mitigation measures are in situ if issues arise. At no point should the operation of this proposed site have a negative transport and highways impact upon the locality.
- b. How enforcement of loading/unloading bays for the self-storage facility will be managed.
- c. How unexpected/un-booked visitors to the self-storage facility arriving by vehicle will be dealt with.
- d. The management of the 1 accessible/disabled parking bay.
- e. How management of servicing and delivery vehicles within the parking zone will be managed and will not compromise the wider working of the site.
- f. How the vehicular access gate to/from Lawrence Road will operate to ensure no queuing occurs by vehicles when trying to access the site.

Reason: To be in accordance with the published London Plan Policy T6.2 Office 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.

3. Commercial Travel Plan

A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a. The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
- b. Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
- c. The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.
- d. The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years 10,000 (ten thousand pounds). This must be secured by S.106 agreement.

- e. The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

4. Construction Management Plan

The applicant/developer is required to submit a Construction Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses.

No development shall take place, including any demolition works, until a full Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout both the demolition and construction periods. The plan shall provide for the following:

- A construction programme including length and phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Delivery hours (avoiding peak times on traffic sensitive routes (08:00-09:00 and 17:00-18:00) and school/nursery pick-up/drop-off times (08:00-09:00 and 15:00-16:00)).
- Expected number and types of vehicles requiring access to the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of consolidation operation/centre or scheme for the delivery of materials and goods.
 - Phasing of works and how the number of and types of vehicles requiring access to the site may vary.
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the construction/demolition phases):
 - Programming;
 - Waste management including using waste compaction;
 - Construction/demolition methodology;
 - Shared deliveries;
 - Reverse/green logistics strategies to be employed;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and active travel.

- Routes for construction/demolition traffic avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Mechanisms in place to deal with unexpected/late delivery vehicles to minimise queuing impact and any idling on the highway network;
- Locations for storage of plant/waste/construction/demolition materials;
- Arrangements for the turning of vehicles, to be within the site to ensure access and egress from the site in forward gear (unless absolutely unavoidable and appropriate safeguarding measures for vulnerable highway users are in situ);
- Arrangements to receive abnormal loads, unusually large vehicles, the delivery of cranes, portacabins and specialist plant;
- Swept path analysis showing access for the largest vehicles expected to regularly access the site and measures to ensure adequate space is available;
- Any necessary traffic management measures such as the suspension of parking, loading, one way working, footway and road closures, portable signals, stop & go, lane closures, contraflow, priority working and give & take;
- Provision of sufficient advance forewarning to the council and local community of any required parking bay/footway/road closures and indication of the length of suspension;
- Measures to protect vulnerable road users (cyclists and pedestrians) such as hoarding;
- Measures to protect street furniture such as lighting columns and traffic signs;
- Method of preventing mud and construction/demolition debris being carried onto the highway such as wheel washing facilities and ensuring construction vehicles loads are fully covered and secured when exiting/entering the site;
- Membership of the Fleet Operator Recognition Scheme (FORS).
- Meets the Construction Logistics and Community Safety (CLOCS) silver standard and demonstrates a commitment to strive to secure gold standard;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The plan shall include a plan which identifies where required:

- Hoarding lines with access gates (vehicle, pedestrian and cyclists).
- Pedestrian, cycle and vehicle routing in to and within the site.
- Temporary traffic management measures (including footway and road closures) and traffic marshal/banksman locations.
- Locations for the loading/unloading, waiting/holding areas and storage of plant, waste and construction/demolition materials.
- Crane and site welfare portacabin locations.
- Parking (vehicle and cycle).

Prior to the installation of traffic management measures on traffic sensitive streets the location, date and time must be agreed by the Highways Authority.

The plan will be required to include a full highway condition survey prior to works commencing to ensure that damage to the footways and highways from the construction and demolition phases is made good (around the site perimeter). Development will not be permitted to occur (including investigation work, demolition, siting of site compound/welfare facilities and demolition) until a survey of the condition of the highway (including footways abutting the development site) has been submitted to and approved in writing by the Local Planning Authority (as part of the full Construction Management Plan). The extent of the area

to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- A plan to the scale of 1:1000 showing the location of all defects identified on the highway and footways (including cycle lanes);
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions of the time of the survey.

No building or use will be permitted to be occupied or the use commenced until any damage to the highway by any traffic arising from the undertaking of the works at the development has been made good to the satisfaction of the Highway Authority.

Where structure(s) are adjacent to/within 6m of the highway/local authority maintained land the applicant will need to secure the required Technical Approval (TA) from the technical approval authority (TAA). No development shall occur, including (full or partial) demolition works of any existing building (s) or structure(s), until Technical Approval (TA) has been granted by the technical approval authority (TAA) based on submission (s) outlining how any structures within 6 metres of the edge of the highway (and outside of this limit where the failure of any structures would affect the failure of any structures would affect the safety of highway users) will be assessed, excavated, constructed, strengthened or demolished. Technical approval submissions shall be submitted in writing, and TAA approval, if granted, shall be in the form of a signed Design & Check Certificate (D&C) and granted in writing by the Local Planning Authority.

As part of the technical approval process a full structural report outlining how the demolition, excavation, design, strengthening and construction of structures will be managed to ensure during works temporary structural support is afforded and permanent support on completion of adjacent highway or locally maintained land where:

- The proposed location is within 6 metres of the edge of the highway or any local authority maintained and/or;
- The potential structural failure of any proposed structure(s) (if considered that the depth or extent(s) of the proposal(s) lie within the structural influence of the highway) would potential impact the highway or the safety of road users (particularly vulnerable ones).

Reason: To be in accordance with London Plan Policy T7 Deliveries, Servicing and Construction. To be in the interests of safe operation of the highway in the lead into development both during the demolition and construction phases of the development. To ensure the safety of vulnerable road users and the local community during the construction and demolition phases. To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer. To ensure the works safeguard the structural integrity of the highway and/or local-authority maintained land during the demolition and construction phase of the development.

5. Parking management contribution.

We will require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Lawrence Road and the

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| | <p>surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.</p> <p>Reason: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.</p> <p>6. S.278 Agreements Given the increased footfall associated with the development, the applicant shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. This is to be agreed in writing with LBH. For clarity purposes, this relates to streets/highways abounding the site boundary, i.e. Lawrence Road. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment.</p> <p>The applicant will be required to enter into a s278 agreement to make good any footway/highway damaged during the construction/demolition phase. For avoidance of doubt, the highway asset baseline shall be the highway and footways abutting the site contained here within the pre-commencement survey undertaken by the applicant and agreed with LBH as an acceptable baseline.</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site and to protect the integrity of the highways network.</p> | |
| <p>LBH Design</p> | <p>HGY/2025/3108 - 30-48 Lawrence Road, Tottenham, London, N15 4EG <i>Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.</i></p> <p>Summary These proposals represent the final piece in a jigsaw of masterplanned transformation of the bulk of Lawrence Road from a struggling industrial area that attracted anti-social behaviour into a thriving higher density mixed workspace and residential neighbourhood, of dignified “mansion block” scale street-lining blocks, of a consistent, elegant design with common features including regular rhythm, gradation into two storey base, three or four storey middle and recessed top floors, with employment integrated and with the existing tree lined street enhanced.</p> <p>This proposal largely follows the established pattern in its Lawrence Road frontage, whilst introducing its own different, but acceptable, non-residential uses. This provides a welcome rebalance of residential and employment uses across Lawrence Road, in the innovative form, partially reusing the rear part of the existing industrial building, to benefits of sustainability and economic development. The design is of a high quality and appropriate for the location and context.</p> | <p>Noted.</p> |

Context, & Structure of the Application

1. The site is on the east side of Lawrence Road, just north of mid-way along its length. Lawrence Road is towards the south-east of Haringey, but not close to the borough's boundaries. It is in the wider Tottenham area, but west of the High Road that forms its spine, and crucially west of the Liverpool Street to Enfield Town and Cheshunt Overground Railway, that for many marks the western boundary of the heart of Tottenham; it can therefore be seen as being on the eastern, Tottenham side of the mostly residential hinterland area of Haringey between the eastern (Tottenham High Road) and central (Green Lanes / Wood Green High Road) "spines" of the borough.
2. Lawrence Road is just north-west of the western end of the busy shopping street and designated Town Centre of West Green Road. There are also local shops and amenities on Phillip Lane, to the north. Both streets also form primary east-west connections and bus routes between Tottenham High Road and Green Lanes, merging at West Green, half way between the two. Lawrence Road therefore sits within an elongated, triangular urban block formed by West Green Road, Philip Lane and the High Road, 1km east to west and ½ km north-south, the approximate length of Lawrence Road itself.
3. The street forms a grand avenue, running north-south, connecting West Green Road with Philip Lane; it is the main street linking the two, and its junction with West Green Road forms the point where that latter street changes abruptly from a busy, vibrant and "tightly proportioned" shopping street into a broad, residential arterial road. Philip Lane has less consistency of character, alternating between short retail parades and residential terraces and rows of detached and semi-detached villas, varying from late 18th to early 20th century.
4. Lawrence Road is lined with majestic mature trees. Until recently Lawrence Road itself was characterised by consistent terraces of 4 and 5 storey mid-20th century industrial buildings over its southern 2/3, with one a large late 19th / early 20th century industrial building of six high storeys, no. 28, marking the end of the "industrial street". North of this is a street/linear park crossing; for the last third of the street is residential in character, starting with a pair of 1960s 6-storey blocks then dropping down to 2-storey up to Philip Lane. Grand 19th century public houses mark each end of Lawrence Road; The Fountain at the southern end and the former Botany Bay (now a supermarket) at the northern end.
5. The Council have considered the whole industrial stretch (southern 2/3) of Lawrence Road as suitable for residential led mixed use redevelopment for over 17 years and first adopted this view in the 2007 Lawrence Road Planning Brief (adopted as Supplementary Planning Guidance). The sites falls within the allocated site SS2 in the adopted Tottenham Area Action Plan (July 2017), which is simply for: *"Mixed use development with commercial uses at ground floor level and residential above."*
6. The pertinent Site Requirements for the Site Allocation are:
 - Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation.
 - Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.

- This site is suitable for taller buildings facing both sides of Lawrence Road with mewstye [*sic*] streets behind containing family housing. Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported, in line with the extant planning permission on the southern section of the site.^[1]

And the relevant Development Guidelines are:

- Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.
 - The existing street trees are a strong asset to the streetscape and should be preserved.
 - Approaches to ensuring the retention of the commercial use remains affordable in perpetuity will be supported in line with Policy DM38.
 - While taller development is suitable on the Lawrence Road frontage due to the deep set backs from the street, consideration should be given to avoid new development creating a canyon-like effect on this street.^[2]
7. The form of redevelopment envisaged by the council over the whole of Lawrence Road is of mixed employment and residential with a consistent form of blocks facing the street with non-residential use on their lowest floors and active frontage, plus possible residential above & behind; the retention no. 28, which itself is in wholly employment use, and its established heights, form an important governing principle for the masterplan of Lawrence Road. However, it was not considered a necessity that all the industrial sites were redeveloped or all developed in exactly this way. Proposals, including this, are therefore expected to accommodate both the existing context and possible future redevelopment, in accordance with previous masterplans, on their neighbours.
8. The first and largest site to be redeveloped in accordance with the masterplan was the Bellway site, known to the developers as “Lawrence Square”, designed by BPTW Architects, approved in 2013 as HGY/2012/1983. This is separated from the current application site by its immediate neighbour and one of the most recently completed developments, nos. 50-56 to the south, application no. HGY/2016/2824. West of this site,

^[1] As well as other less relevant or irrelevant requirements:

- The junction adjacent to the existing linear park to the north of the site should be reconfigured to reflect Clyde Road as part of the Mayor of London's Quietway cycle network.
- Development must be designed in a way that responds to the designated open space at the land linking Elizabeth Place and Clyde Circus to the north of the site.
- An assessment of the impact on the existing traveller site on Clyde Road should be undertaken for any adjacent or closely proximate development proposals.

^[2] As well as other less relevant or irrelevant guidelines:

- Development at the northern edge of the site should face the existing linear park as well as Lawrence Road, and should step down in height to respect the existing terraced housing to the west.
- Thames Water should be consulted with regard to the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- The site lies in a Source Protection Zone and therefore development should consider this receptor in any studies undertaken.
- The urban realm along, and linking to, West Green Road should be of a high quality so as to provide a pleasant approach to Seven Sisters station by foot.

on the other site of Lawrence Road, is no. 69, which was converted and extended under permitted development and applications numbered HGY/2017/0357 & HGY/2017/1821. This is followed directly opposite by no. 67 and nos. 45-63, two adjoining, intertwined sites for which complimentary planning applications ([HGY/2016/1213](#) & [HGY/2016/1212](#)) to designs by Forge Architects and Kieran Curtis Architects, which are both currently nearing completion or just completed.

9. North of 45-63, a linear park, improved by section 106 contributions from most of the above-mentioned developments, provides local amenity and play provisions including equipped playgrounds for 5-11 year olds and a basketball court for 11-16 year olds, that continues the east west alignment of Clyde Road, that now turns off Lawrence Road east, just north of the site, into Clyde Circus, the ornamental heart of the neighbouring Conservation Area. Between this application site and Clyde Road, is no. 28, the one retained older building on Lawrence Road, an ornamental, late-Victorian baroque building converted into a mixture of small business units. It has two narrow yards running off Lawrence Road through an archway on its north and south side, with a smaller two storey building, facing the street with a projecting shopfront, beyond each and therefore forming the most immediate neighbour to this proposal.
10. Currently the application site, nos. 30-48 was until recently the factory for the “Jeeves of Belgravia” dry cleaning business. This had a large car park at the front onto Lawrence Road, with a 2-storey red brick office building and a large, effectively 3 storey portal framed factory building behind filling their site. Along their southern boundary, there was a single storey lean-to (as well as a number of vent outlets in the main factory block above this lean-to). The Lawrence Road frontage of their site extends slightly past the front of no. 50-56, meaning the Lawrence Road frontage of this application site is slightly wider than its rear $\frac{3}{4}$. Jeeves of Belgravia had a large single storey plant installation, adorned with flues and vents, in this projection.
11. Parallel to Lawrence Road to its east and west is series of quieter residential streets with a mixture of older houses, parts of the Clyde Circus Conservation Area; their back gardens back onto the eastern boundary of this site. The Bellway development backs onto long back gardens of houses on Grove Park Road, which ends in a short cul-de-sac level with the south-eastern corner of 50-56. This site, nos. 28 to its north and 50-56 to its south back onto much shorter back gardens of houses in Collingwood Road, also parallel to Lawrence Road but closer than Grove Park Road. It too terminates in a short cul-de-sac, with Nelson Road running north-east off it just before the cul-de-sac; this street will provide a view of taller buildings on the application site over the rooftops of the 2-storey terrace of Collingwood Road.
12. A recent previous scheme for this site ([HGY/2024/1456](#)) was developed through pre-application discussions, including Quality Review Panel (QRP), to a planning application for a mixed use development, with workspace in the retained building and ground floor of the frontage, with five floors of residential above. This was taken to Planning Committee with officer recommendation for approval, including with supportive Design Officer comments, on 03/4/2025, where committee resolved to approve, subject to generally routine signing of legal agreements, but it is understood the then applicants subsequently sold the site to these applicants, who subsequently withdrew the application on 24/6/2025. There were no reported concerns with the legal agreements; it was merely

these new applicants choice that they did not require a decision on that application, as they had decided to pursue this different scheme for these different uses.

Masterplan

13. The proposals are to retain 85% of the existing large single storey portal framed main Jeeves building, which will be converted for use as flexible self-storage units, with a new building “filling in” the frontage with flexible small business units, known by them as “Fab Labs”, on the ground and 1st floor (as mezzanines), and further self-storage units on the upper floors. This mix of retained existing and new-build arose out of extensive discussions between the previous and these applicants, officers and in Quality Review Panel (QRP) reviews, where it was agreed that in view of the relatively recent date of construction and good existing condition of the Jeeves factory building, it would be sensible to vary the Lawrence Road-wide masterplan followed on other sites for this site, and retain most of that existing building.
14. The applicants have presented convincing evidence that the other developments have “overdelivered” on housing by 27 more units, and “underdelivered” on employment floorspace of 648sq m, compared to the original and still extant Site Allocation, before what this final site could deliver. Therefore, a wholly workspace development of this site would not prevent the site allocation residential target being met, as it has already been met and exceeded on the rest of the sites in the allocation, but with 4,971sq m of overall floorspace in employment use, including 519 sqm of light industrial workspace / incubator units in the Fab Labs, will bring the overall site allocation up to more than meeting the employment floorspace target. The applicants also convincingly demonstrate the proposed Fab Labs and self-storage units will create 148 full time equivalent jobs on the site.
15. Therefore, the Lawrence Road masterplan “model” is modified for this development, with no residential proposed, instead the site being used solely for small business units (a model developed but the company known as “Fab Labs”), with the new upper floors and the retained existing building used as self-storage, rather than new residential on the upper floors and new a mews-type street and mews-type housing behind. There will still be a taller building fronting Lawrence Road, of a very similar height and bulk profile in this proposal to all the other sites that have previously been developed.
16. This development is also for the whole of their site and is the last site expected to be developed in the Lawrence Road Site location, so the site allocation requirement for a masterplan is fulfilled in whole by their detailed proposals for the whole of their site and their demonstrations, convincingly made, that their proposals are well coordinated with their completed or under-construction neighbours. Therefore, there is no need for any separate masterplan in this application.

Height, Form, Bulk, Massing & Layout

17. The taller proposed new frontage building, and the retained part of the rear existing industrial building, will form one building mass. Given the unique strategy (for Lawrence Road) in this development, this is considered to conform well to the overall strategy employed throughout Lawrence Road, of locating the greater height and activity to the street frontage.

18. The proposed frontage building will rise to seven stories, with the top floor set back from all sides by about 2m. In contrast with the previous scheme, the frontage will maintain a consistent building line. Like that previous scheme, it will be aligned with, joined onto and almost the same height as the neighbouring nos. 50-56 to the south. There will be a narrow gap and slight set back to the building line of the low 2 storey adjoining element of no. 42 to the north, but this Victorian building complex is of a different character, with a gap itself between their two storey element and their main five storey bulk. This proposal also matches the height, bulk, form and massing of 67 and 42- 65 Lawrence Road, the properties directly opposite and to its north on the west side of the street.
19. The existing factory, all but the first bay of which is retained, is a portal (pitched) roof form aligned east-west, its eaves and retained eastern gable extending within one metre of the northern, eastern and southern boundaries of the site. As existing, it is a single open volume, but equivalent to just under two storeys of the proposed frontage building at the eaves and just over two storeys at the ridge. This is the existing boundary condition for the neighbouring houses on Collingwood Road to the immediate east of this application site.
20. There is a small gap between the five and eight storey blocks of the neighbouring development at 50-56. This remains an oddity in the proposals, and from an urban design point of view could have been infilled with further built form for the developer, although they point out that they require fire escape routes. Nevertheless, this space will be bigger than strictly required for that, and in their plans will be landscaped. In design terms, this is a slight concern, as it is unlikely to be overlooked, managed and maintained, but as it will be virtually invisible, represents no harm to the overall appearance or experience of the immediate environs.
21. As this proposal is of similar height to its surroundings, only a small number of views of the development in context were considered to be required, with similar views being assessed as was required for the neighbouring Vabel development (nos. 50-56 Lawrence Road). Therefore, two sketch views of the street frontage, from up and down Lawrence Road, and two views of its potential impact from the residential streets behind, to the east, that are also in the Clyde Circus Conservation Area, are included. The two views from Lawrence Road convincingly show this proposal fits in well with the height, form and pattern of development established for Lawrence Road, filling the last remaining gap.
22. The view from Collingwood Road, the quiet residential street immediately to the east of the site, shows that it would not be visible over the rooftops of these modest two storey houses, due to the narrow width of this street and the considerable distance from these houses to the taller, street-fronting building in the development. The view from the far end of Nelson Road which ends in a T-junction with Collingwood and therefore can be expected to give a longer, less obstructed view of the development, reveals the top floors of the proposal poking above the rooftops of the two-storey, terraced houses on Collingwood, but clearly distant from those houses and not so as to appear oppressively taller, and much further back and therefore less dominant than views of 50-56 (Vabel) from this place.
23. Overall, the proposed height, form, bulk, massing and layout conforms well to the established masterplan, acts as a highly compatible neighbour to adjoining sites and fills in the last remaining gap such that on its completion, the transformed main stretch of Lawrence Road should exhibit a consistency, as a grand, tree-lined avenue, lined with contemporary (& one historic), elegant blocks.

Elevational Composition, Fenestration and Materiality

24. The main elevational composition consideration is with the Lawrence Road street frontage, as is to be expected from such a frontage-oriented development. The rear of the frontage block is barely glimpsable from the courtyard/mews space to the southeast of the site and as such is not considered necessary to be considered.
25. The main question regarding architectural expression and elevational composition of this proposal has been, from the start, the extent to which the proposals should frankly and “honestly” express their self-storage function, or respect the architectural character of the surrounding brick clad residential buildings. Early self-storage locations reused existing industrial buildings, but as purpose-built facilities have started to appear, a number of striking, “landmark” such buildings have appeared, such as schemes by Architecture 00 in Peckham and Gibson Thornley in New Barnet, as well as a few more ugly examples, that don’t shy away from designing mostly blank facades. However, those and others like them are generally on major roads or in industrial estates, and are in locations with less sensitive context, without an established form and pattern of consistent surrounding development.
26. In Lawrence Road, a great effort by the council, through the earlier SPG and current Site Allocation, and through discussions with developers of the other sites, has achieved a consistent pattern of development, comprising a 2 storey base of generally non-residential uses with a *shopfront* elevational character, animating the street, with up to four floors of regular gridded fenestration, of a *mansion block, residential* character, and a set-back top floor of an *attic* character. Discussions with the applicant in pre-app meetings and at both QRP reviews considered both “contextual” and “honest” approaches, whilst the applicants public consultation revealed a strong preference among local residents for a contextual approach, which officers and QRP members came to accept was appropriate in this instance.
27. Although self-storage doesn’t need windows, the applicants have laid out the 2nd and 3rd floors, which will be double-height self-storage floors, with a glazed corridor running along the street frontage, avoiding the large areas of black cladding in earlier versions of the proposals. These windows will be large, horizontally proportioned, strongly recalling Art Deco factory or warehouse buildings, in a regular grid, between rich, multi / mixed tone red brick, spaced in bays between vertical pilasters using stacked, staggered and soldier course brick articulation, aligning with the ground floor double height Fab Labs units with each their own double height shopfront window, in a contracting grey brick and pre-cast concrete base, and with a complimentary fenestration pattern. The brick-based materials palette is also considered to be robust, durable and attractive, consistent with neighbouring developments.
28. The main entrance, and stair core over it, is distinguished with greater prominence and fenestration reflecting the different use, rising to a raised parapet feature at the top floor, whilst the second fire-escape stair on the far right is downplayed appropriately. The overall composition works as orderly and rhythmic, the vertical emphasis of the bays counterpointing the horizontal fenestration, and being broadly in character with the other completed developments along Lawrence Road. Sufficient variation is considered to have been introduced to ensure that although the main street elevation will be sober and orderly, it will avoid appearing flat, heavy, and featureless.

Workspace Quality, Layout and Amenity Space

29. The Fab Labs form an active, ground floor, double height frontage to the street, animating the street as required in the site allocation and matching neighbouring sites. They are double height spaces, containing a raised mezzanine towards the rear of their unit, providing a variety of spaces appropriate for different workspace functions. Large entrance doors off predominantly paved frontage will provide plentiful space for deliveries and collections for what could be large objects, although the units will not be so large to require vehicle delivery right into the unit. Rear access on both levels will lead to shared kitchen and toilet facilities as well as providing the possibility of connecting the units to the self-storage, providing useful additional functionality as well as being more economical than if each unit had to have all the facilities they needed exclusively within their unit. The Fab Labs' design and layout look to be appropriate to supporting successful small business use of these units.
30. Self-storage is a specialist form and can be presumed to be designed functionally in this proposal. Vehicular, cyclist and pedestrian access are provided for, with vehicles unobtrusively taken into a concealed, covered undercroft to the side of the site, away from the street, avoiding any threat of car (& van) dominance of the appearance of the site, as is often a concern at such sites. Both main entrances are controlled and overlooked from the clear and simply laid out "shop" unit, where customers can interact with the self-storage operator; this will match the Fab Labs' appearance, and act as an active, animating shop window to the development.
31. Landscaping primarily consists of the street frontage, with the six existing magnificent street trees along the frontage maintained and protected, six additional trees added, and modest planting beds breaking up the wide pavement into zones specific to each workspace unit, giving them an appropriate separation from the public pavement reflecting their public but more reticent face than would be expected for retail, so that workers can work somewhat buffered from "prying eyes", and giving each unit greater individuality. Along with green landscaping to the rear corners and green roofs, this otherwise totally site covering building will have at least a modicum of greening and visual amenity.

Impact on Amenity (Privacy, Daylight and Sunlight)

32. The applicants provided a letter from the consultant responsible for the Daylight and Sunlight Reports on the previous scheme, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".
33. This notes that the proposals will have no different building massing and therefore no different day and sunlight impact to that scheme, which was deemed acceptable. There is no expectation of any particular day and sunlight levels being required for the workspace or storage functions; indeed the latter are not expected to receive any daylight. It is nevertheless unusual and probably a minor benefit in reducing the requirements for artificial lighting that some of the corridors will be naturally lit. It is also notable that circulation spaces will be lit via movement sensors, so that they will not produce any more than very modest light spillage at night.

