

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 9th October, 2025, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))

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

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. PLANNING PROTOCOL

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

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

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

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

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

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 12 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

To confirm and sign the minutes of the Planning Sub Committee held on 8th October as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2024/2168 NEWSTEAD, DENEWOOD ROAD, HORNSEY, LONDON, N6 4AL (PAGES 1 - 168)

Proposal: Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works

9. HGY/2024/3386 312 HIGH ROAD N15 4BN (PAGES 169 - 310)

Proposal: Change of use from former educational facility (D1 use class now replaced by new class F1) to short term emergency accommodation (sui generis use class). Proposal also includes erection of roof extension to the building with erection of two new single storey buildings to the rear. Provision of a new commercial use on part of the ground floor level.

10. UPDATE ON MAJOR PROPOSALS (PAGES 311 - 324)

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 325 - 344)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period **xxx**.

12. NEW ITEMS OF URGENT BUSINESS

13. DATE OF NEXT MEETING

To note the date of the next meeting as 6th November.

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

Wednesday, 01 October 2025

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2024/2168

Ward: Highgate

Address: Newstead, Denewood Road, Hornsey, London, N6 4AL

Proposal: Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works

Applicant: ACO Development Ltd

Ownership: Private

Case Officer Contact: Roland Sheldon

Date received: 05/08/2024 **Last amended:** 23/09/2025

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site already has an extant planning permission for 13 residential units under planning permission HGY/2018/3205
- The proposed development would bring back in to use a brownfield site which has been vacant for a number of years with a high quality designed housing scheme, representing sustainable development
- The development would provide 11 new family homes in the form of houses and would contribute to much needed housing stock in the Borough;
- The proposed development would not have any material impacts on the amenity of existing residents of adjacent and surrounding properties.;
- There would be no significant adverse impacts on existing highways conditions or parking;
- The development would introduce a high-quality soft landscaping scheme on the site;
- The scheme would provide a number of section 106 obligations including a financial contribution of £1,694,597 towards offsite affordable housing within the Borough.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management and Planning Enforcement or the Director of Planning

& Building Standards is authorised to issue the planning permission and impose conditions and informatives subject to signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below

- 2.2 That delegated authority be granted to the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31 October 2025 or within such extended time as the Head of Development Management and Planning Enforcement or the Director Planning, Building Standards and Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

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

- 1) Time Limit (Compliance)
- 2) Approved Plans and Documents (Compliance)
- 3) Materials (Prior to commencement of relevant part)
- 4) Design and Detailing (Prior to commencement of relevant part)
- 5) Boundary treatment and access control (Pre-occupation)
- 6) Landscaping (Prior to commencement of relevant part)
- 7) Biodiversity (Pre-commencement)
- 8) Lighting (Pre-occupation)
- 9) Screening Planting (Pre-occupation)
- 10) Noise from building services plant and vents (Compliance)
- 11) Secure by Design Accreditation (Pre-above ground works)
- 12) Secured by Design Certification (Pre-occupation)
- 13) Drainage and SUDS Strategy (Compliance)
- 14) Piling Method Statement (Pre-commencement)
- 15) Land Contamination (Pre-commencement)
- 16) Unexpected contamination (If identified)
- 17) NRMM (Pre-commencement)
- 18) Management and Control of Dust (Pre-commencement)

- 19) Delivery and Servicing and Waste Management Plan (Pre-occupation)
- 20) Construction Logistics and Management Plan (Pre-commencement)
- 21) Considerate Constructors (Compliance)
- 22) Energy Strategy (Pre-above ground works)
- 23) Overheating (Pre-above ground works)
- 24) Urban Greening Factor (Compliance)
- 25) Water Butts (Pre-occupation)
- 26) Arboricultural Method Statement (Compliance)
- 27) Cycle Parking (pre-occupation)
- 28) Electric Vehicle Charging (Pre-occupation)
- 29) Accessible Parking Bay (Pre-commencement)
- 30) Car Parking Management Plan (Pre-occupation)
- 31) Waste/Recycling Storage (Prior to commencement of relevant part)
- 32) Restriction to Telecommunications Apparatus (Restriction)
- 33) Building Regulations Part M (Compliance)
- 34) Removal of Permitted Development Rights (Restriction)
- 35) Water consumption

Informatives Summary – (the full text of Informatives-Appendix 01).

- 1) CIL liable
- 2) Hours of construction
- 3) Party Wall Act
- 4) Street Numbering
- 5) Dust
- 6) London Fire Brigade (sprinklers)
- 7) Paid Garden Waste Collection Services
- 8) Groundwater Risk Management Permit from Thames Water
- 9) Using Thames Water Mains for Construction
- 10) Thames Water Minimum Pressure/Flow Rate
- 11) Discharging to a Public Sewer
- 12) Metropolitan Police
- 13) Biodiversity Net Gain (BNG) Informative (1/2)
- 14) Biodiversity Net Gain (BNG) Informative (2/2)

Section 106 Heads of Terms:

1. Affordable Housing Provision

- Financial contribution of £1,694,597 towards the provision off affordable housing off-site

2. Financial Viability Reviews

- Early stage review if works do not commence within two years
- Late Stage Review on sale of 8 homes

3. Section 278 Highway Agreement

- Payment for any necessary works to the public highway which is the footway on Denewood Road.

4. Car-Free Agreement

- No residents to be entitled to apply for a residents' parking permit under the terms of the relevant Traffic Management Order (TMO). Payment of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

5. Construction Logistics and Management Plan (CLP)

- Payment of £15,000 for monitoring

6. Car Club Membership

- Reasonable endeavours to establish a car club for the scheme, including the provision of adequate car club bays and associated costs, with provision of five years free membership for all residents and £100 per year per unit credit for first 2 years.

7. Residential Travel Plan

- Submission of a residential travel plan, including a payment of £3,000 per year for a period of five years for the monitoring of the travel plan initiatives.

8. Carbon Mitigation

- Post-occupation Energy Statement review
- Carbon offset contribution (and associated obligations) of £17,385 (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.

9. Employment and Skills plan

- Participation and financial contribution towards Local Training and Employment Plan
- 20% of the on-site workforce to be Haringey residents
- Apprenticeship – 1 (one) apprentice per £3million Development Cost, including an apprenticeship support fee of £1,50

- Notify the Council of any on-site vacancies during construction

10. Air quality contribution

- A financial contribution of £51,580.29 to account for the shortfall in meeting air quality neutrality requirements with regards to transport emissions over a 30-year period.

11. Offsite biodiversity gain plan and monitoring

12. Considerate Constructors Scheme

13. Monitoring Contribution

- 5% of total value of contributions (not including monitoring);
 - £500 per non-financial contribution;
 - Total monitoring contribution to not exceed £50,000.
- 2.5 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:
- The proposed development, in the absence of a legal agreement securing the provision of early and late stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy SC1 of the Highgate Neighbourhood Plan, Policy H5 of the London Plan 2021 and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.
 - The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
 - The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards

carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2, SI3 and SI4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

- iv. The proposed development in the absence of a legal agreement to secure a financial contribution towards air quality offsetting, would fail to account for the shortfall of the development towards meeting air quality neutrality requirements with regards to transport emissions over a 30-year period, to the detriment of air quality conditions in the wider locality, contrary to policy SI 1 of the London Plan 2021.
 - v. The proposed development, in the absence of a legal agreement to control the matter, would fail to provide offsite biodiversity gains to account for the absence of a 10% biodiversity net gain on site, running counter to biodiversity creation objectives, contrary to policy G6 of the London Plan 2021, policy DM48 of the Haringey Development Management Plan DPD 2017 and Schedule 7A of the Town and Country Planning Act 1990.
 - vi. The proposed development, in the absence of a legal agreement securing sustainable transport measures and public highway works, would have an unacceptable impact on the safe operation of the highway network, and would give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- 4.0 CONSULATION RESPONSES
- 5.0 LOCAL REPRESENTATIONS
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- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

APPENDICES:

- Appendix 1: Planning Conditions & Informatives
- Appendix 2: Images of site and proposed scheme
- Appendix 3: Internal and External consultation representations and public consultation representations summary
- Appendix 4: Quality Review Panel report 06th March 2024
- Appendix 5: Plans and Documents List

3 PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Scheme

- 3.1 The proposal seeks planning permission for the erection of three terraces of three-storey buildings containing 11 dwellings, with associated landscaping, waste and recycling and bicycle storage and associated works.
- 3.2 The proposal would involve the removal of the existing vehicular access and internal road into the site and introduction of a replacement vehicular access and pedestrian entrance further east of the existing access.
- 3.3 The proposed development is broken up on the site into 'Terraces' and consists of the following:
- Terrace A would be located at the front of the site and would comprise of 3 dwellings;
 - Terrace B is located to the north of the site and would consist of 4 dwellings;
 - Terrace C is located in the north-eastern corner of the site which would consist of 4 dwellings.
 - A car park area and communal bike store would be located to the east of Terrace B.



- 3.4 A communal amenity space for residents is proposed to be provided in the area between terrace A and B, which would provide seated areas surrounded by soft landscaping. A large rainwater garden/amenity area with play facilities is proposed on the southern part of the site adjacent to the boundary with Courtyard House.
- 3.5 Buffer planting is proposed on the boundaries of the site with native trees and shrubs in addition to existing vegetation on site.
- 3.6 The development is contemporary in style, predominantly finished in brickwork, with elements of glazing and limestone.

Amendments since original submission of the planning application

- 3.7 The planning application has been amended since initial submission in August 2024 and includes the following changes:

- Terrace C in the north-east corner of the site was moved further away from the boundary with no. 2A Denewood Road, creating a 2.8 metre separation distance narrowing to 2.5 metres at its closest point.
- The parking layout was adjusted as a result of the re-positioning of Terrace C moving inward. Access to the communal bike store in the car park has re-arranged to avoid overlap with accessible car parking .
- A pedestrian pathway was introduced from the pedestrian access point up to the parking court, offering a safer means of pedestrian entrance into the site. An internal layby was also provided to allow vehicles to pass on approach to the site access.
- The vehicular gates were relocated further 4.8 metres inwards into the site, so that vehicles could wait off-street before access into the site if needed.
- The building line stagger of the front terrace, Terrace A, was reversed to increase the set-back of the building line from the back edge of the pavement.
- A larger and improved front soft landscaping scheme was proposed for this terrace.
- Amendments were made to the front boundary wall design, with omission of all brick piers to the right hand side of the entrance gates, and coping was amended to brick instead of concrete.
- Listening tubes were removed from play area, and replaced with kaleidoscope.