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| | <p>34. These uses have no expectation of needing to avoid being overlooked. They could cause overlooking loss of privacy if they were laid out so to do, but as the only fenestration and therefore only views out will be along the street frontage, where there is less expectation of privacy, large street trees, and the 27m street width, building to building, is more than enough to assuage any conceivable concern.</p> <p><u>Conclusions</u></p> <p>35. Overall, these proposals benefit from being the final jigsaw piece in a well-designed and successful masterplanned transformation of the Lawrence Road area into a modern mixed-use neighbourhood of consistent, attractive, well-designed blocks of dignified proportions, providing employment opportunities and an animated ground floor street frontage to compliment the established residential and other employment uses within the rest of the transformation of Lawrence Road. The proposals were welcomed by the QRP, with all outstanding minor concerns having been addressed to the full satisfaction of officers.</p> | |
| <p>LBH Conservation</p> | <p>The application provides sufficient information about the scale, height, design, and appearance of the proposed building at 30-48 Lawrence Road that is in the setting of the Clyde Circus Conservation Area.</p> <p>Lawrence Road is characterised as a leafy avenue of six to seven-storey contemporary brick buildings with mature plane trees, where the proposed replacement of the existing single storey, large warehouse building, with the new four storey building appears to better reflect the evolving scale and height of the contemporary buildings along Lawrence Road.</p> <p>The scheme appears to positively respond to the immediate built context and urban character along Lawrence Road and the design merits of this proposal are fully articulated in the Design Officer's comments.</p> <p>The submitted Heritage Statement supporting this application provides a sufficient assessment of the heritage setting of this development site and the proposed scheme has been sufficiently tested in two relevant views respectively along Collingwood Road, and Nelson Road, both across the Conservation Area, and the assessment successfully demonstrates that the proposed development will not disrupt those views and the dynamic experience of the Conservation Area, and it is therefore considered to cause no heritage harm to the significance of the area.</p> <p>Accordingly, the application is supported from the conservation stance.</p> | <p>Noted.</p> |
| <p>LBH Pollution</p> | <p>Thank you for contacting the Pollution Team regarding the above application for the Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development at 30-48 Lawrence Road, Tottenham, London, N15 4EG and I would like to comments as it relates to matters of this service as follows:</p> <p>Having considered the applicant submitted information including: Design and Access Statement prepared by FusiAllan, dated September 2025; Air Quality Assessment with</p> | <p>Noted. Conditions and Informatives Added.</p> |

reference 2504840-B-ACE-XX-00-RP-C-0801, prepared by Ardent Consulting Engineers, dated 31 October 2025, taking note of Sections 2 (Approach), 3 (Screening), 4 (Scope), 6 (Baseline conditions), 7 (Predicted Impacts), 8 (Mitigations); Energy Statement with reference 60133 STOREX Tottenham Stage 2 Energy Statement 2025.10.31 RevP03 prepared by Atelier Ten, dated 31 October 2025, taking note the proposal to install Air Source Heat Pumps and Solar PV Panels; Phase II Geo-Environmental Assessment Report with reference TH/C6257/14737, prepared by Brownfield Solutions Ltd., dated 8 October 2025, taking note of Section 4(Method of Investigation), 5 (Ground Conditions), 7 (Test Results), 8 (Geo-Environmental Risk Assessment), 9 (Waste Soil Classification & Assessment), 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. 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.

2. 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

3. Management and Control of Dust

While we take note of the Air Quality Assessment with reference 2504840-B-ACE-XX-00-RP-C-0801, prepared by Ardent Consulting Engineers, no works shall be carried out on the site until the specific locations of PM10 dust monitors and how these results will be made available to the Pollution for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.

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| | <p>Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control.</p> <p>4. 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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan.</p> <p>Informative:</p> <p>1. Prior to refurbishment or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> | |
| LBH Waste | <p>Following review of the submitted <i>Refuse Strategy (25012_D_014B)</i> for the proposed development at 30–48 Lawrence Road, the waste and recycling arrangements are considered acceptable and compliant with relevant standards and local guidance.</p> <p>The applicant has provided a clear assessment of weekly waste arisings for both the office/front-of-house functions and the Fablab/light industrial uses, using the methodology set out in BS 5906:2005. The resulting requirement of 2,100L per week is adequately catered for by the proposed 2,440L of on-site storage capacity, ensuring there is sufficient allowance for fluctuations in waste generation.</p> <p>The strategy also meets Haringey’s requirement that at least 50% of storage be dedicated to recycling, with the scheme achieving 55%, which is welcomed. The three-bin arrangement (1 × 1100L recycling, 1 × 1100L residual, 1 × 240L food waste) is appropriate for the scale and nature of operations described.</p> <p>Operationally, the bin store is well positioned close to the site entrance, enabling simple access for staff and minimising drag distances on collection days. The stated maximum 6.5m drag distance internally, and 3m drag to the collection point, fall comfortably within acceptable standards. The proposal for site operatives to present and return bins—rather than Council crews moving bins—ensures that the collection process will run efficiently and safely.</p> <p>The strategy also outlines that access routes will be levelled with dropped kerbs to ensure smooth bin movement, and identifies a safe collection point on Lawrence Road for the Refuse Collection Vehicle. This arrangement appears workable and raises no concerns from a waste management perspective.</p> <p>Based on the submitted information, no objection is raised, and the proposed refuse and recycling strategy is supported. The details provided demonstrate that the applicant has planned for sufficient capacity, effective segregation, and operationally sound collection arrangements.</p> | |

| LBH Carbon Management | <table border="1" data-bbox="661 285 1786 611"> <tr> <td data-bbox="661 285 1412 428"></td> <td data-bbox="1412 285 1786 428"> Our ref: HGY/2025/3108 Contact: Gareth Prosser Date: 23/12/2025 </td> </tr> <tr> <td colspan="2" data-bbox="661 428 1786 478">Town and Country Act 1990 (As amended)</td> </tr> <tr> <td data-bbox="661 478 839 514">Location:</td> <td data-bbox="839 478 1786 514">30-48 Lawrence Road, Tottenham, London, N15 4EG</td> </tr> <tr> <td data-bbox="661 514 839 611">Proposal:</td> <td data-bbox="839 514 1786 611">Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.</td> </tr> </table> <p data-bbox="661 678 1368 716">Carbon Management Response 23/12/2025</p> <p data-bbox="661 747 1374 779">In preparing this consultation response, we have reviewed:</p> <ul data-bbox="706 783 1908 947" style="list-style-type: none"> • Energy Statement prepared by Atelier Ten (dated October 2025) • Overheating and Thermal Comfort Report prepared by Atelier Ten (dated October 2025) • Sustainability Statement and BREEAM Pre-assessment prepared by Atelier Ten (dated October 2025) • Relevant supporting documents. <h3 data-bbox="661 1024 872 1073">Summary</h3> <p data-bbox="661 1087 1881 1213">The applicant is proposing a zero-carbon development achieving a reduction of 114% carbon dioxide emissions on site with high fabric energy efficiency, low heating demand, and Solar Photovoltaic system. Overall, the energy strategy is supported in principle, noting that the energy modelling indicates compliance and a net surplus position in regulated carbon/energy.</p> <p data-bbox="661 1247 1673 1278">Planning conditions have been recommended to secure the benefits of the scheme.</p> <h3 data-bbox="661 1356 1018 1404">Energy Strategy</h3> <p data-bbox="661 1419 1908 1545">The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 114% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 10.7 tonnes of CO₂ from a baseline of 9.4 tCO₂/year.</p> <table border="1" data-bbox="661 1577 1786 1871"> <thead> <tr> <th colspan="4" data-bbox="661 1577 1786 1612"><i>Non-residential (SAP10.2 emission factors)</i></th> </tr> <tr> <th data-bbox="661 1612 943 1707"></th> <th data-bbox="943 1612 1225 1707">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1225 1612 1507 1707">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1507 1612 1786 1707">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="661 1707 943 1770">Part L 2021 baseline</td> <td data-bbox="943 1707 1225 1770">9.4</td> <td data-bbox="1225 1707 1507 1770"></td> <td data-bbox="1507 1707 1786 1770"></td> </tr> <tr> <td data-bbox="661 1770 943 1801">Be Lean</td> <td data-bbox="943 1770 1225 1801">8.1</td> <td data-bbox="1225 1770 1507 1801">1.3</td> <td data-bbox="1507 1770 1786 1801">13%</td> </tr> <tr> <td data-bbox="661 1801 943 1833">Be Clean</td> <td data-bbox="943 1801 1225 1833">8.1</td> <td data-bbox="1225 1801 1507 1833">0</td> <td data-bbox="1507 1801 1786 1833">0%</td> </tr> <tr> <td data-bbox="661 1833 943 1871">Be Green</td> <td data-bbox="943 1833 1225 1871">-1.3</td> <td data-bbox="1225 1833 1507 1871">9.5</td> <td data-bbox="1507 1833 1786 1871">101%</td> </tr> </tbody> </table> | | Our ref: HGY/2025/3108 Contact: Gareth Prosser Date: 23/12/2025 | Town and Country Act 1990 (As amended) | | Location: | 30-48 Lawrence Road, Tottenham, London, N15 4EG | Proposal: | Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development. | <i>Non-residential (SAP10.2 emission factors)</i> | | | | | Total regulated emissions (Tonnes CO ₂ / year) | CO ₂ savings (Tonnes CO ₂ / year) | Percentage savings (%) | Part L 2021 baseline | 9.4 | | | Be Lean | 8.1 | 1.3 | 13% | Be Clean | 8.1 | 0 | 0% | Be Green | -1.3 | 9.5 | 101% | Noted. Awaiting Clarifications |
|---|---|---|--|---|--|-----------|---|-----------|--|---|--|--|--|--|---|---|------------------------|-----------------------------|-----|--|--|----------------|-----|-----|-----|-----------------|-----|---|----|-----------------|------|-----|------|--------------------------------|
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| Proposal: | Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Non-residential (SAP10.2 emission factors)</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total regulated emissions (Tonnes CO ₂ / year) | CO ₂ savings (Tonnes CO ₂ / year) | Percentage savings (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Part L 2021 baseline | 9.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Be Lean | 8.1 | 1.3 | 13% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Be Clean | 8.1 | 0 | 0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Be Green | -1.3 | 9.5 | 101% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|---|-----------------|------|------|
| Cumulative savings | | 10.7 | 114% |
| Carbon shortfall to offset (tCO₂) | -1.3 | | |
| Carbon offset contribution | Not Applicable. | | |

Actions:

- Please submit the GLA's Carbon Emission Reporting Spreadsheet.

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

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

| | Proposed Development | GLA Benchmark |
|-------------------------|-----------------------------|--|
| Building type | Non-residential | non-residential |
| EUI | Not reported | Meets/Does not meet GLA benchmark of 35/65/55 kWh/m ² /year |
| SHD | Not reported | Meets/Does not meet GLA benchmark of 15 kWh/m ² /year |
| Methodology used | Not reported | |

Actions:

- What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 55 kWh/m²/year? Please submit the information in line with the GLA's reporting template.
- What is the calculated space heating demand? How does this perform against the GLA benchmark of 15 kWh/m²/year? Please submit the information in line with the GLA's reporting template.

Energy – Lean

The applicant has proposed a saving of 1.3 tCO₂ in carbon emissions (13 %) through improved energy efficiency standards in key elements of the build. This does not achieve the minimum 15% reduction respectively set in London Plan Policy SI2, so this is supported.

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

| | |
|-----------------------|---|
| Floor u-value | 0.12 W/m ² K |
| External wall u-value | 0.15 W/m ² K (conditioned) / 0.26 W/m ² K (unconditioned) |
| Roof u-value | 0.12 W/m ² K |
| Door u-value | 1.6 W/m ² K |
| Window u-value | 1.2 W/m ² K |
| G-value | 0.21 |
| Air permeability rate | 3 m ³ /h·m ² @ 50Pa |
| Ventilation strategy | Shop served by MVHR; conditioned spaces served by VRF; ground floor Fab Labs naturally ventilated |

| | |
|---------------------------------------|--|
| | via manual and actuated louvres (incl. secure night cooling). |
| Waste Water Heat recovery? | Not stated / not proposed |
| Thermal bridging | Not stated (to be confirmed at detailed design) |
| Low energy lighting | High efficacy lighting with controls (presence detection; daylight dimming to Fab Labs and Shop) |
| Heating system (efficiency / emitter) | VRF (SCOP 3.7; SEER 5.0); electric panel heaters for frost protection to NV Fab Labs; point-of-use instantaneous DHW |
| Thermal mass | Exposed thermal mass to naturally ventilated areas (200mm concrete floor slab) |

Actions:

- Please aim to achieve a minimum of 15% carbon reduction with fabric energy efficiency improvements in line with the fabric first approach of the London Plan Policy SI2.

Overheating is dealt with in more detail below.

Energy – Clean

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

A district heating feasibility appraisal has been undertaken. The Energy Statement identifies a nearby proposed network (HDEN Phase 2 at approximately 630m) but concludes that connection is not feasible due to the low heat demand of the development and surrounding area.

The Energy Statement also confirms that no provision has been made in the design for the installation of a district heat network heat exchanger for future connection.

Energy – Green

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

| Proposed Renewable technologies | Type | Specification |
|---------------------------------|-------------------------------------|--|
| Domestic hot water (DHW) | VRF | SCOP 3.7; SEER 5.0; heat recovery 85% (as modelled) |
| | Point-of-use instantaneous electric | Minimises distribution losses; low demand (as modelled) |
| Solar PV | PV array | 420 m ² total area (circa 180 panels); 22.6% efficiency (as stated) |

Actions:

- Confirm the PV installed capacity (kWp), predicted annual generation (kWh/year), and how on-site demand is prioritised before export to grid.

Energy – Be Seen

London Plan Policy S12 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.

The applicant should install metering equipment on site, with sub-metering by non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of businesses.

- Please confirm that sub-metering will be implemented for residential and commercial units.
- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

Carbon Offset Contribution

No carbon offset remains at this stage. However, in the next stages if there are any carbon shortfall, the remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

Overheating

London Plan Policy S14 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The assessment covers naturally ventilated ground floor Fab Labs assessed against CIBSE TM52, and mechanically cooled spaces (shop and first-floor Fab Labs) assessed using PMV/PPD.

The cooling hierarchy is reported to have been followed, including low g-value glazing, high standards of insulation and airtightness, exposed thermal mass to naturally ventilated areas, and passive / secure night ventilation using actuated and manual louvre panels.

Results are listed in the table below.

| Non-domestic: CIBSE TM52 | Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature |
|-------------------------------------|---|
| DSY1 2020s | 100% (all assessed Fab Lab spaces pass) |
| DSY2 2020s | 100% (all assessed Fab Lab spaces pass) |
| DSY3 2020s | 100% (all assessed Fab Lab spaces pass) |

| | |
|------------|---|
| DSY1 2050s | 100% (all assessed Fab Lab spaces pass) |
| DSY2 2050s | 100% (all assessed Fab Lab spaces pass) |
| DSY3 2050s | 100% (all assessed Fab Lab spaces pass) |

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

- Natural ventilation – ground floor Fab Labs via manually openable louvred purge panels and actuated high/low level louvres.
- Solar control glazing of 0.21.
- MVHR with summer bypass (10 l/s per person)
- No active cooling at ground floor for Fab Labs; active cooling is provided where necessary to the shop and first-floor Fab Labs via high efficiency VRF

The submitted overheating strategy is considered acceptable.

Non-Domestic BREEAM Requirement

The submitted BREEAM Pre-Assessment indicates that the development is capable of achieving BREEAM “Excellent” under BREEAM 2018 New Construction (Shell & Core – Industrial), with a forecast score of 75.77%. This is supported in principle and aligns with the Local Plan aspiration to achieve a minimum of Very Good and to aim for Excellent.

Given that the project is currently at an early design stage and several credits are identified as time-critical, it is recommended that a planning condition is imposed to secure delivery of the targeted rating and associated minimum standards.

Living roofs

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

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

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

Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Carbon Offset Contribution; as the proposal is zero-carbon development, there is no carbon offsetting required. However, at later stages if there remaining carbon to be offset, it shall be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages plus a 10% management fee.

Planning Conditions

Energy strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Atelier Ten (**dated January 2026**) delivering a minimum 100% and aiming for 114% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and solar photovoltaic (PV) array covering a minimum of 420m² of roof

(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;
- Improvement and confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual energy generation (kWh/year); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant;
- A metering strategy

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

If the design of development is amended, and the redesign or Change of Use, will result in creation of new heated spaces, a revised Energy Strategy must be submitted as part of the amendment application.

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

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

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

Overheating

Prior to occupation of the development, openable louvred panels and opaque louvres must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the louvres. Occupiers must retain the louvres for the lifetime of the development, or replace with equivalent or better shading devices.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating and Thermal Comfort Report prepared by Atelier Ten (dated October 2025):

- Natural ventilation – ground floor Fab Labs via manually openable louvred purge panels and actuated high/low level louvres.
- Solar control glazing of 0.21.
- MVHR with summer bypass (10 l/s per person)
- No active cooling at ground floor for Fab Labs; active cooling is provided where necessary to the shop and first-floor Fab Labs via high efficiency VRF (low GWP refrigerant)

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.

BREEAM Certificate

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

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

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

Living roof

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

- 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 roof, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roof and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

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

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.

Additional Comments:

*The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Atelier Ten **dated January 2026** delivering a minimum 100% and aiming for 114% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and solar photovoltaic (PV) array covering a minimum of 420m² of roof space.*

(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;*
- *Improvement and confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;*
- *Details to reduce thermal bridging;*
- *Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;*
- *Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;*

| | | |
|--------------|--|--|
| | <ul style="list-style-type: none"> · <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the 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;</i> · <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant.</i> · <i>A metering strategy"</i> | |
| Thames Water | <p>Dear Sir/Madam,</p> <p>Re: 30-48 , LAWRENCE ROAD, TOTTENHAM, LONDON, -, N15 4EG</p> <p>Waste Comments: Waste Comments:Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Please ensure to apply to determine if a build over agreement will be granted.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>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 guidance under sections 167, 168 & 169 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-</p> | |

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| | <p>sewer/sewer-connection-design</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments: Water Comments: There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> | |
| Noise and Nuisance Officer | I have read the NIA, to me it looks agreeable with the data provided. Impact to residents looks minimal in line with the report. | Noted. |
| Health & Safety Executive | <p>Good afternoon,</p> <p>Regarding the planning application ref. HGY/2025/3108 (30-48 Lawrence Road, Tottenham N15 4EG) (our ref. 25-1009), I can confirm that is 'Out of Scope'.</p> <p>The information provided within the planning application, confirms that the proposed development is a 4-storey building (ground plus L1 to L3) with no basement provided, and the topmost storey has a height of 17.9m (under 18m). According to Approved Document B (ADB), this building fall under <i>Purpose Group 4</i>, which is defined as 'shop – rental of storage place to the public.' The proposed development will not include residential units (dwellings). The use of proposed development will be: Self-Storage and Fab Labs Workshops (light Industrial workspace / incubator units).</p> <p>It is noted that the planning application ref: HGY/2024/1456 (validated on 21/05/2024) which included a residential element (dwellings), has been withdrawn on 24/06/2025.</p> | |

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| | <p>Given the site boundaries, the proposed development is not located within curtilage of a residential/relevant building. Therefore, HSE considers that the proposed development is 'Out of Scop' in terms of Planning Gateway One (PGO) assessment.</p> <p>If you require further advice with regard to this application, please do not hesitate to contact our planning gateway one team on the mailbox planninggatewayone@hse.gov.uk quoting the reference number 25-1009.</p> | |
| <p>London Underground/DLR Infrastructure Protection</p> | <p>I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application.</p> <p>This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</p> | |
| <p>Metropolitan Police Designing out Crime Officer</p> | <p><u>Re: Planning Application at:</u></p> <p>30-48 Lawrence Road, Tottenham, London, N15 4EG</p> <p><u>Proposal:</u></p> <p>Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.</p> <p>Dear Haringey Planning,</p> <p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have not met with the original project Architects but it has been demonstrated within the Design and Access statement that they intend to follow Secured by Design Guidelines. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage.</p> | <p>Noted. Conditions and Informative Added.</p> |

Metropolitan Police Service Designing out Crime Group do not provide a consultation service solely for the purposes of meeting the BREEAM Security Needs Assessment. However, the Metropolitan Police Service Designing out Crime Group can assist the developer to achieve the relevant BREEAM credit for Safety and Security via an application for Secured by Design accreditation (SBD). A signed and dated SBD Commercial application form should be emailed to the above email address. Please note full submissions should be accompanied with full product details – to include all door and window specifications etc.

At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.

To ensure that Secured by Design can be achieved, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects and developer ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.

The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.

Section 2 - Secured by Design Conditions and Informative:

In light of the information provided, we request the following Conditions and Informative:

Conditions:

- A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve **'Secured by Design' Accreditation**. Accreditation must be achievable according to current and relevant **Secured by Design** guidelines at the time of above grade works of each building or phase of said development.
The development shall only be carried out in accordance with the approved details.
- B. Prior to the first occupation of each building, or part of a building or its use, **'Secured by Design'** certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: In the interest of creating safer, sustainable communities.

Informative:

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

Section 3 - Conclusion:

We would ask that our department's interest in this planning application is noted and that we are advised of the final **Decision Notice**, with attention drawn to any changes within the

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| | <p>development and any subsequent condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> | |
| <p>Inclusive Economy</p> | <p><u>Employment, skills and business initiatives</u></p> <p>ESP Submission</p> <ul style="list-style-type: none"> No later than twenty-eight (28) days prior to Implementation to submit to the Council an Employment and Skills Plan (ESP) <p>Local Labour</p> <ul style="list-style-type: none"> No less than 20% of local labour during the Construction phase of the development. Residents shall be: <ul style="list-style-type: none"> Employed for a minimum of 26 weeks Paid at London Living Wage <p>Apprenticeship</p> <ul style="list-style-type: none"> The employment of full time Apprenticeships to at least one Apprentice per £3 million development cost, up to maximum of 10% of the construction workforce at its anticipated maximum provision on site. Apprentices shall be: <ul style="list-style-type: none"> Employed for a minimum of 26 weeks (if recruited through Apprenticeship Training Agencies) or minimum of 18 months (if recruited directly) Paid at London Living Wage Supported in their training and qualification to a minimum NVQ Level 2 Nominated by the Haringey Works Team A financial contribution to support recruitment of Apprenticeships calculated on basis of £1,500 per apprentice hired during the construction phase <p>Skills-Based Training</p> <ul style="list-style-type: none"> The provision of Skills-Based Training to the twenty percent (20%) local labour <p>Skills Contribution</p> <ul style="list-style-type: none"> A financial contribution payable by the Owner to the Council towards the support of local people who have been out of work and/or do not have the skills set required for the jobs created to be calculated in accordance with the Council's Planning Obligations Supplementary Planning Document March 2018 paragraphs 7.29 - 7.30 <p>Work Experience and Work Placements</p> <ul style="list-style-type: none"> The provision of Work Experience and Work Placements, the exact number to be agreed with the Council (an assigned officer) <p>STEM and Career Educational Sessions</p> <ul style="list-style-type: none"> The provision of no fewer than five (5) STEM and Career Education Sessions <p>Local Business Support</p> <ul style="list-style-type: none"> The provision of an event(s) focused on supporting local suppliers and businesses to tender for works appropriate for them to undertake (e.g. Meet the Buyer event) | |

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| | <p>Local Procurement</p> <ul style="list-style-type: none"> • A percentage of local spend by the owner during the construction phase may be required <p>Monitoring and Compliance</p> <ul style="list-style-type: none"> • The provision of such information as is reasonably required to ensure compliance with the approved Employment and Skills Plans, submitted to an assigned officer within timeframes so that the Council may organise quarterly and final performance reviews <p>End-use Employment and Skills Plan</p> <ul style="list-style-type: none"> • No later than twenty-eight (28) days prior to Occupation to submit to the Council an End Use Employment and Skills Plan, with targets matching those of the Construction phase ESP <p>Fees for non-compliance</p> <ul style="list-style-type: none"> • In the case of non-delivery, a fee of £13,000 per apprentice not employed to be paid by owner • In the case of non-delivery, a fee per person not employed as local labour to be paid by owner | |
| <p>Lbh Arboriculture</p> | <p>Further to my correspondences (see attached email), I can now confirm that from an arboricultural point of view, I have no concerns regarding the above proposal.</p> <p>An Arboricultural report has been submitted by Tree Surveys dated 22nd October 2025. The survey has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the document including the tree quality classification.</p> <p>An additional Tree Radar root survey by TRA Consultancy dated 15/09/2025 has also been submitted. I am satisfied with the mitigating precautions that have been carried out showing the low root concentration adjacent to the proposal and at the limits of the root protection areas (RPAs).</p> <p>Incursion into the RPAs is minimum with London Plane T4 at 0% and London Plane T3 at 6%. This is acceptable as there is existing hardstand, unfavourable conditions with offset, and Plane trees can tolerate a certain amount of disturbance.</p> <p>All trees are to be retained safely, and there is a landscape plan.</p> <p>Providing all the tree survey is conditioned, I have no further concerns regarding the proposal.</p> | <p>Noted.</p> |

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| <p>LBH Drainage</p> | <p>Thank you for re-consulting us on the above planning application reference number HGY/2025/3108 for Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development at 30-48 Lawrence Road, Tottenham, London, N15 4EG.</p> <p>Having reviewed the applicant's submitted Drainage Strategy Report reference number G9000- 24 – WRD – EX – XX – RP – C – 50103 Revision 03 dated 17th February 2026 as prepared by Will Rudd Davidson (Glassgow) limited Consultant, we are generally content with the discharge rate of 2.8 l/s and overall methodology as used within the above report, subject to following planning conditions to be implemented regarding the Surface water Drainage Strategy :</p> <p><u>Surface Water Drainage condition</u></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p> <p>a) A comprehensive hydraulic calculations, including a full network diagram clearly cross-referencing all drainage elements. These calculations must demonstrate the simulation of a full range of rainfall events for each return period, assessed over both 7-day and 24-hour durations, using Micro Drainage or equivalent industry-standard software. The hydraulic modelling results must confirm that there is No surcharging within the drainage system during the 1-in-1-year storm event, No flooding during the 1-in-30-year storm event. Any flooding associated with the 1-in-100-year storm event (including the required climate change allowance) must be fully contained and safely managed within designated areas, ensuring that floodwater does not pose a risk to buildings, sensitive infrastructure, or other vulnerable receptors.</p> <p>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.</p> <p>c) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.</p> <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p>I hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p> | <p>Noted. Condition added.</p> |
| <p>Local resident's objections</p> <p>No of individual responses: 16</p> <ul style="list-style-type: none"> - Objecting: 14 - Support: 0 - Representation: 2 | <p>The proposed use of Self-Storage and Fab-Labs, while supported by some in terms of the benefits Fab-Labs provide for small local businesses the following concerns have been raised:</p> <ul style="list-style-type: none"> • Operational hours | <p>It is important to note self-storage is considered an employment generating use. In this instance, the facility will also bring back into active use a currently vacant site which fails to produce any direct or indirect economic or community benefits to Lawrence Road / South Tottenham area. The lawful use of the site comprises an</p> |

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| | <ul style="list-style-type: none"> • Demand - Noting empty commercial units on the High Road and nearby units along Lawrence Road. • Employment generation. • Inappropriate use in residential context. | <p>employment / commercial use and this can endure, meaning this is material in considering the appropriateness of the proposed use.</p> <p>The <i>London Industrial Land Supply Study (2023)</i> was commissioned by the GLA and notes that London's industrial land supply has shrunk significantly over the last 20 years, with the loss of land having occurred at the most significant rate in the last five years with the planning pipeline signifying that this trend is set to persist at an unprecedented rate. LB Haringey Strategic Policies local plan (2017) Strategic policy SP8 identifies a forecast B Use Class demand for an additional 23,800sqm by to 2026. This forecast demand is to be met through the intensification of the use of existing employment sites.</p> <p>A new self-storage facility will employ around 3-4 direct full-time employees and provide significant further 97 indirect employment generation through the provision of space for SMEs and start-up businesses using self-storage units as part of their business model</p> <p>The Proposed Development would also provide light industrial incubator units in the form of 'Fab-Labs' (Use Class E(c)(iii) / E(g)(ii) / E(g)(iii)). The units will primarily be targeted at individuals seeking small, affordable, flexible light industrial style space. Principally, interest for this type of accommodation is generated from:</p> <ul style="list-style-type: none"> • Creatives such as artists, painters, and potters; • Light manufacturers such as carpenters, technicians and framers; • Start-up businesses including in the IT/ Design / Marketing sectors. <p>Importantly, these units are designed to suit a range of businesses and are considered more flexible for the operator compared to the higher costs associated with the high street. Demand for light industrial use in central locations for co-location is recognised within the London Plan and Haringey Local Plan to protect the existing employment stock and strongly resist proposals involving the loss of employment land and floorspace. Furthermore, demand for the Fab-lab units has already been noted during the public consultation events held – whereby local residents were interested in renting a Fab-Lab unit as soon as forecasted to be built.</p> <p>As set out in the Design and Access Statement enclosed within this application, self-storage facilities are 'good neighbours' which provide additional benefits to their surrounding communities. STOREX facilities include 24-hour 'intelligent detection' CCTV</p> |
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| | | <p>surveillance, PIR motion sensors, and other security features in line with Metropolitan Police Secure-by-Design standards, meaning that they enhance the security of the surrounding streetscape. They also produce minimal traffic flow, operate within non-intrusive business hours, and have a low environmental impact, and involve minimal visual clutter, ensuring that no disruption to the current function of the local area will occur as a result of the Proposed Development.</p> <p>Furthermore, a Noise Impact Assessment, Daylight and Sunlight Analysis and Waste management strategy have been prepared as part of this submission to ensure residential amenity is protected.</p> |
| <p>Land Use – Site Allocation and Emerging Plan</p> | | |
| | <p>The site is allocated as Site Allocation SS2 of the Tottenham Area Action Plan (TAAP) (2017), whereby residential development is the defining component.</p> <p>The employment uses envisaged by the TAAP, while not being specified, has been raised to be typical Use Class E uses. Stating Use Class B8 does not fit these criteria.</p> <p>The emerging Local Plan allocation (SS SA11: 30–48 Lawrence Road) reinforces the expectation that redevelopment of the site should deliver approximately 30 homes alongside 2,000 sqm of employment floorspace, with employment at ground floor and residential uses above. Noting a predominantly B8 use does not align with this vision.</p> | <p>The Tottenham Area Action Plan allocation covers multiple plots that has been broken down into 2no. phases:</p> <ul style="list-style-type: none"> • Phase 1: 264 residential units and 500sqm of commercial floorspace. • Phase 2: 178 residential units and 1,390sqm of commercial floorspace. <p>Since the AAP was adopted in 2017 most of the Site Allocation SS2 has been built out, with the proposal Site being the last remaining site to be delivered.</p> <p>The site allocation is practically complete, whereby there is presently an “over-delivery” of housing (27 Units) and an “under-delivery” of commercial floorspace (-648sqm) against this original Site allocation.</p> <p>The proposed development would seek to resolve this imbalance. The commercial floorspace is not specified to a Use Class, and as mentioned above the existing use class is an industrial dry cleaners (Use Class E) – with scope to be any Use Class development without the need for planning permission.</p> <p>The proposed development has undergone extensive pre-application process with the council and design team to propose a development that meets the needs of Lawrence Road.</p> <p>As the applicant is owner-occupier, STOREX Self Storage seeks to become a community asset to Lawrence Road.</p> <p>The emerging local plan consultation has taken place and the LB Haringey is currently reviewing consultation responses. However, the local plan is yet to materially progress, as such the Draft Regulation 18 Local Plan is afforded limited weight.</p> |

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| | | <p>The draft local plan includes the Site under site allocation “SS SA11”. Whereby proposals should re-provide 2000sqm of existing employment floorspace. An additional indicative capacity for 30 homes is also stated. This is based on the (now) withdrawn application HGY/2024/1456 proposal whereby the applicant failed to complete resolution to grant given deliverability issues associated with a residential scheme on this site. As such, the indicative capacity for 30 homes holds materially limited weight in determination of this planning application.</p> <p>Furthermore, the emerging plan considers “SS.SA12” North of 30-48 Lawrence Road as an additional site allocation for development of an existing carpark for housing on Lawrence Road. This suggests pressure for housing on the proposed Site is reduced as SS.SA12 to the north is to be considered for housing.</p> |
| <p>Transport, traffic and air quality</p> | | |
| | <p>Comments comprise concern that industrial uses – typically seen in an industrial locations result in a high level of traffic generation. Which would be out of context for Lawrence Road.</p> <p>Therefore, the proposed use will have an adverse effect on the already congested High Road and Seven Sisters Junction, just south of Site.</p> <p>Noting an increase pressure on parking and concern that that increase in vehicle movements will result in traffic and air quality to decline.</p> | <p>While Self-Storage is an industrial use, it is not those typically associated with large vehicles associated with trip-intensive forecasts seen in warehousing storage use. The majority of vehicle movements associated with Self-Storage is domestic and of low frequency – whereby once a customer has dropped of their items, trips and visits are minimal and often only once collection is arranged.</p> <p>This submission was prepared alongside a Transport Assessment and Air Quality Assessment in support of the proposals. Assessing the existing use and proposed use in the context of Lawrence Road.</p> <p>The proposals forecast result in a negligible change in the number of vehicular movements on the local highway network, with a reduction of one movement in the AM peak hour and an increase of one movement in the PM peak hour. Overall, a decrease of 8 trips is predicted daily. As such, no further assessment on the impact of the development on the highway network will be undertaken as there would not be a severe impact on the highway network in either highway safety, operation or capacity terms. This is supported by NPPF paragraph 115, whereby “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. As the proposed development has a decrease in vehicle movements from existing use, the impact on highways would be unnoticeable and not seen as severe.</p> |

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| | | <p>Furthermore, only registered customers can use / access the site. These customers are strictly controlled. The traffic movement generated for STOREX Self Storage is customer driven. This means the stores operated collate specific site usage data, whereby each individual customer has a unique profile which provides access and based on biometric data. This means, only the registered customer can access the store (between permitted hours of operation). As such this approach informs the wider transport strategy in achieving Healthy Streets, which is an evidence-based approach to creating a cleaner, fairer and attractive urban spaces.</p> <p>As part of this approach, all vehicular parking / loading requirements for the Proposed Development will be accommodated on Site. Proposed vehicular access to the Site will be via the existing site access off Lawrence Road, where visibility splays are to be provided to increase safety.</p> <p>A swept path test has been undertaken to ensure that the servicing bay layout is able to accommodate operationally necessary servicing, delivery and refuse collection. An operational loading area for the self-storage aspect of the proposals will be provided. This operational parking/servicing area is designed to allow a flexible space to accommodate various numbers and combinations of vehicles ranging from cars to light vans, in line with established demand from other operational stores. Therefore, there is no forecasted impact on the parking along Lawrence Road as it can all be contained on Site.</p> <p>Servicing for the Fab-Lab part of the development can also easily be accommodated on site using the operational loading area, while also utilising the on-site cycle storage provision.</p> |
| <p>Consultation</p> | | |
| | <p>Overall 3no. objections were raised concerning the public consultation procedure.</p> <p>Noting the first public meeting was held in peak summer holiday season in August, with insufficient advance notice.</p> <p>Leaflet coverage was limited and materials were provided in English only in a linguistically diverse area, undermining inclusivity and representativeness.</p> <p>A September meeting functioned as an update rather than corrective re-consultation and did not address earlier deficiencies.</p> | <p>As one of the main elements of the Applicant's public engagement process two in-person engagement events were carried out. The first event was held from 6pm to 9pm on Thursday 14th August, and the second ran from 5pm to 8pm on 18th September.</p> <p>The second consultation event was designed to ensure that the amended design following the Quality Review Panel and Pre-application meetings could be considered by the local community. The second consultation also included a wider catchment area of local residents and businesses consulted. The time and date held was considered to ensure a broad range of locals as possible would be able to attend, in order to account for varying work schedules and other responsibilities.</p> |

As a starting point, flyers were delivered to all properties within a 100m locus of the Site. In total, 300 flyers were delivered to local residents. An additional flyer was displayed from 8th August 2025 onwards on the Site hoardings and in the public consultation venue of WithMilk Café, to the immediate east of the Site.

However, it was noted at the time that the flyer drop had missed certain residents and businesses. Therefore, the second flyer drop that was carried out on the 14th September via a consultation specialist (LetterBox) and delivered over 2,000 flyers to the immediate surrounding area. Full details of the area and proof of delivery is show in Appendix 10 of the Statement Community involvement (SCI) prepared within this application. The flyer detailed site location, key proposal details and highlighted the update in design following the first public consultation event, which could be viewed on the website or at the public consultation event.

A quarter-page advertisement was also placed in two local newspapers from 6th to 15th August 2025. These dates were chosen to ensure that awareness of the Proposed Development was raised in advance of the first in-person consultation events discussed above. The estimated number of times the advert was delivered was 9,943, meaning that the advertisements reached a wide cross-section of the community beyond those in immediate proximity to the Site. However, only nineteen delivered clicks on the digital advertisement were recorded during the press release, suggesting the proposals generated limited wider community engagement. As a result, the second consultation course focused largely on the immediate community of Lawrence Road.

The total number of attendees reached to forty-nine attendees from the first event to twenty-one at the second event – many of which were at the first event. Whilst the notice period of the flyer drop to the consultation event was shorter for the second event, the number of residents and businesses consulted was seven times greater than before. It is also noted the two flyers and previous consultation event may have provided sufficient information for residents to stay up to date with the scheme's changes via the website.

The Applicant considers that these events were a valuable opportunity to gain detailed public feedback, which allowed for considered discussion of the Proposed Development's design and benefits, and provided a greater understanding of local sentiments.

The feedback gained was highly valuable in guiding updates to the design in August and early September, including the reduction in black panelling, and the events deepened public understanding of the function of the Proposed Development and its Fab Lab units.

The Applicant agrees that websites are an effective means of engaging with the wider community, and considers that the 367 page views recorded between the 7th August 2025, when the website went live, and 24th September 2025 demonstrate the success of this website in doing so and remained live throughout the pre-application process, offering the chance to review the proposals via language translation platforms. The website was also a useful opportunity to receive more feedback via the questionnaire. A valuable mixture of quantitative and qualitative feedback was therefore gathered, with thirteen responses provided as of 24th September 2025. A copy of this questionnaire is included in Appendix 2 of the SCI.

Of the 20 responses collected in person or online, 7 indicated that they would definitely or possibly be interested in renting a Self-Storage unit, whilst 8 said they would definitely or possibly be interested in renting Fab-Lab space. Given that only 4% of the UK public currently use Self-Storage floorspace (SSA, 2025), 7/20 (approximately 35%) is a highly positive response, and demonstrates the high level of demand which exists locally. Similarly, the fact that 40% of respondents expressed interest in renting a Fab-Lab unit shows that workspace of this type would be a substantial benefit to the local community.

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IMAGE 3: Proposed View from Lawrence Road looking north-east. Tree not shown for illustrative purposes (no trees to be felled).



IMAGE 4: Proposed Cross Section (Looking north)

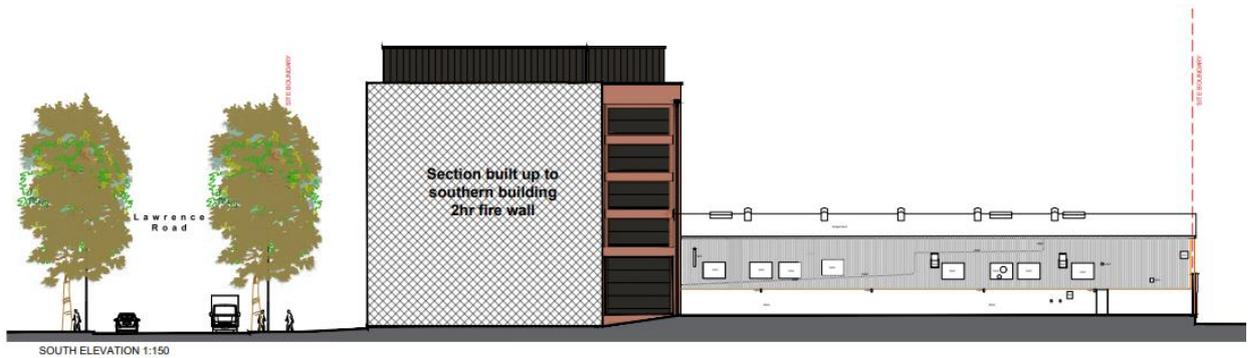


IMAGE 5: Proposed Façade Detail



IMAGE 6: Proposed Rear Elevation



IMAGE 7: Proposed Cross Section of Ground Floor/Mezzanine Workspace (Fab-Labs).

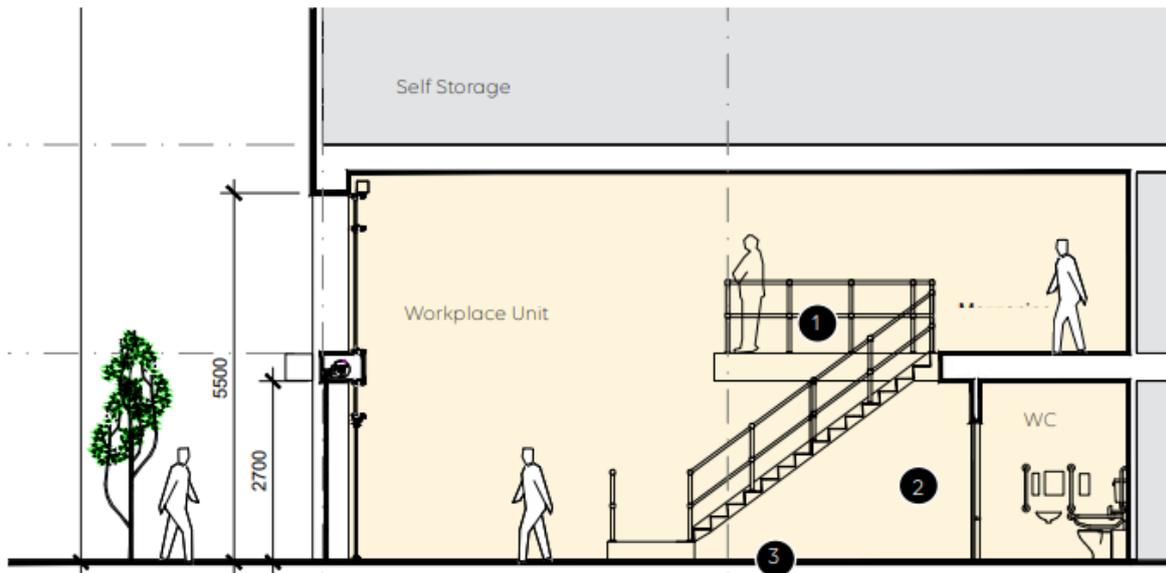


IMAGE 8: Proposed Landscaping Plan



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APPENDIX 4. Quality Review Panel Report

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 30-48 Lawrence Road

Wednesday 15 October 2025
George Meehan House, 294 High Road, London N22 8JZ

Panel

Esther Everett (chair)
Andy Puncher

Attendees

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| John McRory | London Borough of Haringey |
| Gareth Prosser | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Lucy Block | Frame Projects |
| Wendy Charlton | Frame Projects |
| Bonnie Russell | Frame Projects |

Apologies / report copied to

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| Suzanne Kimman | London Borough of Haringey |
| Rob Krzyszowski | London Borough of Haringey |
| Ruth Mitchell | London Borough of Haringey |
| Biplav Pagéni | London Borough of Haringey |
| Saloni Parekh | London Borough of Haringey |
| Roland Sheldon | London Borough of Haringey |
| Ashley Sin-Yung | London Borough of Haringey |
| Tania Skelli | London Borough of Haringey |
| Catherine Smyth | London Borough of Haringey |
| Kevin Tohill | London Borough of Haringey |
| Alice Tsoi | London Borough of Haringey |
| Elisabetta Tonazzi | London Borough of Haringey |
| Bryce Tudball | London Borough of Haringey |

Confidentiality

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

Report of Chair's Review Meeting
15 October 2025
HQR137_ 30-48 Lawrence Road

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1. Project name and site address

30-48 Lawrence Road, Tottenham, N15 4EG

2. Presenting team

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| Alun Evans | ROK Planning |
| Eva Papai | ROK Planning |
| Anthony Fusi | FusiAllan |

3. Planning authority briefing

30-48 Lawrence Road currently accommodates a large, light Industrial building, home to a dry-cleaning business (use Class E), and associated forecourt car parking, loading, storage and plant behind metal fencing. The site is adjacent to several mixed-use developments on Lawrence Road, with some still under construction, ranging between four to seven storeys in height. These sites have contributed a combined total of 460 homes and approximately 1,200 m² of commercial use, demonstrating a significant change in character of the road. The developments delivered to date are all broadly in accordance with the adopted site allocation SS2: Lawrence Road in the Tottenham Area Action Plan Development Plan Document (DPD), adopted in July 2017.

The applicant has engaged in two pre-application meeting with Haringey Council, with officers supportive of the intentions and approach, albeit with some concerns over detailed design, layout and operations. The concerns raised are particularly focussed on the most appropriate approach to the primary elevational treatment to the street, given the applicants' functional requirements for upper floors could result in blank solid walls, in contrast with the prevailing development pattern of residential windows and balconies. However, the activation of the ground floor street frontage, with windows onto a row of small business units, is enthusiastically welcomed as fulfilling the site allocation intentions of maintaining the vibrant, active, working street character. It will be integral that landscaping and levels to this street frontage create an open, integrated, pedestrian-friendly public realm avoiding dominance by motor vehicles.

Officers asked for the panel's comments on the progress of the design since the last review, particularly the response to the surrounding context and the relationship to the public realm.



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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel welcomes the improvements that have been made to the scheme since the last review. While the scheme has the potential to make a positive contribution to the street, the panel still feels that further development of the façade design is needed to raise the design quality, honestly reflect the building uses and to make it appear less generic. The panel reiterates the need to look at relevant precedents to inform the architectural design. The street elevation could look flat and heavy; further articulation and detailing would be beneficial, to provide differentiation between the primary and mezzanine floors.

The panel recognises the improvements that have been made to the Fab Lab entrances. However, there are concerns that the ground floor units onto the street could be inactive, given that these are likely to be workshops and therefore unlikely to have shop fronts or window displays. The elevational treatment of these units, the circulation zones, and the position of the planters should be given further consideration. The panel also feels that the arrangement of the shop and entrance area to the storage units is overcomplicated. A combined entrance hub could be considered to serve the labs and the storage area to improve legibility. As the level changes could be problematic, an external ramp or an alternative split-level arrangement between the Fab Labs and storage area should be considered.

Architecture

- The panel welcomes the improvements to the architectural design since the last review. The additional fenestration and reduced areas of black cladding are particularly successful.
- However, the panel's previous comments around whether the building is contemporary or fits in with the surrounding buildings have been misinterpreted. The term 'landmark' feels misused in this context and should be reconsidered.
- The façade still appears generic and could be better articulated and detailed to reflect the internal uses. The panel recommends that the team investigates more precedents to inform how the design can better demonstrate the self-storage uses.
- It would also be positive for the design to reflect the modular, prefabricated construction.
- The quality of the brickwork on the adjacent building to the north of the site could be referenced to inform the design of the scheme. In particular, the detailing and articulation around the entrance and windows.
- Further craftsmanship is encouraged to break up the large areas of brick, particularly on the stair core.

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- The visualisation does not accurately reflect the current proposal. The second floor is shown as a corridor but at this stage it is not and may never be converted to usable space.
- The elevational treatment should make a distinction between the different uses on each floor and should not be overly driven by a residential aesthetic, as conversion may be unlikely in the future.
- The panel also cautions that the quality of the façade design should not rely upon occupiers and signage, given these can be changeable over time.

Internal layout

- There is a lack of clarity over the function of the 'shop'. The panel suggests looking at whether this area could act as a combined access hub for the labs and the storage units, providing shared facilities.
- The panel queries the practicality of the breakout seating areas within the corridor to the rear of the Fab Labs. These would be better placed within the shop area.
- The corridor could be omitted entirely, with occupiers using the main shop entrance via the street, to access the storage units. This would help to increase usable floor space and resolve the awkward change in levels.
- The split-level access to the storage area could be problematic, particularly for bulky items. An external ramp or an alternative split-level arrangement along the party wall between the Fab Labs and storage area could be considered so that the self-storage use is at a consistent datum.
- More detail on how the Fab Lab units are accessed would be welcomed. Flexibility could be provided so two units are combined and the space in front of them shared.
- Door sizes should be considered to accommodate large, bulky items. This should be designed for both the Fab Labs and public access.

Streetscape and landscape design

- The relationship of the building to the street is not quite resolved and the panel recommends it should be further explored in three dimensions.
- The success of the ground floor relationship to the street will depend upon the labs and whether they have an active and interesting street frontage.
- The panel queries the relationship of the planters to the building, noting that the separation from the building varies making circulation zones unclear.

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- The small, landscaped area to the rear of the Fab Labs is not very well overlooked and will likely be very dark. This should be designed carefully to ensure it is additive and contributes to urban greening.

Next steps

- The Quality Review Panel recommends that the applicant work with the council to resolve the outstanding issues noted ahead of submission.



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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.



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Planning Sub-Committee

Briefing paper for Planning Sub Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2025/0021

Ward: Noel Park

Address: Land at Haringey Heartlands between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate and 57-89 Western Road London N8 & N22

Proposal:

1. Pre-application proposals for Phase 5 - Reserved Matters seeking approval of appearance, landscaping, layout, scale and access in relation to Buildings F01, G01, G02, J01 and J02.
2. Use of Sustainabrick building façade facing material on Phases 4 and 5.

Applicant: St William Homes LLP

Agent: Neil Wells, Quod

Ownership: St William Homes LLP

Case Officer Contact: Valerie Okeiyi

2. BACKGROUND

- 2.1. The proposed pre-application development is being presented to the Planning Sub Committee to allow members to view the forthcoming reserved matters proposals, in advance of the determination of the forthcoming application. Any comments made would be 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 July/August 2026. The applicant has engaged in pre-application discussions with Council Planning Officers, with formal pre-application meetings and review by QRP taking place.

3. SITE AND SURROUNDINGS

- 3.1 The site, formerly known as the Clarendon Gasworks Site, and now known as Alexandra Gate, is currently under construction by St William. To the west, the wider Alexandra Gate masterplan area is bounded by significant transport infrastructure, including the East Coast Mainline railway, together with the associated sloped embankment and retaining brick wall. To the north lies the Cultural Quarter, centred around the Chocolate Factory building, which forms a key focal point of Wood Green's cultural offer. The building on site provides workspace for local artists, and the surrounding area is identified for future regeneration.

**Fig 1:
William**



Wider St

redevelopment site (outlined in red)

- 3.2 The whole of the site is bisected by Mary Neuner Road, which has been substantially upgraded as part of the earlier phases of re-development. The road now forms the primary spine of the Alexandra Gate regeneration area, providing vehicular, cycle and pedestrian access, as well as a strong axial connection to the Cultural Quarter. Coburg Road defines the northern boundary of the site. At present, it separates the northern portion of the Clarendon Road site from the Cultural Quarter, which includes the Chocolate Factory site. It is envisaged that this route will evolve into a new civic boulevard, creating a key connection between Wood Green High Road and Alexandra Park via the Penstock Foot Tunnel.
- 3.3 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. The site is also adjacent (approximately 250 metres distance away) of the Wood Green Conservation Area.
- 3.4 Proposals have been developed in line with the strategic planning objectives in the Wood Green Area Action Plan 2017 – although this is not a fully adopted AAP, the policies have been subsumed into the draft Local Plan.

- 3.5 Local and strategic planning policy promotes the regeneration of this wider disused brownfield site for the creation of employment, residential and educational purposes, a new urban square and improved linkages through the area. It seeks to improve and diversify the character of the area with a wider range of uses, more street level activity and increase passive surveillance of the public realm.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) rating of 4 to 6, with Wood Green Underground Station being 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.