The Site and Surroundings

- 3.8 The site is located on Denewood Road between the junctions of Broadlands Road and View Road and is within Highgate Conservation Area. The site was formerly occupied by Newstead Care Home, but the L-shape building that served as the care home has been demolished within the last three years.
- 3.9 There are a number of semi-mature and mature trees within the site with slight land level changes across the whole of the site, which abuts the property boundaries of Nos. 1 and 10 Willowdene to the north-west, No. 6 View Close and Broadlands Lodge to the north and No. 2a Denewood Road to the east.
- 3.10 The surrounding area is predominantly characterised by individual houses of varied architectural styles and scales set within their own grounds being a mix of mock Georgian, Victorian, 20th Century and contemporary designs. To the south of the site are Nos. 2a and 2 Denewood Road which are a semi-detached pair of modern red brick terrace of houses. No. 18, also called Broadlands Lodge, is a six-storey yellow brick block of flats set back from the road in landscaped grounds. To the north-west

of the site is Willowdene, an estate of 10 houses, built in approximately 1970/71 which are of a mock Georgian design.

- 3.11 Outside the site and fronting onto Denewood Road lies 'Courtyard House', which is a locally listed building. This property is located immediately adjacent to the proposed new entrance into the site.
- 3.12 The site has a Public Transport Accessibility Level (PTAL) rating of 1 and therefore is not well served by public transport, within the wider context of London as a whole. However, Highgate Underground Station is approximately a 14-minute walk away, and there are local bus services that can be found on the A1, which includes several high frequency routes, where residents can get to areas such as Muswell Hill and Archway that offer access to shops, services, and transport links.



Site location plan



Aerial photograph: site outlined in red prior to demolition of former care home buildings.

Relevant Planning and Enforcement History

- 3.13 **HGY/2018/3205:** Demolition of existing building and erection of three buildings between two and three storeys in heights to provide 13 residential dwellings, private and communal amenity space and other associated development – Approved with conditions and a section 106 legal agreement 12/02/2021. All relevant pre-commencement conditions have been approved, and demolition has taken place of the former care home buildings that were previously on site. In planning law, a commencement on site of the works in association with the development have lawfully been implemented, which means that the planning permission remains extant.

4. CONSULTATION RESPONSES

Quality Review Panel

- 4.1 The proposal was presented to Haringey's Quality Review Panel (QRP) on 6 March 2024 as part of a Chair's Review Meeting. Overall, the scheme was welcomed by the QRP, who noted that it made significant improvements to the extant permission, with the summary from the report provided below:
- 4.2 *'The Haringey Quality Review Panel welcomes the proposals for terraced housing on the site and commends the project team for the significant improvements made on the extant permission. Further work is needed to resolve some issues around overlooking of the neighbouring properties, usability of the*

landscaping, architectural character and servicing, but the scheme is in a good position to move forward.

- 4.3 *The relationship between Terrace Two and the property to the north requires urgent attention to prevent privacy issues. Alternative arrangements, such as moving Terrace Two further south and reconfiguring the internal layout, should be tested while avoiding adverse impact to the existing trees and proposed community kitchen garden. The project team should explore other locations for the communal amenity spaces where they will be less overshadowed. The landscape proposals require interrogation to ensure that they are achievable, considering site constraints, and a management strategy should be put in place to maintain quality. The panel understands that the architecture is still in development, but finds the proposals lacking in interest. It encourages the project team to ensure that the architecture brings a sense of identity and vibrancy to the scheme. A contemporary interpretation of the detailing from the surrounding conservation area would help to add richness. The project team is encouraged to resolve the refuse collection strategy. The panel suggests communal collection from Denewood Road to remove the visual clutter of individual bins. Air source heat pumps could then be located in an elegantly designed enclosure in the front gardens, rather than disturbing residents' enjoyment of their back gardens.'*
- 4.4 The detailed QRP comments and officers' response is provided within the Design section of this report.

Applicant's Public Engagement:

- 4.5 The applicant's Statement of Community Involvement (SCI) sets out the consultation it undertook with local residents for the development prior to formal submission of the planning application, which included introductory letters being sent to surrounding 151 addresses in May 2024, an online webinar for near neighbours on 18th June 2024, and an in-person residents' meeting on 19th June 2024. In addition to this, stakeholder engagement has been undertaken by the applicant, including stakeholder meetings taking place with The Highgate Society on 28th May 2024 and Highgate Conservation Area Advisory Committee (CAAC) on 2nd July 2024.

5. CONSULTATION RESPONSES

- 5.1 The following were consulted regarding the application:

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

INTERNAL

Building Control

No comments

Parks & Open Spaces

No comments

Carbon Management

The development achieves a 71% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regards to Overheating Analysis.

(Officer comment): This will be secured by the imposition of a condition.

Development is currently not compliant with the London Plan Policies G5, G6 and Local Plan DM21, as the urban greening factor and biodiversity net gain is below the policy requirement. Off-site compensation must be made in order to make this acceptable.

(Officer comment): This will be secured by section 106 legal obligation.

Conservation

The amendments to the front block have helped address some of the concerns previously raised. The scheme would cause less than substantial harm to the significance of the Highgate Conservation Area, and less than the originally submitted plans for this application, following amendments. This should be considered and balanced against the public benefits of the proposal in accordance with the provisions of the NPPF.

Design Officer

No objections to the proposal. It responds sensitively to the scale and rhythm along View Close and Denewood Road. The scheme has attempted to maximise separation distances from neighbouring properties to minimise overlooking impacts and incorporates screen planting to assist with this. The proposed development interprets this tradition in a contemporary manner, incorporating design details and a material palette that complement the character of the conservation area. All homes are proposed to be dual aspect, and the end of

terrace homes benefit from a triple aspect. A high quality landscaping scheme would be provided in the development.

Local Lead Flood Authority/Drainage

No objection to the proposal. Sufficient information has been provided to demonstrate that the impact on surface water drainage has been adequately addressed.

Housing

No comments

Private Housing

No comments

Planning Policy

No objections to the principle of the proposal. The quantum of development and mix of housing is deemed to be appropriate for the site and wider context. The development will secure a sizeable contribution to off-site affordable housing delivery. Given that there is not likely to be interest from a Registered Provider in the circumstances , an off-site provision is acceptable and will help address housing needs.

Pollution

No objection to the proposal in respect of land contamination subject to the imposition of appropriate conditions and informatives should planning permission be granted.

Noise

No objections

Transportation

There are no highway objections to this proposal subject to compliance with recommended conditions, S.106 obligations and a S.278 Agreement.

Tree Officer

No objections to the proposal. The arboricultural survey, impact and method

statement has been carried out in accordance with relevant British Standards. Whilst Biodiversity Net Gain uplift levels have not been met, an off-site planting contribution has been agreed.

Waste Management

The proposed use of communal waste containment is considered appropriate given the site's access constraints. There are weekly collections for refuse, mixed dry recycling and food waste where bulk bins are concerned.

Health in All Policies Officer

No comments

External

Environment Agency

No comments

Greater London Archaeology Advisory Service (GLAAS)

No comments

London Fire Brigade

No comments

Metropolitan Police - Designing Out Crime Officer

In principle there are no objections to the proposal subject to the imposition of, appropriate conditions and informatives. The conditions would require details of how the development could achieve 'Secure By Design Accreditation' (SBD) prior to above ground works commencing, and SBD certification being achieved prior to first occupation of the development. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.

Thames Water

A piling method statement is required to be submitted and is secured by condition. No objections with regards to surface water drainage considerations. A groundwater Risk Management Permit will be required for discharging into a public sewer; an informative would cover this point.

Transport for London

No comments, but the proposal should be determined in line with relevant London Plan policy and guidance.

LOCAL REPRESENTATIONS

5.2 The application has been publicised by way of a press notice, site notices placed in the vicinity of the site, and individual letters sent to surrounding local properties. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application area as follows:

The number of representations received from neighbours, local groups etc. were as follows:

No of individual responses: 47

Objecting: 46 (a large number of repeat objections, 20 objectors)

Supporting: 1

Others: 0

5.3 The following local groups/societies were consulted, and made representations:

- The Highgate Society
- Highgate CAAC
- Highgate Neighbourhood Forum

5.4 The main issues raised in representations from neighbours/local groups etc in response to notification and publicity of the application are summarised below.

Representations from neighbours:

Land Use and housing

- The density of development is considered excessive for the location of the site
- Absence of evidence of planned increased infrastructure provision in locality in response to increased number of residents
- A smaller scale lower density development with a greater range of dwelling sizes/apartments would address many of the concerns being raised
- There are restrictive covenants that protect the right to light and air of neighbouring properties that need to be respected.

Officer comment: Whilst it will be necessary for the applicant to ensure all legal matters regarding the development are resolved in order to implement any planning consent, matters of restrictive covenants are not a material or relevant planning consideration.

Impact on the Conservation Area

Size, Scale and Design

- There is a lack of set-back from the building line of neighbouring properties, which undermines the uniformity of the street scene. The lack of set-back fails to preserve or enhance the character and appearance of the conservation area.

Officer comment: This issue has been addressed through the submission of revised plans which have set the building back slightly further from the front boundary and introduced additional soft landscaping.

- The front balconies are out of keeping with development in the locality
- There would be a negative impact on the street scene through the placement of the waste/recycle store
- There are inaccuracies in the street elevation drawings not showing nos. 2A and 2 Denewood Road
- Willowdene properties shown to be bigger than they are on street elevations
- Broadlands Lodge shown on street elevations far more prominently than reality

Officer comment: Issues with inaccuracies in the plans have been addressed through the submission of revised plans and written responses from the applicant.

Standard of accommodation

- Insufficient child play space provided for the development

Parking, Transport and Highways

- The development will result in increased traffic
- The development should provide additional off-street parking
- Increased pressure on on-street parking capacity in the locality
- Absence of separate pedestrian pathway in the site

Officer comment: Revised plans introduced a separate pedestrian entrance into the site.

- The shared access road is too narrow for 2-way traffic and is not considered wide enough for an emergency vehicle.

Officer comment: Revised plans introduced a layby within the site to allow cars making egress to pull-in to allow vehicles entering into the site sufficient space to pass.

- There is a lack of pedestrian site splay to ensure the safety of pedestrians walking past the site
- Single lane access could result in vehicles having to reverse out with limited site lines

Waste and Recycling

- Excessive distance for residents to travel to reach communal waste storage area
- Insufficient waste/recycling storage capacity and space provided for future occupants
- Location of communal waste/recycle store adjacent to Courtyard House will result in loss of light, noise and odour pollution
- Absence of space for storage of bulky waste

Residential Amenity

- There will be a visually overbearing impact on 2 and 2A Denewood Road from Terrace C
- Terrace C will result in a loss of light, privacy and outlook from patio, garden and living areas of 2A Denewood Road
- Nos. 2A and 2 Denewood Road not shown on the Daylight & Sunlight Analysis.
- **Officer comment:** An updated BRE Daylight & Sunlight assessment was submitted that includes the windows of no. 2a Denewood Road within the assessment. Whilst no. 2 Denewood Road has not been included in the latest analysis, it is not considered necessary to do so as no. 2a is the immediately adjacent neighbour to Terrace C of the development and therefore the sensitive property of the pair with regards to undertaking an assessment of light conditions.
- Loss of outlook resulting from development
- Excessive loss of daylight and sunlight by neighbouring occupants
- Loss of privacy, particularly with regards to no. 6 View Close, where there is a gap of only between 10-13 metres between units 4 and 5 to the bedroom windows
- The sunken seating area of Terrace B may have an impact on the water table which could create settlement problems for no. 6 View Close. Management of maintenance of the boundary fence and landscaping should be made to be the developers.
- The drag distance of waste/recycling store from blocks B and C will result in noise disturbance for neighbouring residents
- The location of play area adjacent to Courtyard House and 2 Denewood Road would give rise to noise disturbance
- Terrace C will overlook Courtyard House
- Noise from Air Source Heat Pumps (ASHP). Lack of clarity if they will cause noise disturbance
- The noise impact assessment does not include property 2A Denewood Road despite it being immediately adjacent to terrace C

Officer comment: The updated Noise Impact Assessment included no. 2a Denewood Rd in the assessment.