4. PROPOSED DEVELOPMENT

- 4.1 (1.) The Alexandra Gate Phase 5 proposals consist of:
- Erection of five buildings – heights ranging between 9 to 24 storeys:
 - 537 homes distributed across five buildings (of which 106 would be affordable: 52 shared ownership (10.19% by Hab Room), 54 affordable rent (14.21% by Hab Room))
 - New 'Western Green' public park
 - Podium amenity, including play space
 - 725 sqm of play space
 - 837 sqm of commercial area
- (2.) The pre-applicants also seek to present to Members a new facing material, **Sustainabrick**, which they propose would be used on the facades of the buildings on Phase 4 (Reserved Matters already approved) and Phase 5 (Reserved Matters application to be submitted)

5. PLANNING HISTORY

- 5.1. In April 2018, planning permission was granted for a **Hybrid planning permission (reference HGY/2017/3117 - part detailed, part outline)** for the comprehensive redevelopment of the Clarendon Gas Works site for a minimum of 1,714 homes, 32.5% affordable housing (by habitable rooms), a range of non-residential and commercial uses and associated open space and infrastructure works. The application was supported by an Environmental Impact Assessment.
- 5.2. The **detailed element of the hybrid consent** (reference: HGY/2017/3117) comprised the 'Southern Quarter' (Phase 1 and Phase 2); totalling 622 units in nine buildings (Buildings A1-A4, B1-B4 and C1) and including 332sqm of Class B1 Business/Class A1-A4 use and 417sqm Day Nursery. The remaining phases and form the outline element of the hybrid consent and require reserved matters consent to come forward.
- 5.3. The **first Reserved Matters** application relating to the outline element of the Hybrid consent was approved by Planning Sub Committee in May 2019 (reference: HGY/2019/0362) - approval was for the appearance, landscaping, layout, scale, access; but pertaining to Buildings D1 and D2, forming **Phase 1** of the eastern quarter, including the construction of 99 homes, 439m² of commercial floorspace, and new landscaped public space.

- 5.4. The **second Reserved Matters** application relating to the outline element of the hybrid consent was approved by Planning Sub Committee in October 2019 (reference: HGY/2019/1775) - approval was for the appearance, landscaping, layout, scale, access - pertaining to buildings D3 and D4, forming **Phase 2** of the eastern quarter, including the construction of 101 residential units, a district energy centre, public realm and amenity space including the 'Moselle Walk' and substantial communal landscaping.
- 5.5. The **third Reserved Matters** application relating to the outline element of the hybrid consent was approved by Planning Sub Committee in October 2020 (reference: HGY/2020/1851) – approval was for the appearance, landscaping, layout, scale, access - pertaining to buildings E1, E2 and E3, forming **phase 3** of the eastern quarter including 281 residential units and 2,982 sqm of commercial floorspace, community and leisure facilities and public/private amenity space and communal landscaping.
- 5.6. The **fourth Reserved Matters** relating to the outline element of the hybrid consent was approved by Planning Sub Committee in January 2024 (reference HGY/2023/2357) – approval was for the appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, including the construction of residential 377 residential units (Use Class C3), 2,652 square metres of commercial floorspace, new public square, public realm upgrades and landscaped public space forming **phase 4** of the northern quarter.
- 5.7. To date across Phases 1 to 3, (which have been built out), 438 affordable homes have been built, comprising 285 Shared Ownership, 107 Affordable Rented, 46 Social or London Affordable Rented (the latter of which are in block D4 which have been purchased by the Council). The 438 affordable homes represent 47.4% of habitable rooms consented in detail on the wider site to date.
- 5.8. A number of non-material amendments have been approved. Firstly, to increase the permitted quantum of residential floorspace from 163,300m² (GEA) to 178,300m² (GEA) in June 2019 (ref: HGY/2019/1460). Secondly, to include reference to D1 floorspace within the outline permission of the development in July 2020 (ref: HGY/2020/1523). No physical changes resulted. Thirdly, to revise the parameter plans within Phase 4 of the outline permission of the development in June 2021 (ref: HGY/2021/1392). Fourthly, to revise the parameter plans within Phase 5 of the outline permission of the development in August 2025 (ref: HGY/2025/1548). Lastly, to revise the parameter plans within Phase 4 of the outline permission of the development in February 2026 (ref: HGY/2025/2870).

Summary of Reserved Matters Application and Current Delivery:

- 5.9. The Alexandra Gate scheme to date:

(Phases 1 – 3) has delivered:

- 1,100 homes delivered (of **which 438 are affordable – 285 shared ownership (25.69% by Hab Room), 153 affordable rent (21.78% by Hab Room)**)
- Improvements to Mary Neuner Road and New Hornsey Park Road Crossing
- New Hornsey Park
- New nursery
- New dedicated Community Hub

- New cycle routes
- 3,593 sqm of play space (equivalent to 14 tennis courts in size)
- £1,358,000 S106 contributions paid to date, with £274,000 left to pay
- £14,380,000 CIL paid



Fig 2: Alexandra Gate - Hornsey Park

5.10. Phase 4 has been approved; though not yet built, it would deliver:

- 418 homes distributed across three buildings
- New public square
- 384 sqm of play space
- 1,147 sqm of commercial area
- New Lane – cycle path



Fig 3: Alexandra Gate Phase 4 – CGI of public square

Other computer generated images (CGIs) of previous phases in context with Phase 5 are attached in **Appendix I**.

6. CONSULTATION

6.1 Public Consultation

- 6.1. The applicant has recently undertaken their own community engagement on the pre-application proposals for Phase 5. The applicant confirmed that 5,378 invites were issued to surrounding properties and businesses in the local area inviting residents to public consultation sessions that were held. Four community engagement events in total were hosted at the Alexandra Gate Community Hub located at Cavendish House, Mary Neuner Road. The applicant presented their proposals to the community and responded to questions and provided feedback.
- 6.2. Ward Councillors were also sent invitations to the sessions and the applicant offered meetings to discuss the scheme and proposals. A dedicated project website was set up exhibiting the proposal.
- 6.3. Phase 5 scheme is currently at pre-application stage. When a formal planning application is submitted for consideration, consultation letters will be sent to neighbouring properties, site notices will be erected around the vicinity of the site, and an advert will be placed in the local newspaper to notify the community and invite comment on the reserved matters proposals.

Quality Review Panel

- 6.4. The proposal for Alexandra Gate Phase 5 was presented to Haringey's Quality Review Panel (QRP) on two occasions, firstly on 5th February 2025 and then a second time 6th August 2025. Following conclusion of the second panel, the panel stated *"The Haringey Quality Review Panel welcomes the progress made since the last review of Alexandra Gate Phase Five. Many of the issues previously raised by the panel have now been addressed, with the ground floor commercial and public realm offers significantly improved. The rationale for the increase in height since the outline consent is supported, given the enhanced quantity and quality of the accommodation and the public realm"*.

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

7. MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 7.1. Principles of the development and the quantum of housing, level of affordable housing and commercial space, landscaping / public realm for the whole of the site and scale (in terms of height parameters for the buildings) have been established by the outline planning permission which followed the adopted policy and masterplanning principles which sought to contribute to the regeneration of this part of the Borough. The numerous reserved matters applications (phases 1, 2, 3, 4 and 5) adds the 'detail' to the outline permission.
- 7.2. The main considerations for the pre-application reserved matters scheme for the delivery of Phase 5 are the detailed design quality including scale and appearance

of the buildings, detailed landscaping of the proposal, access and quality of accommodation. The key broad planning policy context is therefore:

- 7.3. The National Planning Policy Framework 2024 (NPPF), alongside London Plan 2021 policies and the Council's Local Plan, which emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach.
- 7.4. Policy D4 of the London Plan 2021, which 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 with officers and the Quality Review Panel).
- 7.5. Policy D6 of the London Plan 2021, which 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. and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.
- 7.6. Policy D9 of the London Plan 2021, which states that tall buildings should only be developed in locations that are identified as suitable in Local Plans. Policy D9 sets out the criteria for assessing tall buildings to ensure the visual, functional, environmental and cumulative impacts of a tall buildings are addressed. Policy D9 also sets out specific consideration when assessing tall buildings. These include suitability of sites for tall buildings, how they will appear in long-range, medium-range and immediate views, contextual heights and how they will act in wayfinding, architectural quality and materials and how the development will interact with heritage assets.
- 7.7. Policy DM10 of the DM DPD 2017 states that the Council will support proposals for new housing as part of mixed use developments.
- 7.8. Policy SP11 of the Local Plan 2017, which requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.9. Policy DM1 of Haringey's Development Management Development Plan Document 2017 (DM DPD), which requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.10. Policy DM6 of the DM DPD 2017, which 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 2017. For buildings projecting above the prevailing height of the surrounding area, it will be necessary to justify them in in urban design terms, including being of a high design quality.

- 7.11. The site forms part of a wider strategic regeneration area known as Haringey Heartlands. 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 designated as SA22 'Clarendon Square' The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the London Plan as an Opportunity Area.
- 7.12. As part of preparing a New Local Plan, the Council has recently consulted 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 recommend 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. In any event there are no major changes proposed to policy in relation to this site/proposal.

Proposed mixed use – Employment and Residential Uses – Alexandra Gate Phase 5

Employment Use

- 7.13. The pre-application proposal for Phase 5 is a mixed-use scheme, comprising of residential and employment floorspace. The 837 sqm commercial floorspace would be located in Blocks F01, JO2, GO1 and GO2 and would support the re-development and wider site's employment opportunities.
- 7.14. Activation of the ground floor street frontage of Mary Neuner, New Lane and Coburg Road would be established as part of the scheme and supported by Officers and the QRP. The applicant has provided limited information regarding potential uses for the commercial spaces to date, but it has been confirmed by the applicant that the commercial space currently being considered would consist of 'flexible' uses with the potential to sub-divide the floor space. Details around servicing the units are also being considered by the applicant. This aspect of the scheme will be discussed in more detail between officers and the applicant during future pre-application meetings. The ground floor employment / commercial frontage would be 'double' height in targeted places, which would establish and provide a commercial character to this part of the street.

Residential Use

- 7.15. The 537 proposed homes forming part of this development would contribute towards the Council's overall housing targets and much needed housing stock.

See **Appendix I** for the floor plans of Phase 5

Design

- 7.16. The pre-application proposal comprises of five residential buildings, varying in height from between 9 to 24 storeys:
- Block F01 – 9 storeys;
 - Block G01 – 18 storeys;
 - Block G02 – 15 storeys;
 - Block J01 – 13 storeys and;
 - Block J02 – 24 storeys
- 7.17. Policy SP11 of the Council's Local Plan and Policy DM6 of the DM DPD 2017 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 2017 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 2021 states that consideration of the visual impacts, functional impact, environmental impacts and cumulative impacts will need to be assessed.
- 7.18. The design of the buildings and scheme as a whole has progressed positively and the height and massing of the buildings are in generally conformity with the Masterplan and the approved parameter height plans for the site. The QRP supports the height, design and massing of the buildings.
- 7.19. The Applicants have agreed to submit verified views from the Wood Green Conservation Area as part of their Townscape study, which will be presented at a later pre-application meeting with Officers in order to ensure the visual impact of the tall buildings do not substantially harm the character and appearance / setting of the Conservation Area and any Strategic Views.
- 7.20. The QRP and Officers consider that the elevations and material palette are developing well. The applicant intends to use 'Sustainabrick' which is a brick panelised system, it is a lightweight alternative to a traditional brick façade system. Samples of the façade system have been provided by the applicant, and the Design Officer has also undertaken a site visit to another of the applicant's schemes to view a mock-up at close range.
- 7.21. It is envisaged that the design of the tallest building will have a different material palette when compared to the other four buildings – this is under discussion as part of the pre-application engagement between officers and the applicant.
- 7.22. Policy D12 of the London Plan 2021 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 9-24 storeys in height which exceeds the 7 storey and 18 metres threshold which triggers the need to consult with the HSE/BSR.

See **Appendix I** for heights and CGIs of Phase 5 in context with other phases of the development

Public Realm / Landscaping/Biodiversity

- 7.23. The amenity spaces would consist of a sizable play area (725 square metres) which would be overlooked by future residents of the development and a swathe of other amenity spaces in the form of a podium communal amenity space and a new public park which would be accessible by all residents. See **Appendix I** for layout and detail of Phase 5 amenity and public spaces.
- 7.24. A comprehensive biodiversity scheme, which would need to include comprehensive details for Urban Greening and Biodiversity Net Gain is currently being worked on by the applicant, and will be presented to officers at a future pre-application meeting for discussion, before a formal planning application is submitted.

Residential Quality, Unit Mix and Amenity

- 7.25. Phase 5 is proposed to deliver 537 new homes, consisting of:

- 228 x 1 bed,
- 266 x 2 bed,
- 33 x 3 bed and
- 10 x 4 bed

106 homes would be **affordable**, consisting of **52 shared ownership homes, located in Block J1 and 54 affordable rent homes located in Block F1**; **431** homes would be **private sale market tenure**.

- 7.26. The range of home sizes would meet the approved site wide mix and would optimise the use of the site to meet housing need, particularly the need for family sized accommodation. The amount and mix of affordable tenures are welcomed and would contribute to much needed affordable housing provision in the Borough.
- 7.27. All homes would have private amenity space in the form of balconies or terraces and enjoy access to the residential communal landscaped podium. The applicant would need to demonstrate that the proposed areas of amenity spaces would receive good levels of sunlight overall. The homes would be expected to meet the London Plan standards in terms of the various criteria relating to quality of accommodation.

Transportation and Parking

- 7.28. The site has a public transport accessibility level (PTAL) rating of 4 to 6 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.
- 7.29. The proposed scheme would provide car parking in line with the Hybrid permission. A total of 18 blue badge parking bays would be provided (7% of the overall number of homes), located within the ground floor undercroft along with 4 standard bays, no basement is proposed for phase 5.
- 7.30. Policy T5 of the London Plan 2021 sets out the relevant cycle parking standards, which are reinforced in Policy DM32 of the DM DPD 2017. 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 stores at ground and first floor level. The stores are proposed to be accessed either through the residential lobbies, internal circulation areas or via the landscaped podium areas. Visitor cycle parking would also be required, appropriately located so as not to impede pedestrian movement or clutter the public realm.

- 7.31. Full details of the future servicing, refuse/recycling and emergency services arrangements would be provided at application stage. This would include the numbers of trips, types of vehicles, dwell locations and associated dwell times. All servicing would take place from within the site and off the public highway and not interfere with the smooth and safe operation of the public highway. All arrangements would need to minimise the impact on both the public highway and neighbours. Pre-application discussions have been held with the Council's Transport Planning team as part of the pre-application stage.

Amenity

- 7.32. The scheme should not prejudice the future development of adjoining and surrounding sites/development notably; Phase 1 of the Chocolate Factory, Raphael House, Kingfisher Place, Parma House and Mallard Place.
- 7.33. As part of the Approved Parameters applications, amenity impacts have been assessed. Supporting submissions relating to daylight/sunlight, wind and townscape would need to confirm that the conclusions of the Hybrid Environmental Impact Assessment remain valid.
- 7.34. However, further environmental and amenity testing and professionally related reports would need to be submitted as part of the Reserved Matters submission for Phase 5 in order to ensure that amenity is safeguarded and that future and proposed development on surrounding sites would not be adversely impacted.

Sustainability

- 7.35. Discussions are ongoing with the Officers of the Council's Carbon Management team as part of the pre-application engagement across a range of sustainability measures to ensure the proposal is in line with policy requirements.

Sustainabrick

- 7.36. The applicant is intending to submit details of a new facing material called 'Sustainabrick' that would be used on a number of buildings in Phase 4 (reserved matters applications already approved) and in the future build for Phase 5, which is yet to be formally submitted as a reserved matters application.
- 7.37. The primary components that make up this material are cement, aggregate, calcium aluminate (which helps with fire resistance) and calcium sulphate (which helps with the hardening and fast drying of the material).
- 7.38. The material is a brick panelised system, which is a lightweight alternative to a traditional brick façade, that integrates a strong mesh webbing to create a 'Brick' panel of 12.

- 7.39. Officers have had discussions with the applicant regarding this material and have seen the material on site and 'as built' and the applicants have also submitted physical samples of the Sustainabrick. Officers are generally supportive of the material and consider that it is a robust, durable, material which would have an acceptable appearance on the street and visual character of the area.

See **Appendix II** for details of Sustainabrick.

- 7.40. The applicant will be presenting samples of the Sustainabrick to Members at the committee meeting on the 5th of March 2026.

Appendices:

1. Plans and Images of Phase 5, and other phases in context with Phase 5
2. Sustainabrick Panels for Phase 4 and future Phase 5
3. QRP Report

Appendix I

PLANS AND IMAGES OF PHASE 5, AND OTHER PHASES IN CONTEXT WITH PHASE 5

Site Plan - Birds Eye View



Alexandra Gate built to date (photos taken in Oct-25)



Proposed scheme demonstrating Phases 3 - 5



Phase 5 **— —** Site Boundary

Storey Height **①**

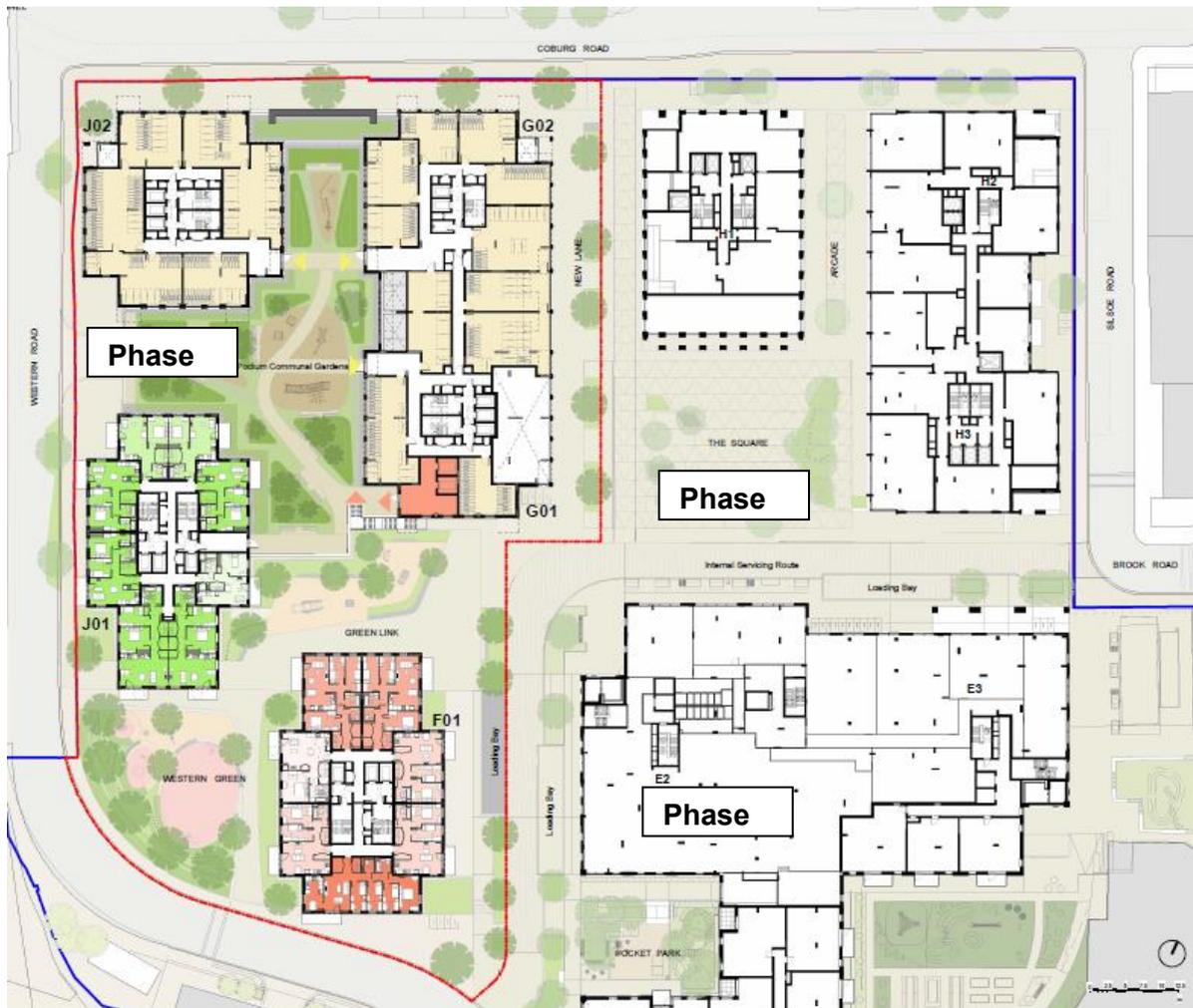
Proposed Ground Floor Plan (Phases 3 – 5)



KEY

- - - Phase 5 Planning Application Boundary
- Hybrid Permission Boundary
- Residential & Podium Access Lobby
- Residential Post Room
- Cycle Store
- Refuse Store
- Plant & BOH
- Commercial - Flexible Unit
- Commercial - Food & Beverage
- ▲ Residential Entrance
- ▲ Commercial Entrance
- ▲ Car Park Entrance
- ▲ Cycle Store Entrance
- ▲ Food & Beverage Entrance

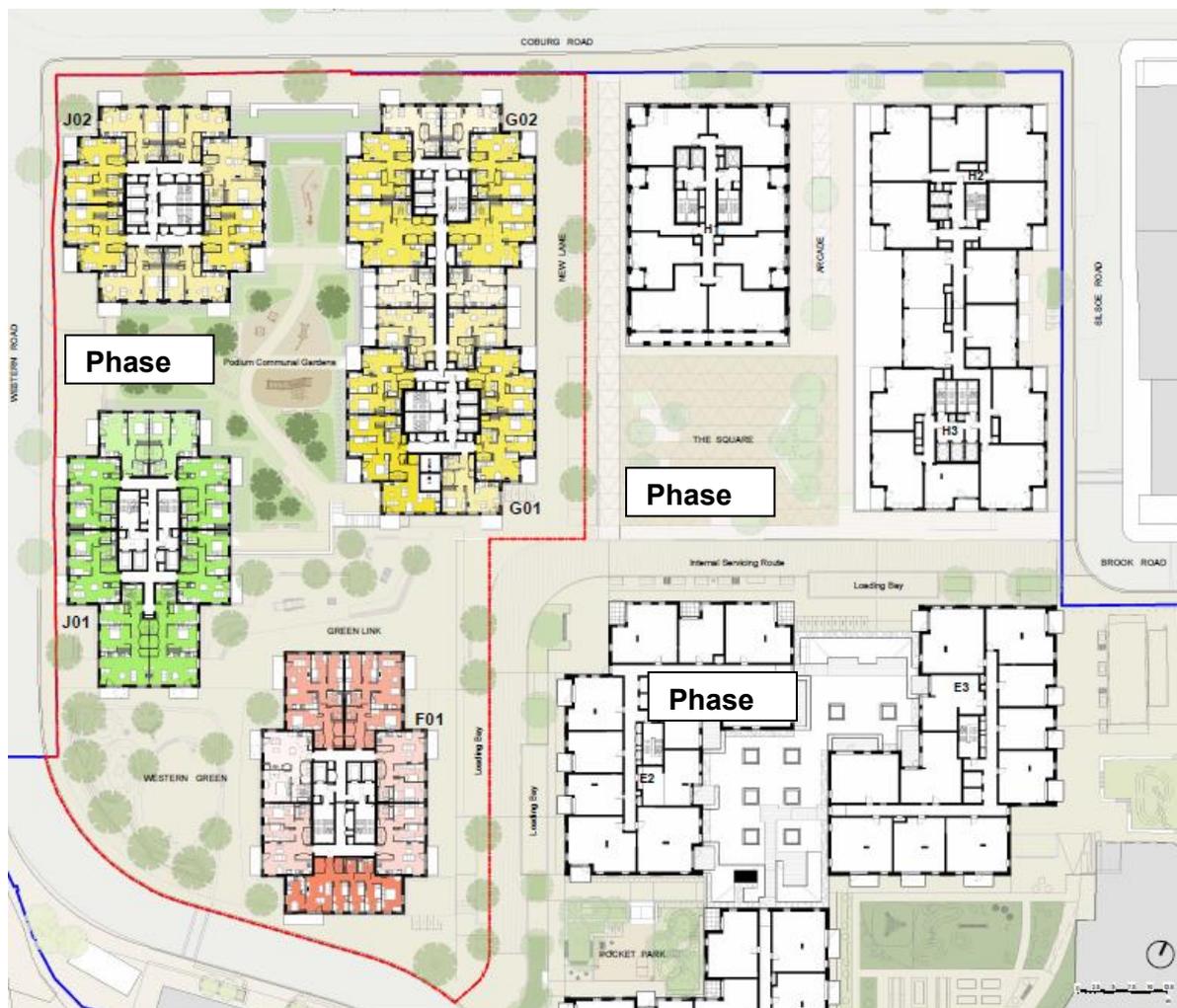
Proposed First Floor Plan (Phases 3 – 5)



KEY

- - - Phase 5 Planning Application Boundary
- Hybrid Permission Boundary
- Cycle Store
- Plant & BOH
- SO - Manhattan
- SO - 1B
- SO - 2B
- Affordable Rent - 1B
- Affordable Rent - 2B
- Affordable Rent - 3B
- Affordable Rent - 4B
- Residential Entrance
- Cycle Store Entrance

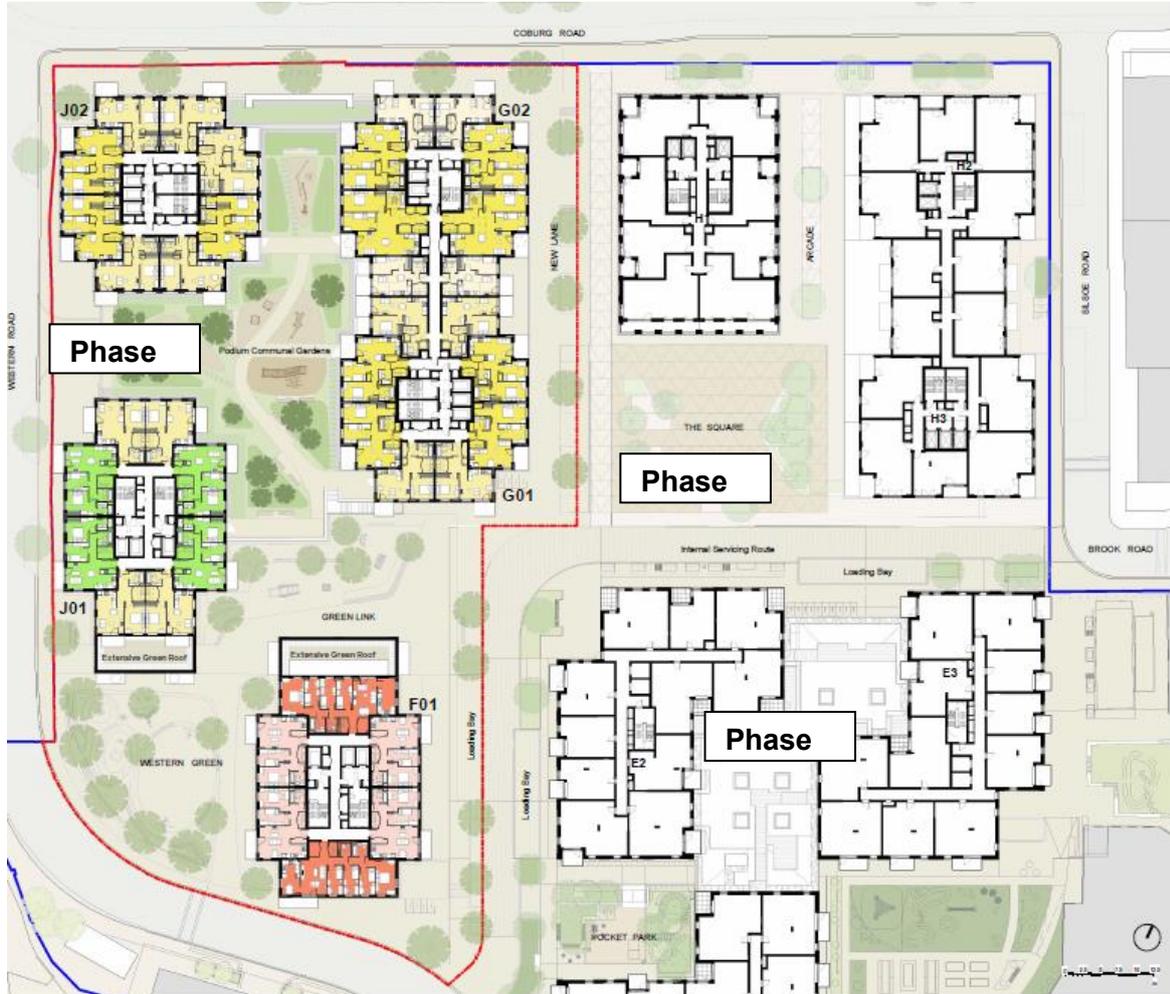
Proposed second floor plan (Phases 3 – 5)



KEY

- - - Phase 5 Planning Application Boundary
- Hybrid Permission Boundary
- Private - Manhattan
- Private - 1B
- Private - 2B
- Private - 3B
- SO - Manhattan
- SO - 1B
- SO - 2B
- Affordable Rent - 1B
- Affordable Rent - 2B
- Affordable Rent - 3B
- Affordable Rent - 4B

Typical Lower Floor Plan (Phases 3 – 5)



KEY

- Phase 5 Planning Application Boundary
- Hybrid Permission Boundary

- Private - Manhattan
- Private - 1B
- Private - 2B
- Private - 3B

- SO - Manhattan
- SO - 1B
- SO - 2B

- Affordable Rent - 1B
- Affordable Rent - 2B
- Affordable Rent - 3B
- Affordable Rent - 4B

Phase 5 Podium Garden including CGI



Phase 5 Western Green including CGI



CGI view along New Lane (Phases 3 – 5)



Phase 5 CGI View taken from the proposed public square



Phase 5 CGI view from the proposed public square



Appendix II – Sustainabrick Panels for Phase 4 and future Phase 5





Appendix III – QRP Report

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London Borough of Haringey Quality Review Panel

Report of Full Review Meeting: Alexandra Gate Phase Five

Wednesday 6 August 2025
Alexandra House, 10 Station Road, London N22 7TY

Panel

Andrew Beharrell (chair)
Nuno Correia
Gavin Finnan
Ann Sawyer
Lindsey Whitelaw

Attendees

| | |
|-----------------|-------------------------------------|
| Rob Krzyszowski | London Borough of Haringey |
| Valerie Okeyi | London Borough of Haringey |
| Saloni Parekh | London Borough of Haringey |
| Catherine Smyth | London Borough of Haringey |
| Alice Tsoi | London Borough of Haringey (online) |
| Kirsty McMullan | Frame Projects |
| Bonnie Russell | Frame Projects |

Apologies / report copied to

| | |
|--------------------|----------------------------|
| Suzanne Kimman | London Borough of Haringey |
| John McRory | London Borough of Haringey |
| Ruth Mitchell | London Borough of Haringey |
| Biplav Pagéni | London Borough of Haringey |
| Gareth Prosser | London Borough of Haringey |
| Roland Sheldon | London Borough of Haringey |
| Ashley Sin-Yung | London Borough of Haringey |
| Tania Skelli | London Borough of Haringey |
| Kevin Tohill | London Borough of Haringey |
| Elisabetta Tonazzi | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Bryce Tudball | London Borough of Haringey |

Report of Full Review Meeting
6 August 2025
HQR24_Alexandra Gate Phase Five

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Confidentiality

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

Declarations of interest

Panel member Gavin Finnan's practice, Maccreeanor Lavington, is currently working with Berkeley Group, which includes the developer for Alexandra Gate, St William. The project is directly for Berkeley, not St William, and Gavin is not involved in the project, nor is the London branch of his office. Alan Shingler, part of the Alexandra Gate presenting team, is also a Haringey Quality Review Panel member.

1. Project name, site address and planning reference

Alexandra Gate Phase Five, Land adjoining Brook Drive, Silsoe Road and Coburg Road, London N22 6UB
Outline consent: HGY/2017/3117

2. Presenting team

| | |
|------------------|-----------------|
| Nina Kolbeck | MRG |
| William Mackey | St William |
| Paul Prichard | St William |
| Christy Walsh | St William |
| Christina Pappa | Sheppard Robson |
| Marina Samvelyan | Sheppard Robson |
| Alan Shingler | Sheppard Robson |
| Neil Wells | Quod |

3. Planning authority briefing

The site is within the strategic regeneration area known as Haringey Heartlands. It is identified as an opportunity area in the London Plan and as a growth area in the Haringey Local Plan. The site forms part of Site Allocation 22: Clarendon Square and part of Site Allocation 24: NW of Clarendon Square.

Overall parameters were established in the hybrid planning permission. Reserved matters applications cover internal layouts, materials, access, external appearance and landscape. The final phase of the hybrid consent, phase five, is subject to a future reserved matter application. The proposals comprise five blocks ranging between nine and 23 storeys, accommodating approximately 520 homes, alongside landscaping and commercial space.

Officers asked for the panel's comments on the success of the placemaking strategy, as well as on the scheme's height and massing, landscape, sustainability, ground floor frontages, and architecture.



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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel welcomes the progress made since the last review of Alexandra Gate Phase Five. Many of the issues previously raised by the panel have now been addressed, with the ground floor commercial and public realm offers significantly improved.

The rationale for the increase in height since the outline consent is supported, given the enhanced quantity and quality of the accommodation and the public realm. The impact on placemaking should be further considered, as well as technical issues such as microclimate, which are currently being assessed. Separating G01 and G02 into two distinct blocks is recommended, to create more dual aspect homes and reduce the sense of enclosure in the podium garden, public realm and surrounding blocks. The panel accepts the height of J02, but asks for further testing to improve its appearance in views from Alexandra Palace and Park. While the architecture of J02 could have a different expression from the rest of the scheme, this should not feel incongruous with the local area. The architecture of the other buildings is successful, but the colour palette and crown detailing should be refined. While innovation is commended, Sustainabrick should be fully tested for both its appearance and long-term performance, before a commitment is made. Deeper analysis of the sustainability strategy options is required. Overheating mitigation, climate resilience, fabric efficiency and biodiversity should be further considered.

The introduction of Western Green and the Green Link are welcome improvements. The panel asks for more planting within the site boundary in the Green Link. The terraced seating steps help to conceal the edge of the podium but are not accessible for all. If step-free access is not possible, then alternative treatments should be explored. While the quantity of public open space has been increased, the panel would like further assurance that it is generous enough to support the number of people who will live here. The play space and amenity strategies should meet the needs of all ages.

The ground floor workspaces are welcome, and the panel recommends using precedents to inform a strategy to support small local businesses. Active frontages should be provided onto Western Green, to enliven this space. The panel also suggests making the internal lobbies more generous.

Height and massing

- The need to increase heights since the outline consent is appreciated, given current regulatory and viability issues, as well as Haringey Council's updated housing targets. As more open space has been provided, the panel supports the rationale for the proposed heights.
- The increase in both the quantity and the quality of the public realm since the last review also helps to ameliorate the panel's previous concerns about overdevelopment, to some extent.



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- The panel notes that initial results of the microclimate studies, internal daylight, townscape, and impact on neighbours indicate that the proposed height and massing are likely to meet the necessary technical criteria.
- However, the project team should ensure that the combination of height and massing do not negatively impact the placemaking quality and will deliver a successful neighbourhood.
- One area that could be significantly improved is blocks G01 and G02, which are joined by a link block. This increases the sense of enclosure in both the residential podium garden and the public square. The link block is also the only part of the proposal with single aspect homes.
- The panel asks the project team to explore separating G01 and G02 into distinct blocks. This would allow more light into the podium garden and alleviate the perception of oppression on the square. It could also enable the scheme to be one hundred per cent dual aspect.
- By reducing the amount of internal corridor, an efficient layout could be found to allow for a second staircase in G02 to make separate blocks work.
- If G01 can be moved slightly further south away from G02, this would also help to complete the square.
- The panel accepts the height of the tallest block, J02, and thinks that it is in the right location on the site. However, together with the emerging context of the Mallard Place site immediately to the north, J02 will have a significant impact in views from Alexandra Palace and Park. The massing and external appearance should be refined to ensure that the visual impact will be positive.

Public realm

- The Green Link and Western Green are significant improvements that enhance and encourage pedestrian access across the site. The landscape design is also well-connected with local bus and cycle routes.
- The terraced seating steps are a positive response to conceal the edge of the podium. The project team should check that they are in the best location to receive good levels of sunlight, to ensure they are well-used.
- However, a wheelchair recess at the ground floor level would not provide an equitable experience for those who cannot use the steps. As it is challenging to provide ramps to the higher levels in the limited space, the panel questions whether the seating steps are the best solution.
- If it is not possible to use the natural site topography to provide step-free access, alternative ways to treat this area should be explored. The solution should be simple, inclusive, and green – for example, combining planting, seating and artwork.



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- The panel understands that the service access road must be kept clear, but asks for more planting within the site boundary in the Green Link.
- The design and maintenance of the sustainable urban drainage system needs more thought, to ensure that it will be kept free from litter and will look attractive throughout the year.
- The panel recommends looking at the junctions between the emerging phases three and four, to the south and east of the site respectively, to ensure that the public realm will work as one set of contiguous spaces.

Play space

- While the quantity of public open space has been increased, the panel would like further assurance that it is generous enough to support the number of people who will live here. In particular, the doorstep play provision for younger years should be checked.
- To demonstrate that the play space offer will meet the needs of all ages, the project team is encouraged to include provisions outside of the site boundary that are within walking distance in the play space strategy.
- It is positive that Western Green has been added to provide appropriately sized children's play facilities, and the southwest corner of the site is the best location for it. However, they do not leave much green open space for adults to enjoy in this sunny corner of the site.
- The panel suggests improving how Western Green works for all generations. Some of the planting could spill out beyond the play areas, integrated with seating. This would allow parents, for example, to socialise in a green space while overlooking their children playing.
- Subject to satisfactory management, the panel supports the provision of a separate outdoor space for adults on the rooftop of F01 that they can enjoy and take ownership of.

Architecture

- The panel supports the architectural language developed for buildings J01, F01, G01 and G02. The design successfully draws on local references to create visual richness and a strong sense of place.
- The materials and colour palette should be further refined in dialogue with the council. The colourfulness of the façade treatment should be tested in context to find an appropriate balance.



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- While the architecture of J02, the tallest tower, is sophisticated and accomplished, it is not appropriate in this location. The black cladding contributes to a corporate, inner-city appearance that feels incongruous with the local area and disconnected from the rest of the scheme.
- J02 could successfully maintain a different architectural expression from the rest of phase five, but the panel thinks that it should be more articulated, joyful, and specific to this part of Haringey.
- Further work is needed on the detailing of the building crowns across the scheme, to create a more elegant finish.

Materials

- The panel commends the exploration of Sustainabrick, a relatively new low-carbon alternative to conventional bricks or brick slips.
- While innovation is warmly welcomed, the panel questions whether it is appropriate to test out a new material on a dense and tall scheme. It is important that Sustainabrick is fully tested, both in terms of its appearance and its long-term performance, before a commitment is made.
- To reduce the risk, Sustainabrick could be applied to a lesser extent, perhaps focussing on the smaller buildings.
- Precedents of buildings at a similar scale, and in a UK climate, if possible, should inform the materials palette decisions. Examples of older buildings using Sustainabrick would help the project team to assess its durability.
- The panel notes that tall buildings are challenging to refurbish, which greatly increases the cost and disruption of works. The project team is therefore encouraged to invest time in researching the life cycle maintenance costs, particularly for the cladding and windows, to inform decision-making.

Sustainability and biodiversity

- The sustainability strategy is developing well, but the panel encourages continued exploration of the emerging options in more detail before making any decisions.
- For example, the project team should compare the energy costs and plant space needs of the different options being considered for mitigating overheating.
- The panel welcomes the progress made on the internal layouts, which provide more dual aspect homes. Natural ventilation will make a significant difference for resident's internal comfort in the summer.



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- However, there are concerns that the remaining single aspect homes could overheat. The panel recommends checking the performance of a few sample homes facing different orientations. These studies should balance noise, room depths, and natural light, alongside the potential for overheating.
- To improve climate resilience, the panel recommends futureproofing the façade designs to allow external shading to be fitted in the future.
- The panel would like to see further work on fabric efficiency and form factor, to understand the thermal performance of the buildings.
- The project team should consider integrating the rooftop photovoltaic panels with biodiverse green roofs, to help the proposal to achieve net zero carbon.

Residential entrance lobbies

- The panel is concerned that the residential entrance lobbies are not large enough for the number of people who will live here, and suggests that they should be enlarged.
- The residents' arrival experience would also be improved by creating more direct connections from the entrances to the cores. This could be achieved by simplifying the ground floor circulation layouts or providing visual connections.

Commercial spaces

- The panel welcomes the decision to move away from large commercial floorplates, in favour of smaller units that can accommodate a range of local small businesses.
- Further thought is needed to ensure that the workspaces will attract suitable tenants, to create an occupied and active ground floor. The project team should consider affordable rates, or other types of incubator support, informed by similar scale precedents.
- Western Green is surrounded by ground floor cycle stores. The panel would like to see more active frontages to provide overlooking of the play space, or frontage treatments that create visual interest.

Next steps

The Haringey Quality Review Panel would welcome the opportunity to review the scheme again at an Intermediate or Chair's Review, if helpful to the project team and officers.

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| Report for: | Planning Sub Committee Date: 05 March 2026 | 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 on major proposals. These are divided into those cases awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are being discussed at the pre-application stage. Information on any current major planning 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 |

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| <p>39, Queen Street, London, Tottenham, N17</p> <p>HGY/2024/1203</p> | <p>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.</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p> | <p>Sarah Madondo</p> | <p>Tania Skelli</p> |
| <p>157-159, Hornsey Park Road, London, N8</p> <p>HGY/2024/0466</p> | <p>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.</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p> | <p>Valerie Okeiyi</p> | <p>John McRory</p> |
| <p>27-31 Garman Road, N17</p> <p>HGY/2023/0894</p> | <p>Erection of two replacement units designed to match the original units following fire damage and demolition of the original units</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p> | <p>Sarah Madondo</p> | <p>Tania Skelli</p> |
| <p>International House, Tariff Road, Tottenham, N17</p> <p>HGY/2024/1798</p> | <p>Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an external scaffolding storage yard (Use Class B8) with associated parking and landscaping.</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p> | <p>Eunice Huang</p> | <p>Tania Skelli</p> |
| <p>13 Bedford Road, N22</p> | <p>Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> | <p>Valerie Okeiyi</p> | <p>John McRory</p> |

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| HGY/2023/2584 | 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. | Negotiations on legal agreement are ongoing. | | |
| 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 residential uses on upper floors to provide short stay emergency accommodation. | Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. | Kwaku Bossman-Gyamera | Tania Skelli |
| 505-511 Archway Road, Hornsey, N6 HGY/2025/1220 | Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker's Lane, with | Members resolved to grant planning permission subject to the signing of legal agreement. | Mark Chan | Matthew Gunning |

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| | associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping. | Negotiations on legal agreement are ongoing. | | |
| 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. | Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. | Gareth Prosser | 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. | Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. | 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. | Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. | Philip Elliott | John McRory |
| Mallard Place 1 Mallard Place Wood Green N22 HGY/2025/3217 | Demolition of existing buildings to deliver a new development comprising affordable housing (Use Class C3) and flexible workspace (Use Class E) alongside public realm improvements, soft and hard landscaping. | Members resolved to grant planning permission subject to the signing of legal agreement. GLA Stage 2 referral | Valerie Okeiyi | John McRory |

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| | | Negotiations on legal agreement are ongoing. | | |
| APPLICATIONS SUBMITTED TO BE DECIDED | | | | |
| 2 To 240 Block, Tiverton Road, N15 HGY/2025/3156 | Development of the site to provide 17 new residential council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking, and refuse storage | To be reported to Members of the Planning Sub-Committee on 5 th March 2026 for a decision | Sarah Madondo | John McRory |
| 30-48 Lawrence Road, Tottenham, N15 HGY/2025/3108 | Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development. | To be reported to Members of the Planning Sub-Committee on 5 th March 2026 for a decision | Gareth Prosser | John McRory |
| Former Car Wash, Land on the East Side of Broad Lane, N15 HGY/2023/0464 | Construction of a new office block, including covered bin and cycle stores. | Application submitted and under assessment. | Sarah Madondo | Tania Skelli |
| 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 |

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| 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 Bossmann-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. New documents submitted December 2025 and under review. | Samuel Uff | John McRory |
| Berol Yard, Ashley Road, N17 HGY/2023/0241 | Section 73 application for minor material amendments | Application submitted and under assessment. Linked to HGY/2023/0261 which has been granted. | 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, 748 High Road, Tottenham, N17 HGY/2025/1405 | Plot 5 Reserved Matters for 'appearance' for the residential towers | Application submitted and under assessment. To be determined under delegated powers | Samuel Uff | John McRory |

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| 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 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. | Application submitted and under assessment. | Valerie Okeiyi | John McRory |
| Oak Lawn, Compton Avenue, Hornsey, London, N6 HGY/2025/3500 | Minor Material Amendment (S73 Application) to vary Condition 2 (approved Plans) of Planning Permission Ref: HGY/2023/3351 for the demolition and replacement of the existing house. The minor material amendment seeks design revisions to Neo-Georgian, introduction of terrace above porch entrance, stone surrounds and brick quoins, fenestration rearrangement with larger pane casement windows, amendments to rear elevation including new sliding doors and the loss of ground floor bay windows. | Application submitted and under assessment. | Ben Coffie | Matthew Gunning |
| Holcim UK Limited, Ferme Park Sidings, Cranford Industrial Estate, N8 HGY/2025/2374 | Variation of conditions 5, 20 and 21 of appeal ref. APP/Y5420/A/05/1189822 allowed on 2/12/2004 (LPA ref. HGY/2005/0007) for the erection of a concrete batching plant with associated hoppers, conveyors and ancillary facilities; namely for minor material amendments to change from wet batch operations to dry batch operations and the | Application submitted and under assessment. | Daniel Boama | Tania Skelli |

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| | removal of the roller shutter door on the mixer loadout area. | | | |
| 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 <i>G1, G2, J1, J2 & F1</i> forming Phase 5 of the Northern Quarter, including the construction of residential units (Use Class C3), commercial floorspace and associated landscaping pursuant to planning permission HGY/2017/3117 dated 19th April 2018 | Pre-app discussions ongoing. | Valerie Okeiyi | John McRory |
| 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 ongoing. | Valerie Okeiyi | 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. Formal written pre-app advice issued. | 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 |

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| 680-692 Seven Sisters Road, London, N15 5NF | Redevelopment to provide mixed use commercial (854sqm GIA) and co-living (229 units/9,778sqm GIA) development (equates to 127 homes at a ratio of 1.8:1 as per London Plan) | Initial pre-app meeting taken place early January 2026. PPA agreed. | Phil Elliott | John McRory |
| Ashley House and Cannon Factory, Ashley Road, N17 | Part 9, 10, and 25 storey PBSA building with 581 rooms, part 7, part 8, and part 19 storey Co-Living building with 506 rooms, and a 6-storey block of 88 affordable homes with commercial/employment/community spaces and landscaping and new public realm. | Initial pre-application meeting took place late November 2025. Response issued early Jan. PPA being negotiated. | Phil Elliott | John McRory |
| Bernard Works | Seeking to add phasing of development to planning approval HGY/2017/3584 | NMA and DoV to S106 under negotiation. | Samuel Uff | John McRory |
| YMCA, 184 Tottenham Lane, Hornsey, N8 | Redevelopment of the site to provide approx. 170 bed spaces, configured into cluster flats and 'move-on' flats to meet an identified need, as well as communal spaces, support facilities and ground floor spaces for residents. | Pre-application meetings held in August and November – 2025 - preapplication note has been issued. QRP took place in December. Ongoing PPA in place. | Phil Elliott | 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 | Formal written advice issued May 2025. Extant permission HGY/2018/3145 was approved for circa 200 dwellings for wider site 22-42 High Road. Part of that site is CR2 safeguarded. This proposes alternative development on part of the site. | Samuel Uff | John McRory |

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| Wood Green Central, N22 | Initial discussions for Station Road sites designated as SA8 of the Site Allocations Development Plan Document (DPD). | Preapp meetings held. Discussion of heights, uses, siting and relationship to adjacent site allocations. Note issued. QRP reviewed. | Samuel Uff | 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 |
| CURRENT APPEALS | | | | |
| Site | Description | Type of Appeal | Case Officer | Manager |
| No major appeals currently on hand | | | | |

| Wards | Application Type | Planning Application: Planning Application Name | Current Decision | Decision Notice Sent Date | Site Address | Proposal | Officer Name |
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| Alexandra Park | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3430 | Not Required | 20/01/2026 | 6 Winton Avenue, Wood Green, London, N11 2AT | Erection of a 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. | Mercy Oruwari |
| Alexandra Park | Approval of details reserved by a condition | HGY/2025/3328 | Approve | 06/01/2026 | 265 Albert Road, Wood Green, London, N22 7XL | Approval of details pursuant to Conditions 4a (Energy), 5 (Overheating), 6 (Water Butt), and 7a (Green Roof) attached to planning permission HGY/2025/0966 | Oskar Gregersen |
| Alexandra Park | Full planning permission | HGY/2025/2759 | Approve with Conditions | 27/01/2026 | 9 Grosvenor Road, Hornsey, London, N10 2DR | Erection of outbuilding in rear garden for Flat 3 | Eunice Huang |
| Alexandra Park | Householder planning permission | HGY/2025/2701 | Approve with Conditions | 26/01/2026 | 1 Grosvenor Road, Hornsey, London, N10 2DR | Side extension at first floor level | Eunice Huang |
| Alexandra Park | Householder planning permission | HGY/2025/3410 | Approve with Conditions | 12/01/2026 | 24, Lansdowne Road, London, N10 2AX | Replacement of ground floor windows and doors on the rear and side of the main building. Demolition of the existing garage at the rear of the property to be replaced by a new outbuilding. General facade repair works. Installation of air conditioning unit on rear façade of dwelling. | Roland Sheldon |
| Alexandra Park | Listed building consent (Alt/Ext) | HGY/2025/2858 | Approve with Conditions | 27/01/2026 | Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY | Listed building consent for the installation of secondary glazing to the 'CUFOS' (Community Use For the Old Station) building. | Adam Silverwood |
| Alexandra Park | Listed building consent (Alt/Ext) | HGY/2025/2857 | Approve with Conditions | 29/01/2026 | Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY | Listed building consent for removal of the existing toblerone lighting rigs in the Great Hall and their replacement with smaller retractable lighting rigs. | Adam Silverwood |
| Alexandra Park | Listed building consent (Alt/Ext) | HGY/2024/3277 | Approve with Conditions | 29/01/2026 | Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY | Listed Building Consent is sought for works to the former railway bridge beneath the Great Hall at Alexandra Palace, including structural repairs, renewal of waterproofing and drainage, and repairs to railings, the brick vaulted structure, metal beams and columns, and stone stair flights beneath the north abutment. Boundary fencing works are also proposed. | Adam Silverwood |
| Bounds Green | Lawful development: Proposed use | HGY/2025/3490 | Refuse | 26/01/2026 | 2 Thorold Road, Wood Green, London, N22 8YE | Certificate of Lawfulness Proposed: Erection of single storey rear outbuilding. | Laina Levassor |
| Bounds Green | Full planning permission | HGY/2025/2713 | Refuse | 20/01/2026 | 2 Queens Road, Wood Green, London, N11 2QU | Retrospective application for conversion of single-family dwellinghouse into 4 x 1-bed 1 person flat and 1 x 2-bed HMO (Sui Generis) | Oskar Gregersen |
| Bounds Green | Full planning permission | HGY/2025/2576 | Approve with Conditions | 29/01/2026 | 2 St Michaels Terrace, Wood Green, London, N22 7SJ | To replace the four front windows with UPVC sash windows. | Josh Parker |
| Bounds Green | Non-Material Amendment | HGY/2024/2842 | Approve | 27/01/2026 | 26-28, Brownlow Road, Wood Green, London, N11 2DE | Non-Material Amendment to revise wording for condition 19 ref: HGY/2023/0311 | Josh Parker |
| Bounds Green | Approval of details reserved by a condition | HGY/2024/1148 | Approve | 27/01/2026 | 26-28, Brownlow Road, Wood Green, London, N11 2DE | Approval of details reserved by Condition 19 (Waste management) attached planning application ref : HGY/2020/1615. | Josh Parker |
| Bounds Green | Approval of details reserved by a condition | HGY/2025/0773 | Approve | 26/01/2026 | Land Rear of No 24 & 26, Maidstone Road, London, N11 2TL | Approval of details pursuant to condition 7 (Method of Construction) of planning permission HGY/2024/2246 for redevelopment of vacant site and erection of 3 single family dwellings with associated parking and landscaping. | Roland Sheldon |