- Block A will have an unacceptable impact on adjacent Willowdene property

- Light pollution from terrace C on Broadlands Lodge
- Location of bin store close to Courtyard will give rise to odour disturbance. The bin store would likely be higher than the boundary wall
- No consideration given to the storage of white/bulky goods.
- Concern that the bin store has insufficient space to accommodate required level of refuse, recycling and food waste storage for a development of this scale.

Environment and Public Health

- Increased risk of flood risk during excessive rainfall events
- What will be done to improve air quality in and around Denewood Road
- Loss of trees would result in development not complying with biodiversity net gain requirements and offsite planting
- Additional habitat, planting and green open space should be added to the site

Trees and biodiversity

- There is a lack of clarity with regards to which trees have been felled in connection with the previous consent in the current Arboricultural Impact Assessment (AIA). Some are proposed to be felled for convenience of development. Trees 6-13 need protection to provide screening of development
- The development results in a loss of biodiversity
- Impact of development on Acer tree adjacent to proposed bin store

Local groups/societies representations:

Highgate CAAC:

- The scale of the development will be visually obtrusive to neighbours
- Insufficient set-back of the front terrace
- Block A will have an unacceptable impact on the adjacent Willowdene property
- Privacy concerns regarding the relationship between the proposed and existing properties
- There is likely to be a noise impact on Goldsmiths Cottages from the positioning of the play area
- Development overall out of keeping with Bishops' area of Highgate CA
- Concerns of layout, form and entrance to the dwellings
- Poor levels of daylight received by some kitchens within development
- The BNG level is very low and should have been based on 2018 levels

Highgate Neighbourhood Forum:

- The biodiversity assessment should have been carried out on the basis of the pre-degradation habitat type as the site baseline. More habitat and ecological mitigation/green space should be added to the site

- The development building line is too close to the pavement. Additional planting should be provided on the boundary
- There should be a management and maintenance plan to ensure the sustainability of any planting for the required period

Highgate Society:

- Whilst the latest plans are an improvement in comparison to the previously consented scheme, the proposal still represents an overdevelopment of the site and breaches a number of design standards, causing harm to the conservation area
- The front block has been moved forward from consented scheme which will have adverse impact on the street scene, worsened by the step in the terrace, it would be dominant and have a deleterious effect on the conservation area. Insufficient parking has been provided which may lead to occupants using access to parking permits, increasing pressure on on-street parking capacity
- Deliveries will likely take place from Denewood Road, which will cause congestion
- The height and density of the scheme is excessive, exacerbated by spartan, featureless, unmodulated design
- Poor positioning of the refuse store, in terms of close proximity to Courtyard House, travel distance for occupants to store, and vehicle safety
- Private amenity spaces are smaller than rest of conservation area
- Communal amenity spaces and child play areas are insufficient in scale
- Lack of privacy for windows of 6 View Close by virtue close proximity of unit 4
- Height and positioning of development will result in light issues for 2a Denewood Road and 6 View Close
- There is a lack of greenery in the development
- Objection to the loss of trees

The comments on planning matters not addressed with an officer comment above will be addressed later in the report.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
2. Affordable Housing and Housing Mix
3. Design and Appearance
4. Heritage / Conservation
5. Residential Quality
6. Impact on Amenity of Adjoining Occupiers
7. Child Play Space
8. Transportation and Parking

- 9. Energy, Climate Change and Sustainability
- 10. Flood Risk, Drainage and Water Infrastructure
- 11. Air Quality
- 12. Trees
- 13. Urban Greening and Ecology
- 14. Waste and Recycling
- 15. Land Contamination
- 16. Fire Safety and Security
- 17. Equalities

Principle of the development

National Policy

- 6.1.1 The current National Planning Policy Framework (NPPF) was updated in December 2024. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.1.2 Paragraph 70 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.

Regional Policy - The London Plan

- 6.1.3 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance that provide further guidance.
- 6.1.4 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.1.5 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

- 6.1.6 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.1.7 Policy D3 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy - Haringey Local Plan

- 6.1.8 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place on allocated sites. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.1.9 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. The Development Management Development Plan Document (2017) (hereafter referred to as the DM DPD) is particularly relevant. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.

Assessment

- 6.1.10 The site was previously occupied by 36 nursing home units, which were vacated a number of years ago. Planning permission was granted for 13 apartments in 2021 - planning reference HGY/2018/3205. The original care home buildings have since been demolished and in doing so, the approved development for 13 apartments (planning reference HGY/2018/3205) has been implemented and as such is a development which has extant planning permission and can be built out at any time in the future.

- 6.1.11 The proposal for the site now is for a revised residential development for 11 family-sized homes in the form of conventional houses. Given the extant planning consent, the principle of a residential development on the site of a similar scale has already been established and therefore the principle of the proposed development on the site is acceptable. Furthermore, the proposal adheres to the planning policies as mentioned above, and is located within a sustainable location for a residential development of this scale which is adequately served by infrastructure and amenities within the wider locality. The development would contribute to the Borough's much needed housing stock.

Affordable Housing and Housing Mix

National Policy

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

Regional Policy – London Plan

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

the assessment which would have the effect of reducing the affordable housing contribution’.

Local Policy

- 6.1.16 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the Local Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site, the availability of public subsidy, development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD states the off-site provision may be acceptable in the following exceptional circumstances where a development can: secure a higher level of affordable housing on another site, secure a more inclusive and mixed community or better address priority housing needs.
- 6.1.17 The Council’s Planning Obligations Supplementary Planning Document (SPD) provides further guidance on where a cash in lieu payment may be suitable. This includes:
- Where no Registered Provider is identified, or the Council is not willing to take the units on;
 - The size of the site is too small; or
 - Practicalities of design and management.
- 6.1.18 The Highgate Neighbourhood Plan Policy SC1 states that in order to aid the objective of achieving a balanced, inclusive and sustainable community, affordable housing that meets the Borough’s targets should be delivered on site. Policy DM13 sets out a preference for on-site affordable housing, and only in limited circumstances does it support exceptions i.e. off-site affordable housing or financial contributions. These exceptions include where the provision of ‘a higher level of affordable housing on an alternative site’ would result and where it would ‘better address priority housing needs’.

Viability Review

- 6.1.19 In support of the planning application, a financial viability assessment by James. R. Brown has been submitted by the applicant alongside supporting information. The report outlined that the development with 100% private housing generated a deficit of £216, 676 against the viability benchmark. The Council commissioned BNP Paribas Real Estate to review the viability appraisal. Their initial conclusion was that the scheme could provide a significant surplus contribution, but they

made clear that their conclusion was made strictly subject to clarification from the applicant on matters in relation to construction costs and floor areas, which would have a significant impact on their conclusion.

- 6.1.20 Extensive talks regarding the construction costs for the development between the quantity surveyor (QS) used by BNP on behalf of the Council (Stace) and the QS used by the developer (Linesight) have been ongoing since January 2025, most notably with regards to the construction costs arising from the development. James. R. Brown was replaced by Montagu Evans as the viability consultant during the process. BNP concluded that the proposed development with 100% private housing could provide a surplus of £1,887,935 that could be used to provide on-site affordable housing, a payment in lieu, or further section 106 payments (should this be justified in planning terms).
- 6.1.21 The applicant concluded that after all costs were accounted for in their assessment, a financial contribution of £1,483,921 could be made towards affordable housing, meaning there was a gap between the Council and applicant residual land value calculations of £404,014. The only point of contention was regarding build costs, with all other inputs agreed between the two parties. Officers highlight that there can be a difference in how build costs are calculated on a case by case basis, and therefore they do not necessarily have a definitive rate. The applicant subsequently offered an off-site contribution of £1,694,597 which, whilst less than the BNP assessment amount, officers consider to be acceptable in this instance, in order achieve a high quality design.
- 6.1.22 Given the number of homes being provided in this scheme and the extremely limited opportunity to provide for affordable housing on site, which would not be taken up by RPs or the council, this contribution would provide the best value opportunity to deliver affordable housing, and would therefore be pooled to contribute towards the provision of social rented homes within Haringey.
- 6.1.23 Review mechanisms will be secured by legal agreement. An early stage review will be provided so that, where the development has not been implemented within two years of planning permission being issued, a further review of the development's viability position can take place. The legal agreement would also secure a late-stage viability review once more than 8 of the proposed homes have been sold to capture any uplift in values.
- 6.1.24 Therefore, it is considered that a financial contribution towards affordable housing provision off site and subject to early and late stage viability reviews, all of which will be secured by legal agreement, would be acceptable in this instance and meets policy requirements.

Dwelling Unit Mix

- 6.1.25 London Plan Policy H10 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of evidence of housing need, the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points and the mix of uses and range of tenures in the scheme. Strategic Policy SP2 and Policy DM11 of the DM DPD adopts a similar approach.
- 6.1.26 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an overconcentration 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. Individual site circumstances, including location, character and its surrounds, site constraints and scale of development should all be taken into consideration in determining the appropriate housing mix.
- 6.1.27 Policy SC1 of the Highgate Neighbourhood Plan (2017) requires development to deliver an appropriate mix of homes, including smaller units to provide for a mix of house sizes and to allow older residents to downsize from family housing to smaller units and supported housing, as well as to provide affordable housing products aimed at first time buyers.
- 6.1.28 The overall proposed dwelling mix is set out in Table 01 below:

Table 01: Proposed dwelling mix

Bedroom Size	No. of Units	% by unit
3 bed 6 person	4	36.4
4 bed 8 person	7	63.6
Total		100%

- 6.1.29 As can be seen from the table above, all of the units within the scheme would be family-sized dwellings. It is acknowledged that the proposal does not deliver any smaller homes. However, taking a view of the housing mix within the wider locality, there is a mix of housing ranging from very large family dwellings set within spacious plots, to smaller dwellings and flatted developments in high-density blocks, especially on Broadlands Road North Hill. On balance, taking into account the identified issue with a significant loss of family housing across the borough for which there is a strong need, the housing mix is considered to be acceptable and welcome in this instance, in providing 11 family-sized dwellings to the borough's housing stock.

Design and Appearance

- 6.1.30 The 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.

- 6.1.31 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, and should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.
- 6.1.32 Policy D3 of the London Plan 2021 emphasises the importance of high-quality design and seeks 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 as appropriate. It emphasises the use of the design review process to assess and inform design options early in the planning process.
- 6.1.33 Policy SP11 of the Haringey Local Plan requires that all new developments should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.1.34 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new developments to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

Quality Review Panel

- 6.1.35 The proposal was presented to Haringey's Quality Review Panel (QRP) on 6 March 2024 as part of a Chair's Review Meeting. This meeting followed 2 previous meetings that the QRP had in association with the previously approved and extant scheme on the site for 13 flats (planning reference HGY/2018/3205). Overall, the scheme was welcomed by the QRP, who noted that it made significant improvements to the extant permission. Further work was highlighted as being needed to address some issues with regards to overlooking of neighbouring properties, usability of the landscaping, architectural character and servicing. The full response from the QRP can be found at Appendix 4.
- 6.1.36 The panel's comments and officers' comments in response are set out below.

Panel Comments	Officer Response
<i>The removal of the large basement car park (included in the previously approved scheme HGY/2018/3205) is welcomed in reducing the carbon footprint of the scheme.</i>	Noted.

<i>Providing terraced houses rather than flatted accommodation is considered more appropriate for the location.</i>	
<i>The relationship between terrace two and the property to the north requires urgent attention to prevent privacy issues. Alternative site layouts should be considered in order to resolve this.</i>	The applicant has amended the scheme following the initial submission to provide additional soft landscaping within the rear garden of plot 04 in terrace 2, to improve the relationship between this new dwelling and no. 6 View Close.
<i>Further work is needed to be done by the project landscape architect to ensure that the amenity spaces will not cause damage to existing trees on western boundary, drainage issues</i>	<p>The proposal has been reviewed by the Council's Arboricultural Officer who raised no objection to the scheme with regards to impact on trees on/near the site subject to compliance with method statement and protection plan. The development would be required to be carried out in accordance with the protection measures outlined in the arboricultural method statement by condition.</p> <p>The Council Flood and Water Management Lead has commented on the scheme that they were satisfied that sufficient information has been received to determine that the impact on surface water drainage has been adequately addressed.</p>
<i>Concern was raised about overshadowing of private and shared amenity spaces. It is acknowledged that it may not be possible to find an alternative solution to provide more light to private gardens, which is not unacceptable provided there</i>	Both communal amenity spaces were found to receive at least 2 hours of direct sunlight on 21 st March in the submitted Daylight/Sunlight report, in accordance with BRE guidelines. It is acknowledged that all private amenity space areas are north-facing, but are considered to

<i>are alternatives to enjoy sun elsewhere.</i>	provide satisfactory amenity spaces for future occupants. This will be discussed in further detail in the report.
<i>More inspiration should be taken from the surrounding conservation area, such as white painted or stone details, to add richness to the elevations.</i> <i>More interest should be provided for the front terrace.</i>	Following on from the QRP review, the design of the scheme has evolved, including the inclusion of a white limestone treatment to the bay windows of terraces A and B, alongside improved details of boundary landscaping to the front terrace, more in keeping with Highgate's verdant character.
<i>The panel suggests considering a communal collection for waste which is integrated into the landscape design</i>	A communal waste and recycling enclosure is proposed for the development accessed off Denewood Road, which will be treated with an extensive green roof.
<i>The air source heat pumps (ASHPS) should be placed in brick enclosures and placed at the front of the properties to avoid interfering with enjoyment of rear garden amenity space.</i>	The ASHPs have been retained within the private rear garden areas. It is still considered that a satisfactory standard of amenity space would be provided subject to compliance with noise limitation conditions that could be imposed on the development if approved.

Form, Pattern of Development, Bulk and Massing

- 6.1.37 The development would be divided into three separate terraces of two-storey dwellings with prominent dual-pitch gable end roof forms with habitable floor space, which would provide an appearance of a three-storey form. The form of the terraces would reflect the smaller domestic form of the wider context, in a contemporary reinterpretation of the Victorian Gothic and Arts and Crafts styles that are prevalent within the Bishops sub area, with steeply pitched roofs expressed as gables.
- 6.1.38 Terraces A and B would have ground floor front bay projection features expressed in a lighter stone material.

- 6.1.39 Spaces between the three terraces would be separated by existing and proposed soft landscaping features, including a communal area for seating between terraces A and B, and a rainwater garden in front of terrace C. A car parking area would be located between terraces B and C.
- 6.1.40 The separation of the development into three terraces, the articulation of the elevations, steeply pitched gable roof forms in a reinterpretation of the original development of the Bishops sub area is considered to be a satisfactory approach to form, pattern, bulk and massing.

Streetscape Character

- 6.1.41 Terrace A would comprise of 3 dwellings fronting onto Denewood Road, with the frontage set back between 3.9 metres and 5 metres from the back-edge of the pavement, set behind a front garden wall with railings and would be treated with a soft landscaping scheme and boundary hedge which would serve to soften the appearance of the frontage of the development. A gated vehicular and pedestrian access into the site would be located to the side of this terrace.
- 6.1.42 Terrace B would be located to the rear of Terrace A and would consequently be less visually prominent than terrace A, and would benefit from a well-landscaped pedestrian entrance.
- 6.1.43 Front boundary treatments of all the dwellings would benefit from small landscaped front gardens. Further details of front boundary treatments and landscaping can be secured through conditions imposed on the development should planning consent be granted.

Elevational Treatment, Materials and Fenestration, including Balconies

- 6.1.44 The dwellings would have brick facades articulated with soldier course brickwork above window openings. Each terrace would use a different brick tone to add variation and distinction between them. All roofs would be treated with a standing seam zinc roof with cast iron railings across balconies. A high-level finish would be provided, with recessed downpipes and hidden gutters integrated into the design.
- 6.1.45 A large proportion of the side elevation would be treated with a recessed and projecting brick panel to break up the mass of the flank wall. A light-coloured

limestone projecting bay feature would be proposed on terraces A and B which would provide contrast and echo some of the Arts and Crafts bay features within the locality. Further details of materials samples and key junctions in the facades between different materials, door and window openings would be required to be submitted through the imposition of a condition if permission is granted for the development.

Design Summary

- 6.1.46 The proposed scheme is a well composed design that provides a modern reinterpretation of the prevailing neighbouring Victorian Gothic and Arts & Crafts style in the locality. The bulk, massing, form, fenestration and materials are appropriate to the location. Subject to compliance with details and materials conditions, the proposed development would be acceptable with regards to design considerations. The proposal is thereby considered to comply with the requirements, aims and objectives of the design policies.

Secured by Design

- 6.1.47 London Plan Policies D1-D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages, and minimising inactive frontages.
- 6.1.48 The development would be accessed via a secured vehicular and pedestrian gated access off Denewood Road, which will require some form of fob or intercom access to secure entrance. The orientation and layout of the development would ensure that all communal parts of the development including the car park area and play space, would be well observed. No details of lighting have been provided but would satisfactorily be secured by a condition imposed on any grant of planning consent.
- 6.4.20 A meeting between the applicant and the Metropolitan Police SBD Officer took place in late November 2024 to discuss the proposal. The SBD Officer noted that subject to details of rear garden enclosure, lighting and gating, they were confident that the development would achieve SBD certification. The imposition of appropriate conditions requiring 'Secured by Design' accreditation and certification is required for the development and a condition have been recommended for on any grant of planning permission. r

Heritage / Conservation

- 6.4.21 Paragraph 215 of the NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.4.22 London Plan Policy HC1 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail and places emphasis on integrating heritage considerations early on in the design process.
- 6.4.23 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

Legal Context

- 6.4.24 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.4.25 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 6.1.1 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that 'Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise.'

- 6.4.26 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.
- 6.4.27 If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.4.28 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.4.29 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.30 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.
- 6.4.31 The development site lies in Denewood Road, within Highgate Conservation Area which is characterised by few surviving 1914 - 1930 Arts and Crafts houses set in generous plots with large front and rear gardens. The development site is also located in the immediate vicinity of locally listed Courtyard House and in the wider surrounding of grade II listed property at No. 16 Broadlands Road. Denewood Road has lost much of its original houses, which were set in very large plots, and has been substantially developed over the last century and is nowadays characterised by a range of houses of different periods and architectural style which are often larger than the original houses which positively contributed to the character of the area.

- 6.4.32 Denewood Road has evidently been developed from the late 1950's onwards. Throughout the progressive development of Denewood Road over the last century, few fundamental characteristics of the conservation area, such as the original site layouts, generous front and rear gardens, the original spatial relationship between buildings and landscape have been consistently retained and replicated in modern developments. The existing houses are well separated with good views into gardens and into the land behind them. The front gardens often provide off street parking resulting in a streetscape not overly dominated by parked cars.
- 6.4.33 The variety of architectural styles of the existing houses is a characteristic of Denewood Road within this part of the conservation area where houses are typically well set-back in their respective sites, mostly screened from street views behind leafy gardens with mature trees and tall boundary walls or timber fences. The conservation area along Denewood Road is currently characterised as suburban, leafy, 2 to 3 storeys high, almost secluded residential environment where the mature vegetation and front gardens reveal only glimpses of the residential buildings along the road. Local views along and across Denewood Road illustrate the domestic townscape and prevailing landscape features which contribute to the surviving character of this part of the conservation area. Within this context, the adopted Conservation Area Appraisal warns that over-scaled, poorly designed buildings and overdeveloped sites where mature gardens, leafy boundaries, spaces and views between houses are obscured are detractors to the character of the area.
- 6.4.34 Prior to demolition, the most recent building on site was a 1950's single-storey L-shaped concrete building of modest architectural quality which was complemented by two mews-type residential ranges converging in the communal facilities block, featuring a pitched roof. According to the characteristic siting of the area, the previous building was well set-back within its leafy site and its eastern range extended behind the locally listed Courtyard House site.
- 6.4.35 The proposed development follows a similar layout to the previously approved scheme under planning reference HGY/2018/3205, with a frontage block, with 2 blocks to the rear of the site in an L-shaped format. The development adopts a similar architectural language to the approved scheme which is welcomed. Likewise, the development has a similar scale in terms of heights. However, the frontage block has less of a set-back from Denewood Road, with the frontage block between 3.8 and 5 metres set back from the main front wall to the back edge of the footway.