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| Bruce Castle | Approval of details reserved by a condition | HGY/2025/3233 | Approve | 16/01/2026 | 819-821, High Road , Tottenham, London , N17 8ER | Approval of details reserved by part (a) of Condition 20 (Ground Floor Western Boundary Details) attached to 'The Printworks' 819-829 High Road N17 Planning Permission ref. HGY/2023/2306 dated 04th March 2024 for PBSA and Class E. | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2025/2533 | Approve | 08/01/2026 | 819-829, High Road , Tottenham, London, N17 8ER | Approval of details reserved by part (a) of Condition 22 (Overheating (Student Accommodation)) attached to 'The Printworks' 819-829 High Road N17 Planning Permission ref. HGY/2023/2306 dated 04th March 2024 for PBSA and Class E. | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2025/2532 | Approve | 08/01/2026 | 819-829, High Road , Tottenham, London, N17 8ER | Approval of details reserved by part (a) of Condition 21 (Energy Strategy) attached to 'The Printworks' 819-829 High Road N17 Planning Permission ref. HGY/2023/2306 dated 04th March 2024 for PBSA and Class E. | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2025/2531 | Approve | 08/01/2026 | 807 High Road, Tottenham, London, N17 8ER | Approval of details reserved by part (a) of Condition 18 (Energy Strategy) attached to 807 High Road Planning Permission ref. HGY/2024/0692 dated 4 July 2025 [for PBSA and Class E]. | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2025/2470 | Approve | 08/01/2026 | 807 High Road, Tottenham, London, N17 8ER | Approval of details reserved by the prior to above ground commencement submission of an overheating report part of Condition 19 (Overheating) attached to 807 High Road Planning Permission ref. HGY/2024/0692 dated 4 July 2025 [for PBSA and Class E]. | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2025/1933 | Approve | 16/01/2026 | 819-829, High Road , Tottenham, London , N17 8ER | Approval of details reserved by part (b) [Construction Phase] of Condition 39 (Detailed Construction Logistics Plan (CLP) (PRE-COMMENCEMENT)) [as amended by NMA ref. HGY/2024/3083] attached to 'The Printworks' 819-829 High Road N17 Planning Permission ref. HGY/2023/2306 dated 04th March 2024 for PBSA and Class E. | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2025/1832 | Approve | 16/01/2026 | 807 High Road, Tottenham, London, N17 8ER | Approval of details reserved by Part (a) of Condition 30 (Construction Logistics Plan (PRE-COMMENCEMENT)) attached to 807 High Road Planning Permission ref. HGY/2024/0692 dated 4 July 2025 [for PBSA and Class E]. | Philip Elliott |
| Bruce Castle | Full planning permission | HGY/2025/3133 | Approve with Conditions | 09/01/2026 | Ground Floor & First Floor Flat, 14 Elsdon Road, Tottenham, N17 6RY | Replacement of all existing windows to the front and rear elevations with new double-glazed uPVC windows, replacement of existing front door with a new double-glazed composite door and replacement of existing rear door with new double-glazed uPVC door. | Neil McClellan |
| Bruce Castle | Full planning permission | HGY/2025/3081 | Approve with Conditions | 06/01/2026 | 204 Mount Pleasant Road, Tottenham, London, N17 6JQ | Replacement of the existing front door with a new double glazed composite door. | Daniel Boama |
| Bruce Castle | Householder planning permission | HGY/2025/2952 | Refuse | 29/01/2026 | 21 Elsdon Road, Tottenham, London, N17 6RY | L Shaped loft conversion with roof lights on front slope pursuant to applications HGY/2025/1128 and HGY/2025/1123 | Eunice Huang |

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| Bruce Castle | Approval of details reserved by a condition | HGY/2025/2366 | Approve | 06/01/2026 | 313, The Roundway, Tottenham, London, N17 7AB | Submission of details pursuant to condition 31 (Building User Guide) for application reference HGY/2022/0967 as approved on 15/09/2023. | Adam Silverwood |
| Bruce Castle | Approval of details reserved by a condition | HGY/2024/2712 | Approve | 23/01/2026 | 313 The Roundway, Tottenham, London, N17 7AB | Submission of details to discharge conditions 34 (Surface Water Drainage Scheme) and 35 (SuD's Management Plan) as attached to planning permission HGY/2022/0967 on 15/09/2023. | Adam Silverwood |
| Crouch End | Consent under Tree Preservation Orders | HGY/2025/3602 | Approve with Conditions | 23/01/2026 | 24 Elm Grove, Hornsey, London, N8 9AJ | Works to tree protected by a TPO. T3- Mulberry tree - prune back to previous historic pruning points (approximately 3.5m reduction). | Daniel Monk |
| Crouch End | Consent under Tree Preservation Orders | HGY/2025/0245 | Approve with Conditions | 28/01/2026 | Crescent Court, Crescent Road, Hornsey, London, N8 8AU | Works to trees protected by a TPO. 7 Mature Lime trees, reduce lateral and vertical growth by 3-4 M approx back to most recent previous pruning points , leaving no furnishings to lessen weight bearing loads and as an ongoing maintenance (30% canopy reduction) | Daniel Monk |
| Crouch End | Householder planning permission | HGY/2025/3257 | Approve with Conditions | 20/01/2026 | 59 Mount View Road, Hornsey, London, N4 4SR | Erection of two front dormers. | Mercy Oruwari |
| Crouch End | Approval of details reserved by a condition | HGY/2025/3531 | Approve | 21/01/2026 | 34 Gladwell Road, Hornsey, London, N8 9AA | Approval of details reserved by condition 4 (foundation design) attached to planning permission with ref: HGY/2025/1999 for alterations to front elevation including construction of front boundary wall, installation of 2 x rooflights to front roofslope. Alterations to rear elevation including replacement of windows/doors, alterations to roof of existing extension and installation of rooflight, alterations to existing rear roofslope rooflights. | Ben Coffie |
| Crouch End | Householder planning permission | HGY/2025/2935 | Approve with Conditions | 23/01/2026 | 34 Ridgeway Gardens, Hornsey, London, N6 5XR | Replacement of all existing windows, enlargement of rear door and the conversion of the existing garage to form habitable accommodation. | Ben Coffie |
| Crouch End | Householder planning permission | HGY/2025/3135 | Approve with Conditions | 23/01/2026 | 19 Bourne Road, Hornsey, London, N8 9HJ | Erection of a single storey side and rear wraparound extension. | Mark Chan |
| Crouch End | Full planning permission | HGY/2025/3103 | Approve with Conditions | 26/01/2026 | 46 The Broadway, Hornsey, London, N8 9SU | Change of use of ground and basement floor restaurant to a yoga studio (Class E). | Mark Chan |
| Crouch End | Full planning permission | HGY/2025/2085 | Refuse | 02/01/2026 | Bungalow House, 20A Crescent Road, Hornsey, London, N8 8AX | Temporary change of use from single-family dwellinghouse (Class C3) to temporary accommodation (Class C1) for a 3 year period. | Mark Chan |
| Crouch End | Consent to display an advertisement | HGY/2025/1144 | Approve with Conditions | 22/01/2026 | 31 Topsfield Parade, Tottenham Lane, Hornsey, London, N8 8PT | Display of 1no. non-illuminated fascia sign and finishing on the entrance canopy with lettering strapline to sides, replacement of an existing externally illuminated projecting sign and removal of shopfront vinyl. (AMENDED DESCRIPTION) | Mark Chan |
| Crouch End | Approval of details reserved by a condition | HGY/2025/3275 | Approve | 13/01/2026 | Berkeley House, 163 Tottenham Lane, Hornsey, London, N8 9FD | Approval of details pursuant to Condition 28 (POST OCCUPATION: BREEAM rating) attached to planning permission HGY/2019/0748 granted 24/06/2019. | Josh Parker |
| Crouch End | Householder planning permission | HGY/2025/2848 | Approve with Conditions | 30/01/2026 | 24 Bryanstone Road, Hornsey, London, N8 8TN | Ground floor extension, dormer extension and installation of solar panels | Josh Parker |

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| Crouch End | Full planning permission | HGY/2025/2512 | Approve with Conditions | 29/01/2026 | 8 Middle Lane, Hornsey, London, N8 8PL | Change of Use from Offices (Class B1) to Residential Apartments (Class C3) no.4 Apartments - 4no. 2bed/4 Person Apartments; New Front & Rear Facades; New Roof Form; 4no. Air Source Heat Pumps (ASHPs) to Roof; PV Panels to Roof; Water Storage on Roof for sprinklers; Secure Sheltered Cycle Parking & Bin Store to the Rear. | Josh Parker |
| Crouch End | Full planning permission | HGY/2024/0921 | Approve with Conditions | 12/01/2026 | Harcourt House, 16-17 Haringey Park, Hornsey, London, N8 9JB | Erection of one additional storey at roof level to existing building to provide two self contained apartments, plant and associated works (AMENDED PLANS) | Eunice Huang |
| Crouch End | Householder planning permission | HGY/2025/3266 | Approve with Conditions | 21/01/2026 | 14 Shanklin Road, Hornsey, London, N8 8TJ | Erection of single-storey ground floor rear extension; dormer roof extension; replacement glazing (amended description). | Nathan Keyte |
| Crouch End | Householder planning permission | HGY/2025/3075 | Approve with Conditions | 21/01/2026 | 83 Shepherds Hill, Hornsey, London, N6 5RG | Erection of ground and first floor rear extensions, two storey side extension, rear dormer extension and raising the ridge line, fenestration changes, removal of rear porch canopy, new rooflights, associated landscaping and ASHP (amended description). | Nathan Keyte |
| Crouch End | Householder planning permission | HGY/2025/3184 | Approve with Conditions | 02/01/2026 | 110 Ferme Park Road, Hornsey, London, N8 9SD | Demolition of existing rear raised terrace, erection of single storey side infill extension wrapping around to the rear and internal changes at ground floor level. | Roland Sheldon |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2026/0059 | Approve with Conditions | 30/01/2026 | Chester House, 30 Pages Lane, Hornsey, London, N10 1PR | Works to tree protected by a TPO. T70: Holm Oak (15m): Crown reduce by 2-3m to previous points to keep tree at a size suitable for its location and as part of regular maintenance | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/3463 | Approve with Conditions | 22/01/2026 | 74 Creighton Avenue, Hornsey, London, N10 1NT | Works to tree protected by a TPO. T1-Silver Birch tree infected with Silver leaf disease: cut to ground level. Please see photos. | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/3452 | Approve with Conditions | 26/01/2026 | 90 Fortis Green, Hornsey, London, N2 9EY | Works to tree protected by a TPO. T1 Oak: remove four vertical hanging secondary branches on the Fortis Green side and any dead wood. No primary limbs of the oak tree will be touched. Routine maintenance - to improve clearance over site. | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/3281 | Approve with Conditions | 05/01/2026 | 42 Twyford Avenue, Hornsey, London, N2 9NL | Works to tree protected by a TPO T7 Oak, reduce over extended lateral branches by 2-3m (All other tree works may proceed as only T7 Oak is protected by a TPO) All work cyclical maintenance | Daniel Monk |

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| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/3161 | Approve with Conditions | 23/01/2026 | 17 Western Road, Hornsey, London, N2 9JB | Works to tree protected by a TPO. T1 ? Horse Chestnut - (Aesculus hippocastanum) - Crown reduction in accordance with BS3998:2010 (Tree Work ? Recommendations), reducing the crown by approximately 2m in height and 1.5m in lateral spread. Works to retain a balanced, natural form and leave the tree at an approximate final height of 9 m. (The proposed works to T2 ? Sycamore will be considered separately under Section 211 Notice reference HGY/2025/3166, as this tree is not protected by a TPO but is located within a Conservation Area) | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/3062 | Refuse | 20/01/2026 | 41 Sussex Gardens, Hornsey, London, N6 4LY | Works to tree protected by a TPO. T11 Silver Birch: Crown Reduction by 3m on all aspects to tidy and contain shape and to mitigate limb weight Justification: Outgrown plot and blocking streetlight. | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/2899 | Approve with Conditions | 08/01/2026 | 11 Ringwood Avenue, Hornsey, London, N2 9NT | Works to tree protected by a TPO. Hornbeam: Crown reduce the unruly overextended height and spread to balance (height 2m and spread 2m) Maintenance works in line with good arboricultural practice | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2025/2888 | Approve with Conditions | 14/01/2026 | 46 Fortismere Avenue, Hornsey, London, N10 3BL | Works to tree protected by a TPO. Rear garden: Holm oak (T1) - remove three branches in the centre of the tree to thin the densest part of the crown (each approx 8cm in diameter, 2m long), remove lowest branch over back neighbour's garden (3m), reduce and thin remaining crown back to previous cuts (up to 1.5m off). Reason: To allow more light into the surrounding gardens. | Daniel Monk |
| Fortis Green | Householder planning permission | HGY/2025/3165 | Approve with Conditions | 12/01/2026 | 85 Osier Crescent, Hornsey, London, N10 1QT | Erection a single storey rear extension. | Mercy Oruwari |
| Fortis Green | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3291 | Approve | 09/01/2026 | 25 Sussex Gardens, Hornsey, London, N6 4LY | Erection of single storey extension which extends beyond the rear wall of the original house by 3.5m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.7m. (AMENDED DESCRIPTION) | Daniel Boama |
| Fortis Green | Householder planning permission | HGY/2025/2625 | Approve with Conditions | 22/01/2026 | 95 Barrenger Road, Hornsey, London, N10 1HU | Erection of hip-to-gable loft conversion with rear dormer and raised roof ridge. Replacement of existing front porch with new front porch inc 1no. rooflight. Installation of external wall insulation with rendered finish to match existing. | Daniel Boama |
| Fortis Green | Approval of details reserved by a condition | HGY/2023/0314 | Approve | 26/01/2026 | Garage Colony At Rear, Aylmer Parade, Hornsey, London | Approval of details pursuant to Condition 4 (Construction Management Plan) attached to planning permission HGY/2020/2291 dated 20 October 2021. | Daniel Boama |
| Fortis Green | Householder planning permission | HGY/2025/3189 | Approve with Conditions | 30/01/2026 | 10 Curzon Road, Hornsey, London, N10 2RA | Demolition and erection of new single storey ground floor rear extension with hipped roof and timber deck. | Josh Parker |
| Fortis Green | Householder planning permission | HGY/2025/2977 | Approve with Conditions | 08/01/2026 | 24 Osier Crescent, Hornsey, London, N10 1QU | Retrospective works: Convert garage into habitable room, garage door replacement with window. | Josh Parker |
| Fortis Green | Approval of details reserved by a condition | HGY/2025/1378 | Approve | 30/01/2026 | 186 Creighton Avenue, Hornsey, London, N2 9BJ | Approval of details pursuant by a condition 7 (energy) & 8 (UJ) attached to planning application HGY/2022/4164 | Josh Parker |

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| Fortis Green | Non-Material Amendment | HGY/2026/0076 | Approve | 22/01/2026 | 41 Woodside Avenue, Hornsey, London, N10 3HY | Non-material amendment to planning permission HGY/2022/0231 for Erection of single storey rear extension & roof extension with new windows; namely to allow for grey roof tiles to be used on the roof of the property instead of red roof tiles. | Roland Sheldon |
| Harringay | Lawful development: Proposed use | HGY/2025/3505 | Permitted Development | 26/01/2026 | 109 Beresford Road, Hornsey, London, N8 0AG | Certificate of lawfulness: rear dormer and outrigger roof extension; front roof lights | Emily Whittredge |
| Harringay | Prior notification: Development by telecoms operators | HGY/2026/0126 | Permitted Development | 16/01/2026 | Willmot Dixon house, Hampden Road, Hornsey, Greater London, England N8 0HF | 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 of 6no. antenna to be replaced by 6no. new antenna The removal of existing 9no. RRU to be replaced by 15no. RRU The installation of 2no. 300m dishes Works within the existing equipment cabinet. Development ancillary reworks thereto. | Kwaku Bossman-Gyamera |
| Harringay | Lawful development: Proposed use | HGY/2025/2882 | Approve | 30/01/2026 | 79 Cavendish Road, Hornsey, London, N4 1RR | Certificate of lawfulness for the erection of a rear dormer and roof extension including the insertion of 3x front and 1x rear rooflights - proposed use | Mercy Oruwari |
| Harringay | Full planning permission | HGY/2025/3197 | Approve with Conditions | 15/01/2026 | 427 Green Lanes, Hornsey, London, N4 1EY | Rear extension at 3rd floor/loft level, installation of two rooflights/light-tunnels and repositioning of internal staircase. | Neil McClellan |
| Harringay | Householder planning permission | HGY/2025/3513 | Approve with Conditions | 22/01/2026 | 14 Hampden Road, Hornsey, London, N8 0HT | Erection of single storey rear Infill extension, front roof light and half-rear dormer | Ben Coffie |
| Harringay | Full planning permission | HGY/2025/3360 | Approve with Conditions | 21/01/2026 | 20 Duckett Road, Hornsey, London, N4 1BN | Replacement of existing timber windows with modern double glazed uPVC units. | Ben Coffie |
| Harringay | Householder planning permission | HGY/2025/3267 | Approve with Conditions | 20/01/2026 | 33 Warham Road, Hornsey, London, N4 1AR | Erection of rear dormer with linked roof extension above outrigger projection, installation of 2 front rooflights. | Ben Coffie |
| Harringay | Full planning permission | HGY/2025/3220 | Approve with Conditions | 14/01/2026 | First Floor Flat, 104 Raleigh Road, Hornsey, London, N8 0JA | Rear dormer loft conversion with Juliet balcony, outrigger roof extension with terrace above the flat roof and three front rooflight. | Ben Coffie |
| Harringay | Full planning permission | HGY/2025/3216 | Refuse | 15/01/2026 | 447A Green Lanes, Hornsey, London, N4 1HA | Erection of two roof dormers and second floor rear extension to facilitate 2 additional rooms and a new kitchen to existing HMO. | Ben Coffie |
| Harringay | Lawful development: Proposed use | HGY/2026/0087 | Permitted Development | 22/01/2026 | 147 Fairfax Road, Hornsey, London, N8 0NJ | Certificate of lawfulness for proposed use: Loft conversion with erection of rear dormer roof extension and insertion of 2no. front rooflights. | Daniel Boama |
| Harringay | Householder planning permission | HGY/2025/3221 | Refuse | 21/01/2026 | 14A, Colina Road , London , N15 3JA | Loft conversion with erection of a roof dormer extension with part raised ridge and insertion of 2no. front rooflights and 1no. rooflight above dormer, to first floor flat. (AMENDED DESCRIPTION) | Daniel Boama |
| Harringay | Full planning permission | HGY/2025/3323 | Approve with Conditions | 30/01/2026 | Ground Floor Flat, 228 Wightman Road, Hornsey, London, N8 0ND | Erection of a single storey side and rear extension. | Mark Chan |
| Harringay | Householder planning permission | HGY/2025/3241 | Approve with Conditions | 30/01/2026 | 134 Effingham Road, Hornsey, London, N8 0AD | Raising the ridge by 150mm and erection of a rear dormer with front rooflights. | Mark Chan |
| Harringay | Full planning permission | HGY/2025/3058 | Approve with Conditions | 14/01/2026 | 339 Green Lanes, Hornsey, London, N4 1DZ | Erection of a commercial kitchen extractor system and associated flue. | Nathan Keyte |
| Harringay | Lawful development: Existing use | HGY/2025/3411 | Approve | 08/01/2026 | 601 Green Lanes, Hornsey, London, N8 0RE | Lawful development for existing use of first and second floors as 7 self-contained flats. | Roland Sheldon |

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| Harringay | Full planning permission | HGY/2025/3315 | Refuse | 02/01/2026 | 251 Wightman Road, Hornsey, London, N8 0NB | Change of use from a single dwelling house (C3 use) to a house in multiple occupancy (C4 use) for up to 5 occupants. | Roland Sheldon |
| Harringay | Full planning permission | HGY/2025/1947 | Approve with Conditions | 16/01/2026 | Flat 1, 32 Hampden Road, Hornsey, London, N8 0HT | Rear outbuilding to be installed in garden of ground floor flat. | Adam Silverwood |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2026/0132 | Approve | 23/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Approval of details reserved by condition 17 (Verification - partial approval for Block C2 of Phase 1a only) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023. | Samuel Uff |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2026/0016 | Approve | 07/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Approval of details reserved by condition 12 (Secured By Design Certificate) for Plot C2 of Phase 1A only attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023. | Samuel Uff |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2025/3507 | Approve | 16/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Partial approval of details for Condition 55 (landscaping) for Blocks C1, C2, C3 of Phase 1A (excluding part xii: signage) pursuant to attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023 | Samuel Uff |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2025/3319 | Approve | 08/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Approval of details pursuant to Condition 28 (PV installation - part b only) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023 for Block C2 of Phase 1a only | Samuel Uff |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2025/2950 | Approve | 12/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Approval of details reserved by condition 24 (Water Pressure) for Phase 1a only attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023. | Samuel Uff |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2025/1150 | Approve | 21/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Partial approval of details pursuant to Condition 48 - Phase 1A only - (Electric Charge Points - Vehicular) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023 (previous ref: HGY/2025/1090) | Samuel Uff |
| Hermitage & Gardens | Non-Material Amendment | HGY/2026/0260 | Approve | 30/01/2026 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Non-Material Amendment to amend condition 32(a) (ecological enhancements) to amend the trigger for submission of the details attached to the approved Hybrid Consent for application ref. HGY/2022/1833 for detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces | Samuel Uff |
| Hermitage & Gardens | Householder planning permission | HGY/2024/2090 | Approve with Conditions | 22/01/2026 | 207 Hermitage Road, Tottenham, London, N4 1NW | Installation of air-conditioning unit enclosed by an acoustic louvre enclosure on the flat roof of the rear two storey outrigger. (AMENDED DESCRIPTION) | Daniel Boama |

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| Hermitage & Gardens | Full planning permission | HGY/2025/3358 | Approve with Conditions | 27/01/2026 | 15-22 Malden Court, Finsbury Park Avenue, Tottenham, London, N4 1UH | Replacement of existing timber framed windows with double glazed uPVC units. | Josh Parker |
| Hermitage & Gardens | Lawful development: Existing use | HGY/2025/2558 | Approve | 21/01/2026 | 10 Chesterfield Gardens, Tottenham, London, N4 1LP | Lawful Development Certificate: Existing use of the property as two self-contained residential flats (Use Class C3) | Iliyan Topalov |
| Highgate | Consent under Tree Preservation Orders | HGY/2025/3386 | Approve with Conditions | 21/01/2026 | Highgate School, North Road, Hornsey, London, N6 4AY | Works to trees protected by a TPO. T114: Common Ash (10m): Fell ? Dead tree failed at base, hung up over boundary in neighbouring tree T115: Common Ash (20m): Fell ? Large dead or dying tree leaning towards the neighbouring property | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2025/3235 | Approve with Conditions | 22/01/2026 | High Sheldon, Sheldon Avenue, Hornsey, London, N6 4NJ | Works to tree protected by a TPO. T2: Weeping Willow Tree - Re-pollard tree to suitable points of reduction (TPO tree). All work areas will be cordoned off during works. Tree works will be carried out in accordance with BS 3998 - 2010. Reason for works: Regular tree maintenance. (Works to T1: Horse chestnut, T3, T4 & T 5: Maples, T6: Cherry and T7 - T8: Silver Birches will be considered separately under Section 211 Notice reference HGY/2025/3237, as these trees are not protected by a TPO but are located within a Conservation Area) | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2025/3061 | Approve with Conditions | 28/01/2026 | 11 Highgate Close, Hornsey, London, N6 4SD | Works to tree protected by a TPO. (T1) London Plane - This tree is standing at the rear of the garden of number 11 Highgate Close. The height and lateral spread over garden side have been reduce previously. Proposing to reduce the height and spread over garden side back to the old reduction points, approximately 3m off height and spread, leaving appropriate growth points. Also proposing to reduce the back of the tree to balance the shape of the crown, would reduce by approximately 2m. The reason for this work is that a reduction will help to prevent failure of regrowth and prevent excessive shading to multiple surrounding gardens (Works to (T2) Olive will be considered separately under Section 211 Notice ref. HGY/2025/3063, as this tree is not protected by a TPO but is located within a Conservation Area) | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2025/3025 | Approve with Conditions | 23/01/2026 | Flat 1, Orchard Mews, 42 Orchard Road, Hornsey, London, N6 5TR | Works involving a tree protected by a TPO. Root Barrier Installation to mitigate the influence of T1 Lime and TG1 mixed species woodland of MWA Arb Report. T1 and TG1 have been implicated in subsidence damage to Orchard Mews. Previous application for the removal of T1 Lime was refused (HGY/2025/0195). The barrier will be on the edge of the Root Protection Area of T1. The trench will be excavated within the driveway of Orchard Mews and will sever roots from T1 and TG1. | Daniel Monk |