- 6.4.36 It is acknowledged that this would result in a more visually prominent building than the previously approved scheme when viewed from Denewood Road with a reduced level of boundary soft landscaping and less verdant contribution to the street scene, in contrast to the characteristic pattern of houses set behind mature landscaped gardens in this section of the conservation area.
- 6.4.37 The previously approved extant scheme reference HGY/2018/3205 required a number of mature tree specimens to be removed to facilitate the development, many of which have already been removed during the demolition works to remove the care home buildings from the site. Seven mature trees would be required to be removed in the proposed scheme, of which 3 were already identified to be removed in the previous scheme, meaning an additional 4 trees would be removed, including a large prominent Norway Maple on the north-western boundary of the site. Whilst the tree officer has not objected to the scheme and its compensatory soft landscaping plan, the scheme was viewed by the Council's Heritage Officer to cause less than substantial harm to the character and appearance of the Highgate Conservation Area, on the basis of the front block building line resulting in a more visually prominent feature with reduced soft boundary landscaping, and the loss of large scale planting specimens, most notably tree 4 as identified in the arboricultural impact assessment (AIA), which is a Norway Maple non-native species.
- 6.4.38 Since the Heritage Officer raised these concerns, whilst the applicant was not able to make alterations to retain tree 4 and set-back the building line of Terrace A to the same extent as the previously approved extant scheme, amended plans have been received that have marginally increased the set-back of the frontage block from the highway, increased soft planting in the front gardens of these properties, and an improved front boundary wall detail, removing all brick piers to the right hand side of the front garden gates, and a change of materiality from concrete to brick coping. These changes are considered to have improved the appearance of this frontage block, albeit a further increased set-back would have been desirable. It is acknowledged that the shift from a flatted development to a housing typology with back gardens has reduced scope to provide an equivalent set-back to the approved scheme, and the applicant has responded to concerns raised by the Heritage Officer with regards to this to set-back and to providing greening within the site as much as was feasible whilst providing 11 homes. To this end, the amendments have gone some way to addressing concerns previously raised by the Council's Conservation Officer with regards to less than

substantial harm. They considered that the redesign of the front block to reverse the stagger and increase the setback from the street along with the amendments to the boundary wall have improved the relationship to the locally listed building.

- 6.4.39 Whilst it would be preferred if all of the group of Norway Maple trees (2, 3 and 4 as identified in the AIA) on the north-west boundary were retained, it is acknowledged that doing so would present significant challenges to introducing plots 4 and 5 to the site, and the previous consent also saw one of this group of three trees being removed, with tree 2 being removed in that scheme, whereas it is being retained in the current proposal.
- 6.4.40 Officers are mindful that the development would provide 11 family-sized dwellings of a high quality design in the form of conventional family sized homes that would contribute to the Borough's housing stock. Furthermore, the proposal would provide a substantial Payment in Lieu of affordable housing contribution totalling £1,694,597 that would be used and would make a substantial contribution towards meeting identified affordable housing needs in the borough. Overall, it would be a well-designed and energy-efficient development, providing a large proportion of its energy through renewable energy sources from air source heat pumps and solar photovoltaic panels. On balance, it is considered that these benefits outweigh the less than substantial harm to the conservation area that would result from the development.

Residential Quality

- 6.4.41 London Plan Policy D6 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level.

Accessible Housing

- 6.4.42 London Plan Policy D7 and Local Plan Policy SP2 require that all housing units are built with a minimum of 10% wheelchair accessible housing or be easily adaptable to be wheelchair accessible housing. All homes would benefit from level means of entrance.
- 6.4.43 Of the 11 homes within the scheme, 1 of them, unit 8, would be designed to comply with Part M4(3) (Wheelchair User Dwellings) of the building regulations, alongside the provision of a wheelchair accessible parking bay provided adjacent to the dwelling. Whilst the provision of 1 of 11 homes is below the 10% threshold at 9.1%, the level of provision is only marginally lower with the policy requirement and is, on balance, acceptable. The remaining homes within the scheme would be designed to meet Part M4(2) standards in terms of accessibility.

- 6.4.44 Revised plans were received during the assessment of the application that proposed a separate pedestrian path to the entrance of the site from the pedestrian gate. Whilst this pedestrian path would provide separation of entrance to the site from vehicles, it would still be necessary for pedestrians to cross the private road in order to access Terraces B and C within the site. However, given the relatively limited number of vehicular movements that would occur in the site on a daily basis, on balance, the proposed layout is considered to ensure that safe means of access and movement within the development is provided.
- 6.4.45 A condition is recommended requiring the development to be undertaken in accordance with this balance of M4(3) and M4(2) units.

Indoor and Outdoor Space Standards

- 6.4.46 All of the proposed homes would meet the minimum internal space and floor to ceiling heights (2.5m) standards called for in London Plan Policy D6. The London Plan requires 3-bedroom 6-person units to provide at least 2.5sqm built-in storage and 4-bedroom 8-person units to provide 3sqm. Through a combination of in-built cupboards, storage spaces, pantries and cellar provision, or homes within the scheme would comfortably meet this requirement for in-built storage space.
- 6.4.47 All homes would benefit from a private rear garden well in excess of the minimum standards as set out in the London Plan. In addition to this, the dwellings in terraces A and B would benefit from a small first floor front balcony. A communal landscaped lawn/terrace area of approximately 60m² would also be provided for residents, located between terraces 1 and 2.

Aspect, outlook, and privacy

- 6.4.48 All homes would benefit from dual-aspects with southerly orientation on the front elevation and northerly orientation on the rear elevation, with satisfactory means of outlook. It is acknowledged that the rear elevations of dwellings within terraces A and B are in close proximity to each other. However, there would be at least 10 metres separation distance between all facing windows/terraces within the two terraces which would be set at an oblique angle to each other in order to avoid direct views between respective homes
- 6.4.49 This would represent a similar relationship between terraces A and B in comparison with the previously approved extant scheme on the site under planning reference HGY/2018/3205, where a minimum separation distance between the two terraces was also 10 metres. There would be a degree of mutual overlooking between the proposed homes, but this would be reflective of the

pattern of development that is commonly found within traditional urban/suburban residential areas such as direct facing terraces on opposite sides of a street.

- 6.4.50 In order to limit overlooking between first floor side-facing windows within no. 6 View Close and house no. 4 within the proposed development, trees are to be planted to the rear of house no. 4. Subject to a condition requiring further details for approval, this mitigation measure would be considered to provide adequate screening between the dwellings to prevent material levels of mutual overlooking between the facing windows/balconies of the two properties. A condition is recommended that requires these trees to be planted prior to first occupation of the development and maintained as such for the lifespan of the development, in order to ensure privacy levels would be maintained for existing and proposed occupiers.

Daylight/Sunlight/overshadowing – Future Occupiers

- 6.4.51 The applicant has submitted a Daylight and Sunlight Analysis in support of the planning application. The proposed internal home layouts have been tested against the Spatial Daylight Autonomy (SDA) and Sunlight Exposure assessments in accordance with compliance guideline targets within the BRE Guide 2022.
- 6.4.52 The SDA method is used to assess the level of internal daylight received within habitable rooms of a new development. The BRE Guide 2022 recommends that a bedroom receives 100 Lux, 150 Lux for a living room and 200 Lux for a kitchen/kitchen-living room. Compliance for a room is then defined in the BRE Guide if at least 50% of the room achieves this target. The analysis confirms that all relevant rooms within the development would pass the SDA methodology.
- 6.4.53 The BRE guide outlines that in general a dwelling, or non-domestic building that has a particular requirement for sunlight, will appear reasonably sunlit provided: at least one main window wall faces within 90° of due south and a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March. This is assessed at the inside centre of the window(s); sunlight received by different windows can be added provided they occur at different times and sunlight hours are not double counted.
- 6.4.54 The analysis confirms that where the assessment is undertaken for the homes as a whole all homes would receive satisfactory levels of sunlight when measured against the BRE guidelines.
- 6.4.55 Subject to compliance with relevant conditions and terms within the Section 106, the development would provide a satisfactory standard of accommodation for future occupants of the development, in general accordance with relevant policy and guidance.

Child Play Space

- 6.4.56 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space. The Mayor's SPG indicates at least 10 sqm per child should be provided.
- 6.4.57 Using the GLA's Population Yield Calculator (October 2019), the estimated child yield from the development would require 99.3m² of play space to be provided. The play space would be provided to the south of Terrace 3 within a landscaped garden area, with play equipment consisting of a climbing pyramid, jumping discs, kaleidoscope and animal springers. In addition, a bench would be provided for informal seating and contemplation.
- 6.4.58 The equipment would primarily cater for young children, but also up to pre-teenage years, and would be contained within a 107m² space. The amount of play space provision would exceed the 99.3m² requirement and would be of a satisfactory standard for a development of this scale. There are large play areas for older children within Hampstead Heath (approximately 480 metres from the site). It is also pertinent to add that each house would benefit from private rear garden amenity space that would also provide some scope for use for child play space.

Impact on Amenity of Adjoining Occupiers

- 6.4.59 London Plan policy D3 requires that proposals deliver appropriate outlook, privacy and amenity. Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. Proposals should provide appropriate sunlight, daylight and open aspects to all parts of the development and adjacent buildings and land.
- 6.4.60 Proposals should avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Daylight and sunlight impact

- 6.4.61 In support of the planning application, a BRE Daylight and Sunlight Analysis by IN2 has been submitted. The report provides an assessment of the impact of the development on daylight and sunlight conditions on neighbouring existing buildings and their amenity spaces against guidelines within the Building

Research Establishments (BRE) 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' 2022 edition.

- 6.4.62 The submitted report assesses the development against the BRE methodologies relating to daylight. Vertical Sky Component (VSC), which is a measurement of the percentage of illuminance that a point can receive from an overcast sky as a percentage of that received at unobstructed horizontal locations. In simple terms, how much of the sky that can be seen for a given point.
- 6.4.63 Annual probable sunlight hours and winter probable sunlight hours, also referred to as APSH and WPSH, are used for the assessment of impact on neighbouring buildings by a proposed development. APSH and WPSH are a measure of probable direct sunlight to a window or surface and therefore are only relevant to windows within 90 degrees of south for buildings in the northern hemisphere. An assessment calculating the daylight and sunlight impact of the proposal was made for the following neighbouring properties:
- 6 View Close
 - 1, 4, 5 & 10 Willowdene
 - Goldsmiths Cottage (Courtyard House)
 - 17 & 15 Denewood Road
 - 2A, 20, 20A, 20B & 20C Denewood Road
- 6.4.64 An amendment was made to the positioning of Terrace C, to set the terrace an additional 1.5 metres off the boundary shared with neighbouring no. 2A Denewood Road. Following this amendment, all neighbouring windows would retain a satisfactory level of daylighting, with all retaining at least 80% of their former value or a value of at least 27% when applying the VSC assessment.
- 6.4.65 In response to a representation received that some side windows to no. 2A Denewood Road were not included in the original daylight/sunlight report, an addendum to the Daylight and Sunlight analysis was submitted, which applied a 'No Sky Line' assessment to the room served by these side windows, and an updated VSC analysis that included the 2 side windows. The No Sky Line study determines the percentage change in the working plane area (area of the affected room above 850mm) of the room, that receives a direct view of the sky. The analysis concluded that there would be a minimal reduction of 0.27% of current light received in the room using this analysis, and therefore that a satisfactory level of light would still be received by this living and dining room area using this criteria, which is served by a full-height band of glazing on its rear elevation.
- 6.4.66 All relevant neighbouring windows would also not be materially affected with regards to APSH by the development, with all complying with the BRE guidelines. With regards to sunlight received by neighbouring outdoor amenity spaces, all garden spaces within 90 degrees of due south would still receive at least 2 hours

of sunlight on 21st March (equinox) to at least 50% of the garden, in accordance with BRE guidelines.