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| Highgate | Consent under Tree Preservation Orders | HGY/2025/2577 | Approve with Conditions | 14/01/2026 | Basement Flat A, 30 Southwood Lawn Road, Hornsey, London, N6 5SF | Works to tree protected by a TPO. Front Garden. T1 - Acacia - Crown reduction by removal of up to 2.5 metres in branch length ? T1 Acacia is located in the front garden of the property as shown on the map provided. ? Works are part of a regular maintenance program to retain the tree at a suitable size for its location. ? The tree is of a large spreading nature, straddling gardens and encroaching on to the property. Please Note: T1 Acacia has not been pruned for some time and is in need of remedial pruning to abate any Health and Safety issues and retain the tree at a suitable size for its location. | Daniel Monk |
| Highgate | Consent to display an advertisement | HGY/2025/3001 | Refuse | 29/01/2026 | Block 88-90, Highgate High Street, Hornsey, London, N6 5HX | Display of 'A' board on the pavement to the front of the premises | Emily Whittredge |
| Highgate | Householder planning permission | HGY/2025/2795 | Refuse | 07/01/2026 | 12 Orchard Road, Hornsey, London, N6 5TR | Single-storey rear extension to replace bay window; modification of existing side infill extension, and replacement of timber sash windows. | Emily Whittredge |
| Highgate | Householder planning permission | HGY/2025/2784 | Approve with Conditions | 05/01/2026 | 6 Orchard Road, Hornsey, London, N6 5TR | Installation of Air Source Heat Pump in rear garden. | Emily Whittredge |
| Highgate | Approval of details reserved by a condition | HGY/2025/3034 | Approve | 21/01/2026 | 36 Aylmer Road, Hornsey, London, N2 0BX | Approval of details pursuant to condition 3 (Cycle Parking) attached to planning permission HGY/2025/0114. | Gareth Prosser |
| Highgate | Householder planning permission | HGY/2025/3168 | Refuse | 29/01/2026 | 88 North Road, Hornsey, London, N6 4AA | Installation of one new timber-framed sash window to the front wall at first-floor level to serve the master bedroom ensuite. | Mercy Oruwari |
| Highgate | Lawful development: Proposed use | HGY/2025/2768 | Refuse | 26/01/2026 | 7 Langdon Park Road, Hornsey, London, N6 5PS | Certificate of Lawfulness for a single storey rear extension - proposed use | Mercy Oruwari |
| Highgate | Listed building consent (Alt/Ext) | HGY/2025/2628 | Approve with Conditions | 16/01/2026 | Flat L, High Point 1, North Hill, Hornsey, London, N6 4BA | Listed building consent. Reconfiguration of the kitchen and replacement of fittings in bathrooms | Mercy Oruwari |
| Highgate | Non-Material Amendment | HGY/2025/2242 | Refuse | 16/01/2026 | 42 Bancroft Avenue, Hornsey, London, N2 0AS | Non-Material Amendment application following a grant of planning permission HGY/2022/1115 in relation to the minor increase in height of the single storey element of the building, the slight increase of the height of the parapet of the two storey part of the building and the slight increase in height of the fence dividing the new section of garden from the host/donor garden. The increase from 4 to 7 and re-location of the solar panels . | Mercy Oruwari |
| Highgate | Approval of details reserved by a condition | HGY/2025/2733 | Approve | 16/01/2026 | 44-46, Hampstead Lane, London, N6 4LL | Approval of details pursuant to condition 43 (Piling Method Statement) of planning permission HGY/2022/2731 for demolition of the existing dwellings and erection of new care home (Use Class C2) | Samuel Uff |
| Highgate | Approval of details reserved by a condition | HGY/2025/3519 | Approve | 06/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 17 ? partial discharge (BREEAM - parts a and b only) attached to planning permission reference HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Approval of details reserved by a condition | HGY/2025/3509 | Approve | 30/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 11 (partial discharge part (a) only - Contamination) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |

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| Highgate | Approval of details reserved by a condition | HGY/2025/3311 | Approve | 30/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 24 (Demolition and Construction Management Plan) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Approval of details reserved by a condition | HGY/2025/3309 | Approve | 16/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 14 (Air Quality and Dust Management Plan) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Approval of details reserved by a condition | HGY/2025/3308 | Approve | 30/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 36 (Legacy of Mary Feilding) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Approval of details reserved by a condition | HGY/2025/3307 | Approve | 30/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 29 (Car parking management plan) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Approval of details reserved by a condition | HGY/2025/3306 | Approve | 30/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 28 (Wheelchair Accessible Car Parking) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Approval of details reserved by a condition | HGY/2025/3191 | Approve | 30/01/2026 | 103-107 North Hill, Hornsey, London, N6 4DP | Approval of details pursuant to condition 5 (hard and soft landscaping) attached to planning permission HGY/2024/3240 | Valerie Okeiyi |
| Highgate | Householder planning permission | HGY/2025/2995 | Approve with Conditions | 09/01/2026 | 7 Grange Road, Hornsey, London, N6 4AR | Installation of a balcony at second/loft floor level between rear hipped and gable roofed projections | Neil McClellan |
| Highgate | Householder planning permission | HGY/2025/2999 | Approve with Conditions | 07/01/2026 | 25, Hillside Gardens, London, N6 5SU | Alteration and refurbishment of the existing building, including replacement of external windows and doors, installation of an Air Source Heat Pump and Solar Photovoltaic system, front cycle store and new garden shed and trellis to the rear. | Ben Coffie |
| Highgate | Listed building consent (Alt/Ext) | HGY/2025/0480 | Approve with Conditions | 13/01/2026 | High Point 1, North Hill, Hornsey, London, N6 4BA | Listed Building Consent is sought for the following: - Render coating is proposed to have cracks and other small damaged areas repaired before the whole facade is repainted with microporous paint. - Complete strip down of the paint to the steel, application of rust inhibition coating, primer and final coat of new paint. - Recoating of the tanking compound on the balconies with grey polyurethane single pack paint with a suspension of reinforcement fibres. | Daniel Boama |
| Highgate | Approval of details reserved by a condition | HGY/2026/0021 | Approve | 30/01/2026 | 4 Sheldon Avenue, Hornsey, London, N6 4JT | Approval of details pursuant to conditions 5 (Chartered Engineer) attached to planning permission ref: HGY/2025/2064. | Mark Chan |
| Highgate | Householder planning permission | HGY/2025/2592 | Approve with Conditions | 23/01/2026 | 5 View Close, Hornsey, London, N6 4DD | Demolition of existing detached garage, part demolition of existing building with retention of the front, side and part rear facades, erection of rear and side extensions and second floor rear extension, replacement of front porch, associated landscaping and services installations. | Mark Chan |

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| Highgate | Full planning permission | HGY/2025/1220 | Approve with Conditions | 16/01/2026 | Depot, 505-511 Archway Road, Hornsey, London, N6 4HX | 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. | Mark Chan |
| Highgate | Full planning permission | HGY/2024/1676 | Approve with Conditions | 13/01/2026 | 6A Grange Road, Hornsey, London, N6 4AP | Erection of a three-storey, five-bedroom (replacement) dwellinghouse with basement level over vacant plot. | Mark Chan |
| Highgate | Listed building consent (Alt/Ext) | HGY/2025/2965 | Approve with Conditions | 23/01/2026 | Flat 13, Cholmeley Lodge, Cholmeley Park, Hornsey, London, N6 5EN | Listed building consent to replace the wooden flooring throughout the flat . currently, non-matching from room to room. The floors would be replaced with oak parquet flooring throughout. | Josh Parker |
| Highgate | Listed building consent (Alt/Ext) | HGY/2025/1383 | Approve with Conditions | 26/01/2026 | 41 North Road, Hornsey, London, N6 4BE | Listed Building Consent for a new loft staircase, en-suite to loft and 2 no. rooflights | Josh Parker |
| Highgate | Listed building consent (Alt/Ext) | HGY/2025/2906 | Approve with Conditions | 28/01/2026 | Shop, 38 Highgate High Street, Hornsey, London, N6 5JG | Listed building consent for regularisation of strip out works. Proposed new floor, wall and ceiling finishes, and redecoration of ground floor. | Eunice Huang |
| Highgate | Non-Material Amendment | HGY/2026/0018 | Approve | 29/01/2026 | Development Site, 64 Sheldon Avenue, Hornsey, London, N6 4ND | Non-Material Amendment to HGY/2024/2152 to change a rear window and alteration to front railings and gates by introduction of additional gate for pedestrian access | Nathan Keyte |
| Highgate | Householder planning permission | HGY/2025/2929 | Approve with Conditions | 27/01/2026 | 86 Southwood Lane, Hornsey, London, N6 5SY | Two storey side extension; rear extension; alteration to boundary retaining wall; ASHP; solar panels; alterations to existing building facade and roof; alterations to windows and doors; and associated changes. | Nathan Keyte |
| Highgate | Full planning permission | HGY/2023/1208 | Approve with Conditions | 21/01/2026 | Land west of Library, 1 Shepherds Hill, Hornsey, London, N6 5QJ | The upgrading of a current make shift BMX trail into permanent trail for children of all ages. | Nathan Keyte |
| Highgate | Removal/variation of conditions | HGY/2025/3338 | Approve with Conditions | 23/01/2026 | 15a, Cholmeley Park, Hornsey, London, N6 5ET | Variation of condition 2 (approved plans) of planning permission HGY/2023/2705 for Demolition of existing rear extension, erection of single-storey rear extension, enlargement of existing side extension, replacement of rear dormer roof extension to main roof, replacement of windows in front elevation to match existing in appearance, replacement of front door, changes to fenestration in side and rear elevations. Proposed changes to the fenestration on the side/rear elevations, and alterations to design and height of the side extension. Alterations to rear elevation treatment of rear dormer, increase in height of rear dormer by 0.2 metres. | Roland Sheldon |

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| Highgate | Approval of details reserved by a condition | HGY/2025/2915 | Approve | 16/01/2026 | Branksome, Courtenay Avenue, Hornsey, London, N6 4LP | Details pursuant to part (b) of condition 8 (ASHP and Solar PV details compliance with relevant legislation) and part (b) of condition 9 (details of living roof implementation) of planning permission HGY/2021/1190 for demolition of existing dwelling house (Class C3) and erection of replacement dwelling house (Class C3), including accommodation at basement, ground, first floor and roof levels with associated landscaping to front and rear garden areas. | Roland Sheldon |
| Highgate | Householder planning permission | HGY/2025/2606 | Approve with Conditions | 21/01/2026 | 52 Langdon Park Road, Hornsey, London, N6 5QG | Erection of a single-storey side infill extension; insertion of four rooflights to front and rear roof slopes. | Adam Silverwood |
| Hornsey | Approval of details reserved by a condition | HGY/2026/0039 | Approve | 08/01/2026 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | Submission of details pursuant to condition 4 (Materials - part (c) and part (d) only), reserved by planning permission reference HGY/2023/1835 for "the construction of 15 new Council rent homes in a part 4, 5 and 7 storey building" (Parts (a) and (b) approved under HGY/2025/0993) | Samuel Uff |
| Hornsey | Approval of details reserved by a condition | HGY/2025/3195 | Approve | 06/01/2026 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | Partial approval of details reserved by a condition 29 (a) (Energy Monitoring), of planning permission ref: HGY/2023/1835 (as amended from application reference: 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/2025/2839 | Approve | 06/01/2026 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | Approval of details pursuant to condition 27a (Energy Strategy) reserved by planning permission ref: HGY/2023/1835 (as amended from application ref: HGY/2022/3858) for "the construction of 15 new Council rent homes in a part 4, 5 and 7 storey building" (Details submission previously consulted under ref: HGY/2025/1072) | Samuel Uff |
| Hornsey | Approval of details reserved by a condition | HGY/2025/0993 | Approve | 07/01/2026 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | Partial approval of details pursuant to condition 4 (Materials - part (a) and part (b) only), reserved by planning permission reference: HGY/2023/1835 (as amended from application 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/2025/0620 | Approve | 09/01/2026 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | Approval of details reserved by conditions 13 (Cycle Parking) and 16 (SBD) of planning permission reference: 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 |

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| Hornsey | Approval of details reserved by a condition | HGY/2025/0141 | Approve | 06/01/2026 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | Approval of details reserved by a condition 14 (Construction Method Statement), 15 (CEMP) and 23 (Piling Method Statement) reserved by planning permission ref: HGY/2023/1835 (as amended from application 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/2025/2983 | Approve | 16/01/2026 | 98, Tottenham Lane, London, N8 7EJ | Approval of details pursuant to condition 4 (Boundary treatments and site access controls) attached to planning permission HGY/2022/2116 | Valerie Okeiyi |
| Hornsey | Approval of details reserved by a condition | HGY/2024/2181 | Approve | 16/01/2026 | Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ | Approval of details pursuant to condition 14 (Cycle parking) attached to planning permission HGY/2022/2116 | Valerie Okeiyi |
| Hornsey | Approval of details reserved by a condition | HGY/2024/1932 | Approve | 16/01/2026 | Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ | Approval of details pursuant to condition 16 (Delivery and Servicing Plan) attached to planning permission HGY/2022/2116 | Valerie Okeiyi |
| Hornsey | Full planning permission | HGY/2025/3376 | Approve with Conditions | 28/01/2026 | Flat A, 85 Hillfield Avenue, Hornsey, London, N8 7DG | Erection of Garden Studio Outbuilding | Sabelle Adjagboni |
| Hornsey | Householder planning permission | HGY/2025/3420 | Approve with Conditions | 21/01/2026 | First Floor Flat A, 56 Rathcoole Avenue, Hornsey, London, N8 9NA | Installation of 2no. front rooflights. | Ben Coffie |
| Hornsey | Full planning permission | HGY/2025/3378 | Approve with Conditions | 23/01/2026 | 41 Harvey Road, Hornsey, London, N8 9PD | Replacement of existing timber windows with double glazed UPVC units. | Ben Coffie |
| Hornsey | Householder planning permission | HGY/2025/2344 | Approve with Conditions | 30/01/2026 | 25 North View Road, Hornsey, London, N8 7LN | Sash window replacement on the front elevation. Three windows in total, 2 upstairs and 1 downstairs. | Josh Parker |
| Hornsey | Householder planning permission | HGY/2025/3092 | Approve with Conditions | 22/01/2026 | 58 Beechwood Road, Hornsey, London, N8 7NG | Replacement of existing rear conservatory with rear/side single storey extension. | Iliyan Topalov |
| Hornsey | Lawful development: Proposed use | HGY/2025/3533 | Permitted Development | 30/01/2026 | 167 Nelson Road, Hornsey, London, N8 9RR | Lawful development: (Proposed) for a dormer and outrigger roof extensions. | Adam Silverwood |
| Muswell Hill | Consent under Tree Preservation Orders | HGY/2026/0036 | Approve with Conditions | 30/01/2026 | 19C Woodland Rise, Hornsey, London, N10 3UP | Works to trees protected by a TPO. T1: Lime (7m): Re-pollard to previous points removing up to 3m of growth as part of regular maintenance and to keep trees at a size suitable for their location T2: Lime (7m): Re-pollard to previous points removing up to 3m of growth as part of regular maintenance and to keep trees at a size suitable for their location T3: Lime (7m): Re-pollard to previous points removing up to 3m of growth as part of regular maintenance and to keep trees at a size suitable for their location T4: Lime (7m): Re-pollard to previous points removing up to 3m of growth as part of regular maintenance and to keep trees at a size suitable for their location | Daniel Monk |
| Muswell Hill | Consent under Tree Preservation Orders | HGY/2025/3326 | Approve with Conditions | 23/01/2026 | Flat 3, Raglan House, 8-12 Queens Avenue, Hornsey, London, N10 3NR | Works to tree protected by a TPO. 1 x Oak tree - overall crown reduction back to the most recent previous points up to 3m. (amended description) | Daniel Monk |
| Muswell Hill | Householder planning permission | HGY/2025/2891 | Approve with Conditions | 19/01/2026 | 8 Rookfield Avenue, Hornsey, London, N10 3TS | Insertion of 2 conservation rooflights to rear ground floor pitched roof and a conservation rooflight to 2nd floor side facing pitched roof | Mercy Oruwari |

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| Muswell Hill | Approval of details reserved by a condition | HGY/2025/3528 | Approve | 30/01/2026 | Cranwood, 100 Woodside Avenue, London N10 3JA | Approval of details for condition 29B (Passive house) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue. | Tania Skelli |
| Muswell Hill | Full planning permission | HGY/2025/2770 | Approve with Conditions | 30/01/2026 | 138 Muswell Hill Road, Hornsey, London, N10 3JD | Internal reconfiguration of first and second floors and conversion of the property from four self-contained flats and a five-bedroom HMO to seven self-contained 1-bedroom flats with no shared facilities (Class C3 Use). | Neil McClellan |
| Muswell Hill | Lawful development: Proposed use | HGY/2025/3472 | Permitted Development | 21/01/2026 | 65 Muswell Hill Place, Hornsey, London, N10 3RP | Certificate Of Lawfulness (Proposed) for the erection of a front porch. | Ben Coffie |
| Muswell Hill | Householder planning permission | HGY/2025/3276 | Refuse | 21/01/2026 | 145 Cranley Gardens, Hornsey, London, N10 3AG | Redesigning of front garden including new brick boundary wall, repositioning and widening of the crossover, raising of driveway level, installation of gates to the pedestrian and extension of the front porch; replacement of garage doors and new metal side gate. | Ben Coffie |
| Muswell Hill | Approval of details reserved by a condition | HGY/2025/2674 | Approve | 14/01/2026 | Land to the rear of 10-12, St James's Lane, Muswell Hill, London, N10 3DB | Approval of details pursuant to conditions 8 (CMP), 9 (Chartered Engineer) and 10 (Considerate Constructors Scheme) attached to planning permission ref: HGY/2024/3430. | Mark Chan |
| Muswell Hill | Full planning permission | HGY/2025/3201 | Approve with Conditions | 13/01/2026 | First And Second Floor Flat, 15 Muswell Hill Road, Hornsey, London, N10 3JB | New dormer window to front elevation to match neighboring properties. | Josh Parker |
| Muswell Hill | Consent to display an advertisement | HGY/2025/3076 | Approve with Conditions | 05/01/2026 | 28 Fortis Green Road, Hornsey, London, N10 3HN | Advertisement consent for a fascia sign with projecting, LED backlit lettering. | Josh Parker |
| Muswell Hill | Full planning permission | HGY/2025/3109 | Approve with Conditions | 28/01/2026 | 126-138 Muswell Hill Broadway, Hornsey, London, N10 3RU | Installation of new external plant and conditioning units at rear roof level of existing M&S Food Hall | Nathan Keyte |
| Muswell Hill | Listed building consent (Alt/Ext) | HGY/2025/2419 | Approve with Conditions | 21/01/2026 | 111-117 Muswell Hill Road, Hornsey, London, N10 3HS | Internal alterations, including removal of parts of a suspended timber floor and installing of ramp, replacement awnings and removal of existing vinyl from shopfront. | Roland Sheldon |
| Noel Park | Approval of details reserved by a condition | HGY/2025/3263 | Approve | 30/01/2026 | 111-113 High Road, Wood Green, London, N22 6BB | Approval of details reserved by a condition 4 (Method of Construction Statement), condition 5 (Secure cycle parking spaces), condition 6 (Privacy screen) and condition 7 (Waste management plan) attached to planning application Ref: HGY/2023/3132. | Kwaku Bossman-Gyamera |
| Noel Park | Householder planning permission | HGY/2025/3071 | Approve with Conditions | 14/01/2026 | 6 Coleraine Road, Wood Green, London, N8 0QL | Erection of ground floor single storey wraparound rear extension with a courtyard (AMENDED DESCRIPTION). | Daniel Boama |
| Noel Park | Change of use | HGY/2025/2700 | Refuse | 21/01/2026 | 9 Brampton Park Road, Wood Green, London, N22 6BG | Change of use from a 6-person 6-bed HMO (Use Class C4) to a 7-bedroom 7-Person HMO (Sui Generis): Resubmission of HGY/2024/1813 | Daniel Boama |
| Noel Park | Change of use | HGY/2025/2699 | Refuse | 22/01/2026 | 8 Brampton Park Road, Wood Green, London, N22 6BG | Change of use from a 6-person 6-bedroom HMO (Use Class C4) to a 7-person 7-bedroom HMO (Sui Generis). | Daniel Boama |

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| Noel Park | Approval of details reserved by a condition | HGY/2025/0019 | Approve | 15/01/2026 | 10 Brampton Park Road, Wood Green, London, N22 6BG | Approval of details reserved by a condition 5 (Construction Method Statement) attached to planning application HGY/2024/1126 allowed under appeal reference APP/Y5420/W/24/3347579. | Daniel Boama |
| Noel Park | Non-Material Amendment | HGY/2026/0010 | Approve | 29/01/2026 | 37 Park Ridings, Wood Green, London, N8 0LB | Non-material amendment to planning permission HGY/2023/3074 to increase the height and depth of the single storey rear extension; changes to rooflight design. | Nathan Keyte |
| Noel Park | Full planning permission | HGY/2025/1617 | Approve with Conditions | 22/01/2026 | 137 Gladstone Avenue, Wood Green, London, N22 6LA | Renewal of the main and rear roof with matching clay and natural slate tiles, partial rebuilding of the existing chimney stack and replacement of the external front door. | Roland Sheldon |
| Noel Park | Approval of details reserved by a condition | HGY/2025/2960 | Approve | 23/01/2026 | 12 High Road, Wood Green, London, N22 6BX | Approval of details pursuant to Condition 3 (Details and materials) of planning permission ref. HGY/2025/0396 for a three-storey upward extension to create 9no. additional residential units, including cycle and refuse storage, landscaping and associated works? as approved on 13/10/2025. | Adam Silverwood |
| Northumberland Park | Non-Material Amendment | HGY/2025/3573 | Approve | 19/01/2026 | Ashdowne Court, 56 Lansdowne Road, Tottenham, London, N17 9XQ | Non-Material Amendment following the grant of planning permission ref: HGY/2022/0295: changing condition 12 (2013 Building Regulations Part L) to comply with 2021 Building Regulations Part L, ensuring that approved new homes are built to updated standards. | Kwaku Bossman-Gyamera |
| Northumberland Park | Non-Material Amendment | HGY/2025/3569 | Approve | 19/01/2026 | Fiske Court, Lansdowne Road, Tottenham, London, N17 0NA | Non-Material Amendment following the grant of planning permission ref: HGY/2022/0305: changing condition 11 (2013 Building Regulations Part L) to comply with 2021 Building Regulations Part L, ensuring that approved new homes are built to updated standards. | Kwaku Bossman-Gyamera |
| Northumberland Park | Prior notification: Demolition | HGY/2025/3215 | Not Required | 27/01/2026 | Block H Tottenham Commercial Park, Leaside Road, London, N17 0QJ | Demolition of all outlined existing buildings | Kwaku Bossman-Gyamera |
| Northumberland Park | Approval of details reserved by a condition | HGY/2025/3151 | Approve | 08/01/2026 | Ashdowne Court, 56 Lansdowne Road, Tottenham, London, N17 9XQ | Approval of details reserved by a condition 11 (Building Regulations Part M4 (2)) to attached to planning application Ref: HGY/2022/0295. | Kwaku Bossman-Gyamera |
| Northumberland Park | Approval of details reserved by a condition | HGY/2025/3149 | Approve | 06/01/2026 | Fiske Court, Lansdowne Road, Tottenham, London, N17 0NA | Approval of details reserved by a condition 10 (Building Regulations Part M4 (2)) to attached to planning application Ref: HGY/2022/0305. | Kwaku Bossman-Gyamera |
| Northumberland Park | Approval of details reserved by a condition | HGY/2025/2070 | Approve | 14/01/2026 | Arundel Court, Lansdowne Road, Tottenham, London, N17 0LR | Approval of details reserved by a condition 24 (Sustainable Design and Construction Strategy) attached to planning application Ref: HGY/2024/1450. | Kwaku Bossman-Gyamera |
| Northumberland Park | Lawful development: Proposed use | HGY/2026/0029 | Permitted Development | 26/01/2026 | 29 Foyle Road, Tottenham, London, N17 0NL | Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion | Laina Levassor |
| Northumberland Park | Approval of details reserved by a condition | HGY/2025/1029 | Approve | 16/01/2026 | 819-829, High Road, London, N17 8ES | Approval of details reserved by part (a) of Condition 45 (Impact Piling Method Statement (PRE-COMMENCEMENT)) attached to 'The Printworks' 819-829 High Road N17 Planning Permission ref. HGY/2023/2306 dated 04th March 2024 for PBSA and Class E. | Philip Elliott |

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| Northumberland Park | Householder planning permission | HGY/2025/3014 | Refuse | 23/01/2026 | 29 Coniston Road, Tottenham, London, N17 0EX | Erection of a rear loft dormer roof extension. | Ben Coffie |
| Northumberland Park | Householder planning permission | HGY/2025/2543 | Approve with Conditions | 23/01/2026 | 29 Coniston Road, Tottenham, London, N17 0EX | Erection of single storey rear and side extension. | Ben Coffie |
| Northumberland Park | Approval of details reserved by a condition | HGY/2026/0019 | Approve | 28/01/2026 | Tottenham Substation, Watermead Way, London, N17 0XD | Approval of Schedule 2 Requirement 14 (Archaeology) relating to Stage 5h (as approved under HGY/2025/2787), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601. | Nathan Keyte |
| Seven Sisters | Householder planning permission | HGY/2025/2725 | Approve with Conditions | 15/01/2026 | 24 Roslyn Road, Tottenham, London, N15 5ET | Erection of rear infill extension and installation of window | Emily Whittredge |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3301 | Approve | 07/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 9 (Whole Life Cycle Carbon Analysis) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3299 | Approve | 13/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 4a (Energy Strategy) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3296 | Approve | 08/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 6a (Living Roofs and Walls) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3208 | Approve | 22/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 21 (Construction Logistics and Management Plan) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3207 | Approve | 15/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 19 (Air Quality and Dust Management Plan (AQDMP)) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3206 | Approve | 08/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 15a,15b,15c (Pollution) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3204 | Approve | 15/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 24 (Boreholes) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3203 | Approve | 15/01/2026 | Land adjacent to Seven Sisters Road and St Ann's Road, London N15 | Approval of details pursuant to condition 3 (Facing Materials) attached to planning permission HGY/2024/3315. | Gareth Prosser |
| Seven Sisters | Approval of details reserved by a condition | HGY/2025/3288 | Approve | 22/01/2026 | 718 to 722, Seven Sisters Road, Tottenham, London, N15 5NH | Approval of details reserved by a condition 7 (Asbestos Survey) attached to planning application Ref: HGY/2024/1107 | Kwaku Bossman-Gyamera |
| Seven Sisters | Householder planning permission | HGY/2025/3139 | Approve with Conditions | 09/01/2026 | 95 Seaford Road, Tottenham, London, N15 5DX | Construction of a dormer extension to the main rear and outrigger roof slopes and the installation of two rooflights. | Neil McClellan |
| South Tottenham | Approval of details reserved by a condition | HGY/2025/2919 | Approve | 05/01/2026 | 120 Wargrave Avenue, Tottenham, London, N15 6UA | Approval of details reserved by a condition 4 (Construction Management Plan) and condition 5 (Suitably qualified chartered engineer with membership of the appropriate professional body) attached to planning application Ref: HGY/2025/1871 | Kwaku Bossman-Gyamera |
| South Tottenham | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3434 | Approve | 20/01/2026 | 123 Craven Park Road, Tottenham, London, N15 6BP | Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m. | Mercy Oruwari |
| South Tottenham | Householder planning permission | HGY/2025/3381 | Approve with Conditions | 27/01/2026 | 70 Wellington Avenue, Tottenham, London, N15 6BB | Erection of a Type 3 roof extension with insertion of rooflights to front and rear roofslope | Oskar Gregersen |

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| South Tottenham | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3522 | Not Required | 28/01/2026 | 170 Gladesmore Road, Tottenham, London, N15 6TH | Erection of single storey extension which extends beyond the rear wall of the original house by 4.50m, for which the maximum height would be 3m and for which the height of the eaves would be 3m. | Daniel Boama |
| South Tottenham | Householder planning permission | HGY/2025/2908 | Approve with Conditions | 19/01/2026 | 32 Earlsmead Road, Tottenham, London, N15 4DA | Replacement of the existing single-glazed timber windows and doors with new double-glazed uPVC windows to the front and rear elevation, composite front entrance doors, and uPVC rear exit doors. | Daniel Boama |
| South Tottenham | Approval of details reserved by a condition | HGY/2025/3037 | Approve | 28/01/2026 | 40 Wellington Avenue, Tottenham, London, N15 6AS | Approval of details pursuant by condition 4 (Chartered engineer) attached to planning permission ref: HGY/2024/0067 | Josh Parker |
| South Tottenham | Householder planning permission | HGY/2025/2569 | Approve with Conditions | 13/01/2026 | 25 Craven Park Road, Tottenham, London, N15 6AA | Excavation of new basement level with front lightwell (amended description). | Nathan Keyte |
| South Tottenham | Lawful development: Existing use | HGY/2025/3255 | Approve | 21/01/2026 | 42 Wargrave Avenue, Tottenham, London, N15 6UB | Lawful Development Certificate: Existing use of the property as two self-contained flats within Use Class C3 Dwellinghouses. Arranged as one flat located within the rear basement and a second flat occupying the remainder of the building, including the front basement, ground, first, second and third floors. | Iliyan Topalov |
| St Ann's | Lawful development: Proposed use | HGY/2026/0032 | Permitted Development | 26/01/2026 | 17 Cissbury Road, Tottenham, London, N15 5PU | Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion | Laina Levassor |
| Stroud Green | Consent under Tree Preservation Orders | HGY/2026/0012 | Approve with Conditions | 26/01/2026 | Ground Floor Flat, 40 Mount View Road, Hornsey, London, N4 4HX | Willow tree in back garden which needs pollarding. This is due to tree crown being so large it is now reaching across to neighbours' gardens (42 and 38 Mount View Road). | Daniel Monk |
| Stroud Green | Consent under Tree Preservation Orders | HGY/2025/3417 | Refuse | 23/01/2026 | 81 Upper Tollington Park, Hornsey, London, N4 4LP | Works to tree protected by a TPO. We wish to carry out a reduction on this tree of 8m off the top and 3m off each side. It is a Birch tree. The reason for the reduction is that the tree is getting far too large (which is why we asked for its removal) and obscures light into our house and neighbouring residences. We have provided a very simple plan, since the location and everything else about the tree is recorded and clearly shown on the TPO. We attach a photo of the tree. | Daniel Monk |
| Stroud Green | Householder planning permission | HGY/2025/3174 | Approve with Conditions | 13/01/2026 | 28 Oxford Road, Hornsey, London, N4 3EY | Replacement of the existing windows and doors with new double glazed timber units and doors to the front elevation and double glazed uPVC units to the rear elevation. | Mercy Oruwari |
| Stroud Green | Householder planning permission | HGY/2025/2601 | Approve with Conditions | 09/01/2026 | 2 Lorne Road, Hornsey, London, N4 3RT | Erection of timber decking with surrounding 1.7m high opaque privacy screen and installation of fully glazed door at first floor to form incidental rear roof terrace | Oskar Gregersen |
| Stroud Green | Full planning permission | HGY/2025/2131 | Refuse | 15/01/2026 | Outside No. 100 Stroud Green Road, London, N4 3EF | Removal of an existing telephone kiosk, and the deployment of a replacement Street Hub 3 unit | Ben Coffie |
| Stroud Green | Full planning permission | HGY/2025/3359 | Approve with Conditions | 28/01/2026 | 16 Addington Road, Hornsey, London, N4 4RP | Replacement of existing uPVC windows with modern double glazed timber sash windows on front and rear elevations. | Daniel Boama |

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| Stroud Green | Full planning permission | HGY/2025/3351 | Approve with Conditions | 28/01/2026 | Flats A to C, 47 Ferme Park Road, Hornsey, London, N4 4EB | Replacement of existing timber windows with modern double glazed timber sash windows on front, flank and rear elevations. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2025/3349 | Approve with Conditions | 28/01/2026 | Flats A to C, 10 Oakfield Road, Hornsey, London, N4 4NL | Replacement of existing timber windows with modern double glazed timber sash windows on front, flank and rear elevations. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2025/3348 | Approve with Conditions | 28/01/2026 | 2 Oxford Road, Hornsey, London, N4 3HA | Replacement of existing timber windows with modern double glazed timber units on front, flank, and rear elevations. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2025/3347 | Approve with Conditions | 28/01/2026 | 1 Mount Pleasant Villas, Hornsey, London, N4 4HH | Replacement of existing timber windows with modern double glazed timber sash units on front, flank, and rear elevations. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2025/3115 | Approve with Conditions | 28/01/2026 | 33 Albany Road, Hornsey, London, N4 4RR | Erection of a side dormer. | Mark Chan |
| Stroud Green | Non-Material Amendment | HGY/2025/3473 | Approve | 12/01/2026 | 189 Mount View Road, Hornsey, London, N4 4JT | Non-Material Amendment to planning permission HGY/2023/1517 (erection of new dwelling) to amend the roof profile | Josh Parker |
| Stroud Green | Householder planning permission | HGY/2025/3333 | Approve with Conditions | 30/01/2026 | 4 Quernmore Road, Hornsey, London, N4 4QU | Single storey rear extension | Josh Parker |
| Stroud Green | Full planning permission | HGY/2025/3158 | Approve with Conditions | 14/01/2026 | Flat A, 25 Ridge Road, Hornsey, London, N8 9LJ | Construction of a 2m deep x 3m wide outbuilding in the rear garden of the property, 0.5m from the rear boundary and 1.5m from the north boundary (revised). | Josh Parker |
| Stroud Green | Householder planning permission | HGY/2025/2939 | Approve with Conditions | 30/01/2026 | 2 Quernmore Road, Hornsey, London, N4 4QU | Proposed wrap around single storey rear extension | Josh Parker |
| Tottenham Central | Lawful development: Proposed use | HGY/2025/3080 | Permitted Development | 29/01/2026 | 5 Belton Road, Tottenham, London, N17 6YF | Certificate of lawfulness: erection of single storey rear extension and replacement window | Emily Whittredge |
| Tottenham Central | Removal/variation of conditions | HGY/2025/2640 | Approve with Conditions | 06/01/2026 | 479-481 High Road (KFC Tottenham) London, N17 6QA | Variation of conditions 3 (hours of operation) of planning application allowed on appeal APP/Y5420/W/19/3224824 to allow opening hours to be extended from 11am until 12am (Midnight) Monday - Sunday to 10am until 3am Monday to Sunday. | Kwaku Bossman-Gyagye |
| Tottenham Central | Full planning permission | HGY/2025/2851 | Approve with Conditions | 15/01/2026 | Tottenham Fire Station, 49 St Loys Road, Tottenham, London, N17 6UE | Installation of 2 Air Source Heat Pumps within acoustic enclosures (1no. to north of site within garden space and 1no. sited adjacent to training building to south of site. Installation of photovoltaic cells to flat roof part of the training building to south of site | Oskar Gregersen |
| Tottenham Central | Full planning permission | HGY/2025/0289 | Approve with Conditions | 29/01/2026 | 144 Greyhound Road, Tottenham, London, N17 6XN | Erection of a single storey rear infill extension, a dormer extension to the main rear roof slope and the change of use of the property from a single-family dwelling house (Class C3 Use) to a large 9-bedroom HMO for (sui-generis use). | Neil McClellan |
| Tottenham Central | Full planning permission | HGY/2025/3249 | Refuse | 20/01/2026 | 26 Handsworth Road, Tottenham, London, N17 6DE | Conversion of an existing dwelling into two self-contained flats with associated waste/recycling and cycle stores in front garden. | Sabelle Adjagboni |
| Tottenham Central | Householder planning permission | HGY/2025/3173 | Approve with Conditions | 12/01/2026 | 31 Beaconsfield Road, Tottenham, London, N15 4SH | Replacement of the existing timber entrance front door and adjoining single glazed obscure fan light window with a new double glazed composite entrance front door and adjoining double glazed obscure fan light window. | Daniel Boama |

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| Tottenham Central | Householder planning permission | HGY/2025/2907 | Approve with Conditions | 07/01/2026 | 90 Chester Road, Tottenham, London, N17 6BZ | Replacement of the existing single-glazed timber windows and doors with new double-glazed uPVC windows to the front and rear elevation, composite front entrance door, and uPVC rear exit doors. | Daniel Boama |
| Tottenham Central | Householder planning permission | HGY/2025/2086 | Approve with Conditions | 13/01/2026 | 108 Clyde Road, Tottenham, London, N15 4JX | Formation of rear dormer roof extension. Erection of ground floor single storey rear and side infill rear extension | Daniel Boama |
| Tottenham Central | Householder planning permission | HGY/2025/3179 | Approve with Conditions | 13/01/2026 | 11 Ranelagh Road, Tottenham, London, N17 6XY | Rear L-shaped zinc-clad dormer extension, increment of two rooflights to front roof slope | Iliyan Topalov |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2025/2987 | Approve | 06/01/2026 | Accord House, Ashley Road, Tottenham, London, N17 9AZ | Submission of details pursuant to condition 46 (GLA: Circular Economy Report) as attached to application reference HGY/2022/0752: Council Depot, Ashley Road, London, N17 9DP as approved on 31/08/2022 for: Full planning application for the erection of 272 homes including 50% socially rented homes extending 4-13 storeys, 174sqm of flexible Use Class E floorspace along with a new vehicular access to the site, car parking and two pedestrian north south routes. The proposal also includes both private and public hard and soft landscaping throughout the site. | Adam Silverwood |
| West Green | Approval of details reserved by a condition | HGY/2025/3402 | Approve | 08/01/2026 | 300-306, West Green Road, N15 3QR | Approval of details pursuant to condition 11 (Overheating report) attached to planning permission HGY/2020/0158 (Appeal Ref: APP/Y5420/W/21/3266300) | Gareth Prosser |
| West Green | Approval of details reserved by a condition | HGY/2025/3398 | Approve | 13/01/2026 | 300-306 West Green Road, N15 3QR | Approval of details pursuant to condition 13 Part A (BREEAM) attached to planning permission HGY/2020/0158 (Appeal Ref: APP/Y5420/W/21/3266300) (AMENDED DESCRIPTION) | Gareth Prosser |
| West Green | Lawful development: Proposed use | HGY/2026/0030 | Permitted Development | 26/01/2026 | 92 Langham Road, Tottenham, London, N15 3LX | Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion | Laina Levassor |
| West Green | Non-Material Amendment | HGY/2025/3521 | Approve | 29/01/2026 | 37 Sirdar Road, Wood Green, London, N22 6QS | Non-material amendment to planning permission HGY/2024/1282 to install a side gate, to increase the height of the new side brick wall, to increase the height of the parapet on the existing rear single storey, to alter the rear of the new extension by replacing the approved window/door arrangement with patio doors with sidelights with a soldier course above the doors and changing from white render to facing bricks. | Mercy Oruwari |
| West Green | Approval of details reserved by a condition | HGY/2025/3329 | Approve | 16/01/2026 | Frankum Mews, End of Crawley Road, Wood Green, London, N22 6AG | Approval of details pursuant to condition 24 (Culvert Condition) attached to planning permission HGY/2019/0938. | Samuel Uff |
| West Green | Lawful development: Existing use | HGY/2025/3403 | Approve | 30/01/2026 | 44 Wilmot Road, Tottenham, London, N17 6LH | Certificate of lawfulness for the existing use of the property known as the Annexe 44 Wilmot Road as a separate self-contained studio dwelling. | Neil McClellan |
| West Green | Householder planning permission | HGY/2025/3271 | Approve with Conditions | 21/01/2026 | 33 Sandringham Road, Tottenham, London, N22 6RB | Single storey rear extension. | Neil McClellan |

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| West Green | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3446 | Not Required | 21/01/2026 | Flat A, 184 Langham Road, Tottenham, London, N15 3NB | Erection of single storey extension which extends beyond the rear wall of the original house by 3.15m, for which the maximum height would be 3m and for which the height of the eaves would be 2.5m | Mark Chan |
| West Green | Approval of details reserved by a condition | HGY/2025/3192 | Approve | 07/01/2026 | Broadwater Farm Estate, London | Submission of details for the discharge of Condition 43 - Part B (Evidence of Solar Photovoltaic Array Installation - Moselle phase only) as attached to the planning permission HGY/2022/0823 for: Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre; Enterprise Centre; and former Moselle school site, at Broadwater Farm Estate. This application relates to Phase 1 (Moselle) of this development, only. | Adam Silverwood |
| West Green | Approval of details reserved by a condition | HGY/2025/3073 | Approve | 21/01/2026 | Broadwater Farm Estate, London | Submission of details for the discharge of Condition 50 (Building User Guide - Moselle Phase only) for planning permission reference HGY/2022/0823 for: ?Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre; Enterprise Centre; and former Moselle school site, at Broadwater Farm Estate? as approved on 07/03/2023. This application relates to the Moselle phase of this development only. | Adam Silverwood |

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| West Green | Approval of details reserved by a condition | HGY/2025/2493 | Approve | 22/01/2026 | Broadwater Farm Estate, London | <p>Submission of details for the discharge of Condition 10 (External Lighting Arrangements - partial approval for Moselle Phase only) attached to planning permission reference HGY/2022/0823 for: ?Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate? as approved on 07/03/2023. This application relates to the Moselle Phase Only.</p> | Adam Silverwood |
| West Green | Approval of details reserved by a condition | HGY/2025/2351 | Approve | 16/01/2026 | Broadwater Farm Estate, London | <p>Submission of details for the discharge of Condition 39 (Residential Access Arrangements - partial discharge - Moselle Phase only) of planning permission HGY/2022/0823 for: ?Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate? as approved on 07/03/2023. This application relates to the Moselle Phase Only.</p> | Adam Silverwood |

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| West Green | Approval of details reserved by a condition | HGY/2025/2215 | Approve | 12/01/2026 | Broadwater Farm Estate, London | Submission of details for the discharge of Condition 27 (Fire Strategy Statement) as placed upon application HGY/2022/0823 for: ?Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing): Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate? as approved on 07/03/2023. This application relates to the Moselle Phase Only. | Adam Silverwood |
| West Green | Full planning permission | HGY/2025/1136 | Approve with Conditions | 29/01/2026 | 454 - 460 West Green Road, Tottenham, London, N15 | Retrospective planning application for the amalgamation of 4 no. ground floor commercial units at 454-460 West Green Road, revisions to front elevation shop frontage, demolition of the two rear storage areas, internal amendments to the layout and external seating with retractable canopy, in conjunction with the use of this extended premises as a restaurant with ancillary shisha. | Adam Silverwood |
| West Green | Approval of details reserved by a condition | HGY/2024/3513 | Approve | 12/01/2026 | Broadwater Farm Estate, London | Submission of details for the discharge of Condition 26 (Construction Phase Fire Strategy) as attached to the planning permission HGY/2022/0823 - Broadwater Farm Estate, London, N17, as approved on 07/03/2023 for: Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing): Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate. This application relates to Phase 1 (Moselle) of this development, only. | Adam Silverwood |

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| West Green | Approval of details reserved by a condition | HGY/2024/3456 | Approve | 12/01/2026 | Broadwater Farm Estate, London N17 | Submission of details for the discharge of Condition 28 (Details of Evacuation Lifts) as attached to the planning permission HGY/2022/0823 as approved on 07/03/2023 for: Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing); Energy Centre; Medical Centre; Enterprise Centre; and former Moselle school site, at Broadwater Farm Estate. This application relates to Phase 1 (Moselle) of this development, only. | Adam Silverwood |
| White Hart Lane | Householder planning permission | HGY/2025/2718 | Refuse | 13/01/2026 | 156 Risley Avenue, Tottenham, London, N17 7ER | Erection of a single storey rear extension and conversion of the loft including the installation of 2 rear roof lights. | Emily Whittredge |
| White Hart Lane | Full planning permission | HGY/2025/0622 | Approve with Conditions | 29/01/2026 | Flat 1, 26 Waltheof Gardens, Tottenham, London, N17 7DN | Erection of single-storey rear extension | Emily Whittredge |
| White Hart Lane | Removal/variation of conditions | HGY/2024/0505 | Refuse | 26/01/2026 | 460 Lordship Lane, Tottenham, London, N17 7QY | Variation of condition 3 (hours of opening) attached to planning permission HGY/2022/3867 to allow opening from 07:00 to 23:00 hours Sunday to Wednesday, and 09:00 to 00:00 Thursday to Saturday | Kwaku Bossman-Gyamara |
| White Hart Lane | Lawful development: Proposed use | HGY/2026/0221 | Refuse | 27/01/2026 | 224 The Roundway, Tottenham, London, N17 7DE | Certificate of Lawfulness for proposed HMO | Laina Levassor |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3412 | Not Required | 19/01/2026 | 3 Fenton Road, Tottenham, London, N17 7JL | 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 | Neil McClellan |
| White Hart Lane | Full planning permission | HGY/2025/3227 | Approve with Conditions | 23/01/2026 | Flat A, 5 Perth Road, Wood Green, London, N22 5PX | Change of use from residential C4 to part residential, part Sui - generis, for small dog walking and occasional overnight care. | Ben Coffie |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3407 | Approve | 16/01/2026 | 120 Gospatrick Road, Tottenham, London, N17 7JE | Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 2.95m and for which the height of the eaves would be 2.95m | Iliyan Topalov |
| White Hart Lane | Householder planning permission | HGY/2025/2534 | Approve with Conditions | 28/01/2026 | 2 Kevelioc Road, Tottenham, London, N17 7PR | Single story rear extension up to 3 meters deep | Iliyan Topalov |
| Woodside | Full planning permission | HGY/2025/3116 | Approve with Conditions | 13/01/2026 | 40 Cranbrook Park, Wood Green, London, N22 5NA | Replacement of the existing windows and doors with new double glazed uPVC units to the front and rear elevation (AMENDED). | Gareth Prosser |

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| Woodside | Prior notification: Development by telecoms operators | HGY/2026/0040 | Permitted Development | 08/01/2026 | Green Riding House, 245 High Road, Wood Green, London, N22 8HR | 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 installation of 6 no. replacement antenna and ancillary radio equipment at existing rooftop site. The installation of 1 no. replacement GPS Module onto proposed support pole. Ancillary development thereto. | Kwaku Bossman-Gyamera |
| Woodside | Prior notification: Development by telecoms operators | HGY/2026/0197 | Permitted Development | 22/01/2026 | New River Stadium 2, Wood Green, Tottenham, London, N22 5QU | 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: Removal of 3no antennas and the installation of 1 no. crownsnest headframe mounted with 3 no. antennas and associated ancillary works thereto. | Kwaku Bossman-Gyamera |
| Woodside | Approval of details reserved by a condition | HGY/2026/0116 | Approve | 19/01/2026 | Civic Centre, High Road, Wood Green, London, N22 9SB | Approval of details reserved by condition 36 (Whole Life Carbon) of Planning Permission HGY/2023/1043 for "erection of a three-storey building comprising of Class E floorspace and external alterations of the existing Civic Centre and offices" (previously consulted through ref: HGY/2024/3197) | Samuel Uff |
| Woodside | Approval of details reserved by a condition | HGY/2025/2804 | Approve | 20/01/2026 | Civic Centre, High Road, Wood Green, London, N22 9SB | Approval of details reserved by condition 7a (retrofitting and making good of timber panelled original rooms in the Registrars wing) of Listed Building Consent HGY/2023/1044 for "the refurbishment and extension of the Civic Centre". | Samuel Uff |
| Woodside | Approval of details reserved by a condition | HGY/2025/2590 | Approve | 29/01/2026 | Civic Centre, High Road, Wood Green, London, N22 9SB | Approval of details reserved by condition 3 (parts a, b, c and g only - repairs and alterations to external elevations and rear range on pilotis) of Listed Building Consent HGY/2023/1044 for "the refurbishment and extension of the Civic Centre". | Samuel Uff |
| Woodside | Listed building consent (Alt/Ext) | HGY/2025/2587 | Approve with Conditions | 20/01/2026 | Civic Centre, High Road, Wood Green, London, N22 9SB | Listed Building Consent for removal of floor screed | Samuel Uff |
| Woodside | Approval of details reserved by a condition | HGY/2025/0868 | Approve | 21/01/2026 | Civic Centre, High Road, Wood Green, London, N22 9SB | Approval of details reserved by condition Condition 8 parts (b), (c) and (d) (North Wing Office details) of Listed Building Consent HGY/2023/1044 for "the refurbishment and extension of the Civic Centre" | Samuel Uff |
| Woodside | Full planning permission | HGY/2025/2982 | Approve with Conditions | 08/01/2026 | Flat 2, 25 Parkhurst Road, Wood Green, London, N22 8JQ | Raise roof ridge to align with No.27, increase height of rear dormer and railings and enlarge terrace [Retrospective changes to approved development under application ref: HGY/2024/0331] | Ben Coffie |
| Woodside | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2025/3440 | Refuse | 21/01/2026 | 36 Lascotts Road, Wood Green, London, N22 8JN | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.85m and for which the height of the eaves would be 2.85m | Daniel Boama |

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| Woodside | Householder planning permission | HGY/2025/3232 | Refuse | 23/01/2026 | 41 Ringslade Road, Wood Green, London, N22 7TE | Demolition of existing rear side return extension. Erection of single storey rear extension and double storey rear extension, and formation of rear dormer and insertion of 1no. front rooflight. | Daniel Boama |
| Woodside | Householder planning permission | HGY/2025/3134 | Approve with Conditions | 09/01/2026 | First Floor Flat, 11 Dunbar Road, Wood Green, London, N22 5BG | Construction of first floor rear roof terrace above flat roof of approved rear extension (ref no. HGY/2023/1094) with 1.1m high glass balustrade and 1.8m high obscure glazed glass privacy screens. | Daniel Boama |
| Woodside | Full planning permission | HGY/2025/3371 | Approve with Conditions | 26/01/2026 | 13 Selborne Road, Wood Green, London, N22 7TL | Replacement of timber single glazed windows with double glazed uPVC windows and the replacement of the single glazed front door with double glazed composite (revised). | Josh Parker |
| Woodside | Change of use | HGY/2025/3286 | Refuse | 22/01/2026 | 6 Ewart Grove, Wood Green, London, N22 5NX | Change of use of dwellinghouse (C3) into 5 bed 8 person HMO and associated alterations (sui generis). | Nathan Keyte |
| Woodside | Non-Material Amendment | HGY/2025/3342 | Approve | 21/01/2026 | Garages, Grasmere Court, Palmerston Road, Wood Green, London, N22 8QR | Non-material amendment to planning application ref: HGY/2024/2098 to allow removal of 1 additional tree, with an additional 3 replacement trees planted over the approved scheme, in association with allowing for installation of underground water drainage tank. | Roland Sheldon |
| Woodside | Approval of details reserved by a condition | HGY/2025/3337 | Approve | 05/01/2026 | Garages, Grasmere Court, Palmerston Road, Wood Green, London, N22 8QR | Details pursuant to conditions 9 (details of external lighting), 12 (SUDS maintenance) and 13 (cycle parking facilities) of planning permission HGY/2024/2098, for Erection of two-storey (with roof accommodation) building to contain 3 self-contained flats, erection of separate bulk bin/recycle store for Grasmere Court site, and associated landscaping. | Roland Sheldon |
| Woodside | Approval of details reserved by a condition | HGY/2025/3125 | Approve | 21/01/2026 | Garages, Grasmere Court, Palmerston Road, Wood Green, London, N22 8QR | Approval of details pursuant to condition 14 (landscaping scheme) of planning permission HGY/2024/2098 for Erection of two-storey (with roof accommodation) building to contain 3 self-contained flats, erection of separate bulk bin/recycle store for Grasmere Court site, and associated landscaping. | Roland Sheldon |
| | Approval of details reserved by a condition | HGY/2025/1578 | Approve | 12/01/2026 | Civic Centre, High Road, Wood Green, London, N22 9SB | Approval of details reserved by condition 4d (Method statement, structural engineer design and specification for demolition of upstands) of Listed Building Consent HGY/2023/1044 for "the refurbishment and extension of the Civic Centre" | Samuel Uff |
| | Approval of details reserved by a condition | HGY/2025/3541 | Approve | 26/01/2026 | Tottenham Substation, Watermead Way, London, N17 0SG | Approval of Schedule 2 Requirements 7 (Highways) & 9 (CTMP) relating to Stage 5h (as approved under HGY/2025/2787), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601. | Nathan Keyte |

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| Report for: | Planning Sub Committee Date: 5th March 2026 | Item Number: | |
| Title: | Applications decided under delegated powers between 02.01.2026 – 30.01.2026 | | |
| 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 02.01.2026 to 30.01.2026.

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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