- 6.4.67 In summary, the proposed development would not result in an unacceptable impact with regards to the daylight and sunlight conditions of neighbouring occupants.

Privacy/overlooking and outlook

- 6.4.68 The scheme has been designed to minimise the impact of overlooking, privacy and outlook of neighbouring residents.
- 6.4.69 *Courtyard Cottage*: There is a north-facing dormer in the loft floor of this neighbouring dwelling that would be over 14 metres away from directly facing windows within terrace C. It is understood that this serves a stairwell area in the dwelling and not a habitable room. There are no upper floor windows on the eastern flank of terrace A that would provide views towards the side dormer window of Courtyard Cottage. Satisfactory privacy and outlook conditions would be maintained for the occupants of this neighbouring property.
- 6.4.70 *10 Willowdene*: This neighbouring property is located parallel to the flank wall of terrace A. there are no side facing windows on the flank elevation of the adjacent proposed dwelling in Terrace A, and the rear windows of this terrace would not project beyond the rear extent of this neighbouring property. The upper floor front windows of terrace B would be over 14 metres away from the rear facing windows of this neighbouring property and set at an oblique angle, which would not result in an unacceptable loss of privacy. The front balconies placed above the ground floor bay of properties within Terrace A are located on the right hand side of the frontage, meaning the angle is oblique towards no. 10 Willowdene and restricts scope for overlooking of this neighbouring property. Satisfactory privacy and outlook conditions would be maintained for the occupants of this neighbouring property.
- 6.4.71 *1 Willowdene*: The front facing windows of this neighbouring property would be approximately 20 metres away from the front-facing windows of terrace A and set at an oblique angle, and there are no side facing windows within the adjacent proposed dwelling in terrace B, ensuring a satisfactory level of outlook and privacy would be maintained.
- 6.4.72 *6 View Close*: The rear elevation of Terrace B faces onto the side elevation of no. 6 View Close. The adjacent dwellings in Terrace B to the first-floor side window of this neighbouring property are plots 4 and 5. Rear facing upper floor windows within plot 4 would be located 10.3 metres away from the flank first floor window of no. 6 View Close and an upper floor side window of 6 View Close would be positioned 13.2 metres away from those of plot 5.

- 6.4.73 Although a 13.2 metres 'window to window' is generally considered to be an acceptable distance to avoid a material level of overlooking, a large existing evergreen hedge is proposed to be retained along the shared boundary of the proposed house and the existing neighbouring property which will further mitigate the impact of overlooking. In addition to this, the applicant has proposed the planting of bespoke compact evergreen trees on this shared boundary to prevent mutual overlooking between the neighbouring property and the proposal. A restrictive condition is recommended to be imposed on any grant of planning permission that requires further details of the planting positions, densities, heights and species, to be submitted, approved and fully implemented prior to occupation of the proposed house (and maintained for the life of the development) in order to ensure that the screen planting would be sufficiently effective and appropriate for its positioning.
- 6.4.74 It is considered that satisfactory privacy and outlook conditions would be maintained for the occupants of this neighbouring property.
- 6.4.75 *2A Denewood Road:* The front windows of block C are set at a very oblique angle to 2A Denewood Road, and there are no side facing windows in block C that would overlook this neighbouring property. The rear facing windows are set at an oblique angle to the rear garden of this neighbouring property. Whilst it is acknowledged that the introduction of Terrace C would reduce outlook from the rear facing windows of no. 2a looking north-west, these windows would still benefit from the principle outlook for the rooms they serve looking rearwards, and Terrace C is adequately set-off the shared boundary to ensure that it would not result in a visually overbearing impact when viewed the rear windows and garden of no. 2A
- 6.4.76 As such, the proposed development would not result in an unacceptable adverse impact on the outlook or privacy levels of this neighbouring property.

Noise/odour

- 6.4.77 The position of the proposed play area would be adjacent to the rear garden of Courtyard House and side wall of no. 2a Denewood Road. An acoustic fence is proposed to be installed alongside the eastern boundary of the play area adjacent to the boundary shared with no. 2a Denewood Road. It is acknowledged that would be some uplift in noise levels experienced by the occupants of Courtyard House and no. 2a Denewood from the introduction of the play area for the proposed development, whilst in use by children. However, given the small scale of the development for 11 dwellings and its gated design meaning the play area would only be used by occupants of the development, it is not considered that the intensity of use or scale of the play area would result in an unacceptable level of noise disturbance to be encountered by the occupants of this neighbouring property.

- 6.4.78 The bin store for the development would be located at the entrance to the site, adjacent to boundary shared with Courtyard House. The bin store would be fully enclosed and divided from the neighbouring property by a boundary fence. The submitted Design and Access Addendum indicates that the rear elevation of the timber bin store would be solid with no openings. Any louvred openings to provide ventilation for the store would therefore not be placed on the elevation adjacent to this neighbouring property.
- 6.4.79 As such, it is considered that the location of the bin store is of an adequate distance away from adjacent residential properties to avoid unpleasant odours and as such would not have a material adverse impact on the amenity of surrounding residents.
- 6.4.80 The proposal therefore, subject to compliance with relevant conditions, would not result in an unacceptable impact on neighbouring amenity conditions.

Transportation and Parking

- 6.4.81 Paragraph 115 of the NPPF makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other transport elements reflects national guidance (including the National Design Guide).
- 6.4.82 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.
- 6.4.83 Other key relevant London Plan policies include Policy T2 – which sets out a ‘healthy streets’ approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and Servicing Plans.
- 6.4.84 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.4.85 Policy DM32 of the DM DPD 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 at

least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

Car parking

- 6.4.86 The proposal would see the provision of 11 car parking spaces within the site, with one of these spaces designated as a disabled car parking bay. The parking spaces would be supported by electric vehicle charging points. 22 long-stay and 2 short-stay cycle spaces for residents and visitors would be provided on site.
- 6.4.87 The proposal site has a PTAL rating of 1b as stated on Transport for London's WebCAT tool, this indicates that its access to public transport is poor when compared to London as a whole suggesting that there will be a strong reliance on the private vehicle for trips to access the site. The site is located within the Highgate Underground Station Outer CPZ which restricts parking to permit holders Monday to Friday between 10:00 – 12:00.
- 6.4.88 The nearest station to the site is Highgate Station, it is around a 14 min walk and a 6 min bike ride. Local bus services can be found on the A1 which includes several high frequency routes, where residents can get to areas such as Muswell Hill and Archway that offer access to shops, services, and transport links. The development location is not near to any of Transport for London's cycle infrastructure.
- 6.4.89 The site currently has an existing vehicle access on to Denewood Road, this application would see this existing access removed, with a new vehicular access on to Denewood Road provided in a new location to the east of its current location. Pedestrians will be provided with a separate dedicated gated access to enter the site. It is to be noted that the application site benefits from an extant planning permission reference HGY/2018/3205 for the construction of 13 residential dwellings.
- 6.4.90 The proposed provision of 11 off-street parking spaces would be below the maximum parking standards set out in the London Plan for a proposal in this location of this scale, which would allow for a maximum on-site allocation of 17 parking spaces. The car capping of the development to have no more than 11 spaces and making the development 'car-free' – in removing the rights of future occupants to apply for parking permits to use in the adjacent car parking zone (CPZ) – is considered an appropriate provision that would ensure that the site does not generate a high number of private vehicle trips onto the surrounding road network, helping to support local public transport options, and would not increase on-street parking stress.

- 6.4.91 One of the 11 parking spaces would be a designated accessible parking bay which would be in accordance with London Plan parking standards. Further details of the accessible parking bay, including details of 1.2m hatched areas, shall be required by a condition imposed on the development.

Electric vehicle charging

- 6.4.92 Policy T6.1 of the London Plan requires that 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The transport statement confirms that all 11 spaces will have active EV charging facilities which would exceed minimum standards within the London Plan. A condition shall be imposed on the development that requires the charging points to be installed and active prior to first occupation of the development.

Cycle parking

- 6.4.93 The London Plan sets out minimum standards for the provision of cycle parking within residential developments. The development would provide 22 long-stay cycle parking spaces and 2 short-stay spaces which is in accordance with London Plan standards with regards to level of provision. The spaces are to be provided within the front or rear gardens of blocks 1 and 3, with a communal cycle store within the north central section of the site provided for block 2. No details have been provided on the specific type of bike storage at present, but they would be covered and secured facilities. A pre-commencement condition can be imposed on the development requiring details and plans of the cycle parking spaces to be in line with policy T5 of the London Plan, to be approved and provided prior to first occupation of the development.

Highway works

- 6.4.94 The development would require some changes to the adopted highway on Denewood Road, these include the realignment of the new access, removal of a redundant crossover, reinstatement of the footway, removal of on-street parking, with establishment of replacement new on-street parking bays that will ensure there is no net loss of on-street parking bay capacity on Denewood Road, and associated road markings. The proposed internal layout and access changes have already been subjected to a Stage 1 Road Safety Audit. It has been independently audited with comments provided and the developer/applicant has provided a design response to issues identified by the auditor.
- 6.4.95 The Transport Planning and highways department has concluded that the issues identified in the road safety audit can be addressed via further detailed design which will be subjected to a further Stage 2 Road safety audit which will be secured by a S.278 highway legal agreement between the council and the applicant.

Access

- 6.4.96 The development would provide pedestrian access into the site that is independent to the vehicular access. The pedestrian footpath into the site is 1.5 metres width which should allow for easier movement of all users. Whilst the path does not allow for segregated access from the path directly up to the entrance of each individual dwelling, this is a private road that given the small scale of development, would be subject to a very low level of vehicular movements throughout the day, and therefore there are no significant safety concerns with this arrangement.
- 6.4.97 Cars seeking to enter the site would be able to dwell inside of the site whilst the gates open, given the set-back provided for the vehicular gate entrance into the site, thereby ensuring vehicles would not oversail the public footway/highway whilst waiting to enter the site. Whilst the driveway in the site to the parking area is not double width, a section of the driveway adjacent to the gates is widened to 4.7 metres width to allow a car looking to make egress to wait with adequate width to allow incoming cars to pass.
- 6.4.98 The proposed access into the site would have a width of 4 metres, accessing onto Denewood Road which is subject to 20 miles per hour speed restrictions. The means of access into the site has been subject to a stage one Road Safety Audit (RSA), which looks at the physical characteristics of the means of access into the site. Following clarifications received from the designer for the proposed scheme, the authors of the RSA were happy with the measures employed by the designer to improve highway safety. Officers are aware that Denewood Road can be subject to higher traffic and pedestrian movements during school drop-off and collection hours in association with nearby school facilities on Broadlands Road, so ensuring safety is even more paramount.
- 6.4.99 The proposal has been designed to provide satisfactory visibility splays to allow safe egress from the site. The small scale of the proposed residential development would not give rise to a high number of vehicular movements to and from the site that would give rise to highway safety concerns.

Servicing and deliveries

- 6.4.100 The site has a turning area just to the south of the car park which would allow for a 7.5 tonne box van and a 7.9 metre length fire engine to enter and leave the site in forward gear without issue.
- 6.4.101 A communal waste and recycling store would be provided within the site adjacent to the site entrance. This would allow for collections to be made by waste operatives on Denewood Road without the need to enter the site. Whilst this may result in a waste vehicle dwelling whilst waste is collected from the store, it is not considered that this would impede highway movements significantly given that the store is immediately adjacent to the highway.

- 6.4.102 A condition requiring the submission of and approval of a waste service and delivery plan is recommended to secure the appropriate details.

Construction logistics

- 6.4.103 A detailed construction logistics plan will be required to be submitted to and approved by the LPA prior to the commencement of all works on site, but no issues have been raised by Council Transportation Officers at this stage that raise concerns to the feasibility of the construction works being carried out safely.
- 6.4.104 Subject to compliance with conditions imposed on the development, and the construction logistics plan being secured by way of a Section 106 agreement, alongside a car capped and car free agreement, the proposal is considered to be acceptable with regards to highways and parking considerations.

Energy, Climate Change and Sustainability

- 6.4.105 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen). It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.
- 6.4.106 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.
- 6.4.107 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2021 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation.
- 6.4.108 Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout, and construction techniques.

Energy

- 6.4.109 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2021 Building Regulations. The London Plan requires the 'lean', 'clean', 'green' and 'seen' stages of the Mayor of London's Energy Hierarchy to be

followed to achieve a 'Zero Carbon' Standard targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.

- 6.4.110 'Be Lean.' The development has been designed to incorporate passive design and efficiency measures, to optimise the balance between beneficial winter solar gains and summer comfort, while maximising internal daylight levels. It would achieve 14% carbon savings when measured against Part L of the Building Regulations 2021.
- 6.4.111 'Be Clean.' The applicant is not proposing any Be Clean measures. The site is not within a reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant was not considered to be appropriate for this site. The applicant has outlined that an air source heat pumps for each unit would be a more suitable option; and officers agree this approach.
- 6.4.112 'Be Green.' The development would achieve carbon savings of 57% against Part L of the Building Regulations 2021 through on-site renewable energy generation, including each property being provided with an air source heat pump (ASHP) and solar photovoltaic (PV) panels installed on their south-east facing roof sections.
- 6.4.113 Overall – 'Lean', 'Clean' and 'Green'. Table 12 below sets out the overall carbon emission savings:

Table 12: Regulated carbon dioxide emissions savings (SAP12 carbon factors)

	CO2 savings (Tonnes CO2/year)	Percentage savings
Be lean	2.9	14%
Be clean	0	0%
Be green	12	57%
Total savings	14.9	71%
	CO2 savings off-set	
Off-set	6.1	

6.4.114 'Be Seen.' It is recommended that a planning condition requires the submission to the LPA that the development has been registered on the Greater London Authority's (GLA) energy monitoring platform.

6.4.115 Carbon Offsetting. Despite the adoption of the 'Lean' and 'Green' measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic uses. Overall, the amount of carbon to be offset would be 6.1 tonnes per year (based on SAP10 carbon factors). Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to £17,385. It is recommended that s106 planning obligations secure this sum or any different agreed sum that may be appropriate in the light of additional carbon savings that arise from more detailed design agreed with the LPA, by way of s106 planning obligations.

6.4.116 Energy conclusion. The overall anticipated on-site carbon emission reductions over Building Regulations of 71% and associated offsetting payments would meet London Plan Policy SI2.

Overheating

6.4.117 The applicant has provided a revised overheating assessment that has been reviewed by Carbon Management Officers. The scheme would now include external shutters and MVHR with air tempering. Carbon Management Officers consider that passive design measures to improve the overheating risks should be explored by the applicant. A condition is recommended to be included by officers that requires the submission of an updated Overheating Report to minimise overheating risk accordingly.

Environmental sustainability

- 6.4.118 Construction waste. The applicant's Sustainability Statement states that a separate Site Waste Management Plan (SWMP) will be provided to maximise diversion of construction and excavation waste from landfill.
- 6.4.119 Water consumption. In order to ensure compliance with London Plan Policy SI5, it is recommended to use a planning condition to minimise the use of mains water in line with the Operational Requirement of the Building Regulations requirement of 125 litres/person/day for all new dwellings, with an aspiration of achieving 105 litres/person/day.
- 6.4.120 Considerate Constructors Scheme. The development would need to achieve formal certification under the Considerate Constructors Scheme, and this requirement is secured through the imposition of a condition.

6.5 Flood Risk, Drainage and Water Infrastructure

- 6.5.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 6.5.2 London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).
- 6.5.3 Policies DM24, 25, and 29 of the DM DPD continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. Policy DM27 of the DM DPD seeks to protect and improve the quality of groundwater.
- 6.5.4 London Plan Policy SI5 requires proposals to ensure adequate wastewater infrastructure capacity is available.
- 6.5.5 In support of the application, a Drainage and SUDS Strategy by Barrett Mahony has been submitted.

Flood Risk

- 6.5.6 The site is entirely in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. There are no public sewers crossing the site, with foul and surface water drainage understood to currently drain into the existing sewer network on Denewood Road to the south of the site.

Drainage & Water Infrastructure

- 6.5.7 Rainwater attenuation measures would be employed in the design of the proposal, including the use of tree pits with attenuation below ground, a rain garden in front of terrace C, and use of permeable block paving/porous surfacing. It is proposed to use the existing sewage network for foul and surface water from the development. Thames Water have been consulted at pre-application stage and have confirmed that there is capacity in their sewers to accommodate the proposed surface water discharge rate. They raise no objection to the planning application. It is proposed to limit flows from the developed site to 1.8l/s for all rainfall events up to and including the 1-in-100-year event, including taking into consideration climate change allowance in terms of rainfall intensity.
- 6.5.8 An attenuation tank would be installed beneath ground level in the site to attenuate movement of water from the surface to the drainage network during intense rainfall events. The Lead Local Flood Authority (LLFA) is the London Borough of Haringey for this proposal. Following the submission of additional drainage calculations for a greater range of storm events, the LLFA are happy with the overall strategy and methodology used within the Drainage and SUDS strategy. A condition has been recommended requiring the development to be carried out in accordance with the Drainage and SUDS Strategy.
- 6.5.9 The engineers employed by the applicant have outlined in a response dated 08/09/25 that the impact of the relatively shallow sunken gardens on groundwater flows will be negligible, outlining the proposal will not have any material impact on groundwater levels and no resultant settlement is anticipated.
- 6.5.10 Thames Water has raised no objection to the proposed scheme, subject to the imposition of conditions and informatives. Subject to compliance with conditions, the proposal is acceptable with regards to flood risk, drainage and water infrastructure considerations.

6.6 Air Quality

- 6.6.1 London Plan policy SI1 sets out that major development proposals should be submitted alongside an air quality assessment. A revised air quality assessment was submitted in October 2024 alongside the application, which sets out that the development will utilise an all-electric energy strategy for the provision of heat and hot water with no centralised combustion plant. A construction dust assessment has been provided as part of the assessment to set out how appropriate mitigation would be undertaken to minimise air quality impacts during construction. The report finds that the development is 'air quality neutral' with regards to building emissions. Whilst the development is found not to be 'air quality neutral' with regards to road transport emissions on the basis of anticipated road trips per year arising from the development, it needs to be taken into consideration that the site is located in an area with a very low PTAL value, and the majority of dwellings within the locality benefit from off-street parking. The development would only provide one off-street parking space per dwelling which

is within the maximum standards for car parking in the London Plan for a residential development in an outer London location with a low PTAL.

- 6.6.2 To mitigate for this, the Air Quality Assessment outlines that an offsetting payment calculation has been undertaken in accordance with Greater London Authority (GLA) guidance with regards to Air Quality, which demonstrates that a contribution of £51,580.29 would be required to account for the shortfall in meeting air quality neutrality requirements with regards to transport emissions over a 30-year period.
- 6.6.3 The development has been reviewed by the Council Environment Health Pollution Officer who was happy with the revised air quality report submission on this basis. The section 106 agreement will to secure this financial contribution.

6.7 Trees

- 6.7.1 Paragraph 136 of the NPPF sets out the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost. Core Objective SO4.3 of the Highgate Neighbourhood Plan 2017 sets out that natural features, including trees, should be protected within the plan area.
- 6.7.2 In support of the application, an Arboricultural Impact and Method Statement has been submitted by Patrick Stileman Ltd. The former care home that occupied the site has since been demolished in May 2022, alongside the surrounding hard surfacing and associated infrastructure. Most of the trees which were shown to be removed in the originally approved extant scheme for the 13 apartments - reference HGY/2018/3205 were also removed during the demolition process.
- 6.7.3 There are no trees subject to a tree preservation order (TPO) located within the site. A site survey was undertaken in April 2024 which confirmed that there were 24 individual trees and 4 tree groups within the survey area. Three trees that were identified for removal in the extant scheme – reference HGY/2018/3205 are proposed to be removed in this current scheme. In addition to this, six other trees are proposed for removal, including a prominent Category B Norway Maple (tree 4) on the north-western boundary of the site. However, tree 2 – a large Category B Norway Maple close to tree 4 that was previously proposed to be removed in the consented extant scheme – would now be retained as part of this proposal. The arboricultural report indicates that 3 of the 6 trees that require removal are Category U trees, that need removal for reasons of sound management due to their condition.
- 6.7.4 The proposed landscaping would primarily be positioned around the boundaries of the site with 30 additional mature standard and semi-mature standard multi-stem trees planted on site. The strategy for the tree planting is to create a visual

interest, important screening and ecological value. The species have been chosen to create all year round interest, with interest created through bark, foliage colour and flower. The tree report and landscaping details have been reviewed by the Council's Arboriculture Officer, who considers that providing that the works are carried out in accordance with the tree protection details within the method statement section of the report, there are no objections to the proposal with regards to tree impact. Appropriate conditions are imposed on any grant of planning permission requiring adequate tree protection measures to be implemented as recommended by the Council Tree Officer.

6.8 Urban Greening/landscaping and Biodiversity

- 6.8.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It requires boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.
- 6.8.2 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. Local Plan Policy SP11 promotes high quality landscaping on and off-site. Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

Urban Greening/landscaping

- 6.8.3 The scheme has attempted to maximise greening of the site within its constraints, including a tree planting scheme , primarily along the boundaries of the site, alongside shrub and hedge planting separating different sections of the site. A large proportion of the planting will be native/semi-natural planting. An edible planting/herb garden is proposed within the communal garden between terraces A and B with species chosen to produce edible produce throughout the year. A rainwater garden has also been proposed in the eastern part of the site. The front gardens of all dwellings within the site would benefit from soft planting in the form of hedge boundaries. The front terrace A would benefit from a small amenity/planting area. Where possible, the dwellings have been provided with lawned gardens.
- 6.8.4 Overall, the development would achieve an Urban Greening Factor score of 0.32 which is below the recommended score of 0.4 outlined in the London Plan. The

applicant has highlighted that the ability to achieve a higher score is constrained by a number of factors:

- Impermeable clay soil: Minimising practical use of permeable paving.
- Overall constrained site area: 32 percent is taken by pitched roof housing (for design purposes) which are unsuitable for green roofs.
- Existing trees: The root protection areas (RPA) of existing trees reduce the area where new trees can be planted and development can take place.
- Universal access: level/gently sloping paths & steps of accessible dimensions take up space as hard landscape elements reducing possible planted area.

- 6.8.5 Whilst Officers always seek to ensure that urban greening is maximised in developments whilst balancing the need to meet other planning objectives in order to meet the recommended 0.4 UGF score, it is accepted that it would be difficult to achieve this within the constraints of the site, given the aforementioned issues above. Therefore, a condition is imposed that requires the proposal to achieve a minimum 0.32 UGF score.
- 6.8.6 In addition to the soft landscaping proposed throughout the site, a high quality hardstanding scheme is proposed, including herringbone paving/resin bound gravel for vehicular and pedestrian access areas, with permeable green seeded paving used in the parking areas. Detailed landscaping and boundary conditions are recommended in order to secure high quality landscaping scheme, for the site and for the benefit of the surrounding built environment generally.
- 6.8.7 Subject to compliance with such conditions, the development would be acceptable with regards to urban greening and landscaping considerations.

Biodiversity

- 6.8.8 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. The Environment Act 2021 introduced a statutory requirement for most developments to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.8.9 If however the 10% BNG cannot be achieved within the site, the legislation allows the option to deliver a mixture of on-site and off-site biodiversity gain, through purchase of off-site biodiversity units on the market or directly from the Government.
- 6.8.10 The development has attempted to provide biodiversity value within the site including through the inclusion of modified grassland, a rain garden, mixed scrub, gardens, a small green roof on the waste stores and urban trees. Objections have been received that outline it was considered that the biodiversity assessment should have been carried out on the basis of the pre-degradation habitat type as

the site baseline. Works by the previous developer to clear the site and implement the extant planning permission HGY/2018/3205 have inevitably resulted in a reduced biodiversity value, but this consent was granted prior to the introduction of 10% Biodiversity Net Gain legislation in 2024. It would therefore be considered unreasonable to apply the pre-degradation biodiversity value of the site as the baseline.

- 6.8.11 When using the statutory biodiversity metric calculation tool, the development would result in a -10.65% BNG value loss when measured against the pre-development baseline value. As such, due to the proposed loss of medium and large sized trees to facilitate the development, it fails to provide the required 10% BNG on site.
- 6.8.12 A number of urban trees would need to be planted off-site in order to offset the BNG shortfall, through an offset provider. The offset contribution has been secured through a section 106 agreement between the applicant and the LPA. A condition has been recommended securing a Biodiversity Net Gain Plan that is required to be submitted prior to commencement of development, details which shall include how onsite biodiversity enhancement measures would be undertaken and managed on site in order to support and protect local wildlife and natural habitats.
- 6.8.13 Subject to compliance with the recommended conditions and obligations secured through a S.106 legal agreement, the development would be acceptable with regards urban greening/landscaping and biodiversity considerations.

6.9 **Waste and Recycling**

- 6.9.1 London Plan Policy SI7 calls for development to have adequate, flexible, and easily accessible space and collection systems that support the separate collection of dry recyclables and food. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.
- 6.9.2 The Haringey Waste Management Guidance Notice for Residential and Mixed-Use Developments provides guidance for waste storage and collection on new developments. The guidance sets out for communal collection arrangements, 1 x 1,100 litre (L) bins are required for refuse per 6 dwellings, 1 x 1,100L bins for recycling per 10 dwellings, and 20 L of food waste per dwelling.
- 6.9.3 The proposed bin store would accommodate 2 x 1,100 L for waste, 1 x 1,100 L & 1 x 240 L for recycling, with 2 x 140 L for food waste.
- 6.9.4 The proposed development would provide a communal waste store immediately adjacent to the entrance to the development. It would not be set behind the gated entrance to the site, meaning that waste operatives would be able to make

collections from the communal bin store without entering into the site. The distance from the public highway to the waste store would be less than 1 metre, meaning waste collections could be undertaken very easily from the street without the need for waste vehicles to dwell for long periods. Officers within the Council Street Cleansing Team have reviewed the proposal and are happy with the proposal from a waste/recycling storage and collection perspective.

- 6.9.5 The maximum distance from dwelling entrance to the bin store would be approximately 60 metres, which exceeds the 30 metres limit that is set out in Building Regulations guidance for domestic developments. Whilst this is not an ideal arrangement for future occupants, it is not sub-standard to an extent that would warrant refusal of the development. Further details of the dimensions, design and materials of the waste store shall be required to be provided through a condition recommended on the development. Subject to satisfactory compliance with this condition, the development would be considered acceptable with regards to waste and recycling storage and collection considerations.

6.10 Land Contamination

- 6.10.1 Policy DM23 of the DM DPD requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.
- 6.10.2 The application and its associated documentation have been reviewed by LBH Pollution officers, who raise no objection, subject to the imposition of conditions regarding Land Contamination and Unexpected Contamination.

6.11 Fire Safety and Security

- 6.11.1 Policy D12 of the London Plan requires all major development proposals to be submitted with a Fire Statement which has been prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Policy D5 of the London Plan also seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. A Fire Safety Statement has been submitted alongside the application which sets out how fire safety has been considered and incorporated into the design of the development from the earliest stage.
- 6.11.2 The fire safety of the development would be checked at building regulations stage. The proposal is acceptable with regards to planning considerations.

6.12 Equalities

6.12.1 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

6.12.2 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.

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

6.13 Conclusion

- The site already has an extant planning permission for 13 residential units under planning permission HGY/2018/3205
- The proposed development would bring back in to use a brownfield site which has been vacant for a number of years with a high quality designed housing scheme, representing sustainable development
- The development would provide 11 new family homes in the form of houses and would contribute to much needed housing stock in the Borough;
- The proposed development would not have any material impacts on the amenity of existing residents of adjacent and surrounding properties;
- There would be no significant adverse impacts on existing highways conditions or parking;
- The development would introduce a high-quality soft landscaping scheme on the site;

- The scheme would provide a number of section 106 obligations including a financial contribution of £1,694,597 towards offsite affordable housing within the Borough.

6.14 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 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £143,886.16 (2,024sqm x £71.09) and the Haringey CIL charge will be £877,484.96 (2,024sqm x £433.54). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge

8 RECOMMENDATIONS

8.1 GRANT planning permission for the reasons set out in Section 2 above, subject to conditions and a s106 legal agreement.

Appendix 01 – Planning Conditions & Informatives

1. Time Limit (Compliance)

The development shall be begun within three years of the date of the permission.

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

2. Approved Plans and Documents (Compliance)

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

Planning drawings:

DW-RAU-02-XX_ZZ-DR-A-1000 P06: Proposed Site Plan Roof
C0165 L100 P13: Proposed Landscape Plan
DW-RAU-02-XX_ZZ-DR-A-1001 P04: Site Location Plan
DW-RAU-02-XX_ZZ-DR-A-1002 P04: Existing Site Plan
DW-RAU-02-XX_ZZ-DR-A-1003 P06: Existing Site Sections A, B, C
DW-RAU-02-XX_ZZ-DR-A-1004 P04: Existing Site Sections D, E
DW-RAU-02-XX_ZZ-DR-A-1009 P17: Proposed Site Plan
DW-RAU-02-XX_ZZ-DR-A-1010 P09: Proposed House Type A-Plot 1,2,3
DW-RAU-02-XX_ZZ-DR-A-1011 P08: Planning Drawings - Proposed House Type B – Mid Terrace - Plots 5 & 6
DW-RAU-02-XX_ZZ-DR-A-1012 P08: Proposed House Type B – End Terrace - Plot 4
DW-RAU-02-XX_ZZ-DR-A-1013 P08: Proposed House Type B – Side Entrance - Plot 7
DW-RAU-02-XX_ZZ-DR-A-1014 P08: Proposed House Type C - Mid Terrace - Plots 9, 10 & 11
DW-RAU-02-XX_ZZ-DR-A-1015 P08: Proposed House Type C - M4(3) Accessible Unit - Plot 8
DW-RAU-02-XX_ZZ-DR-A-1020 P09: Proposed Street Scenes 1 of 2
DW-RAU-02-XX_ZZ-DR-A-1021 P08: Proposed Street Scenes 2 of 2
DW-RAU-02-XX_ZZ-DR-A-1022 P09: Proposed Site Sections

Approved documents:

ARBORICULTURAL IMPACT ASSESSMENT & ARBORICULTURAL METHOD STATEMENT prepared by Patrick Stileman Dated 29 July 2025 DS04032401
Daylight and Sunlight Analysis by IN2 17.09.25 P03
Design & Access Statement by Reddy Architecture Rev H March 2025
Design & Access Statement Addendum by Reddy Architecture August 2025
Fire Safety Statement by Hoare Lea Rev. 03 01/08/2025
Landscape Design & Access Statement C0165 Rev 03
Noise Impact Assessment by MZA Acoustics Rev 03 July 2025

Road Safety Audit by Markides Associates April 2025
Town Planning statement, prepared by Newmark August 2024
Heritage Impact Assessment by KM Heritage July 2024
Preliminary Ecological Appraisal by Greengage July 2024
Biodiversity Net Gain Assessment by Greengage dated September 2025
Transport Statement by Markides Associates P03 23 July 2024
Energy Strategy by IN2 P00 L2315-IN2-ZZ-RP-Y0001_Energy Strategy P00 26 July 2024
Air Quality Assessment J10/15411B/10-F1 by Logika 01 08 October 2024
Overheating Analysis by IN2 P01 L2315-IN2-ZZ-RP-Y-0005 12-11-2024
L2315-IN2-ZZ-RP-Y-0006_TM59 and Part O Analysis Energy Statement supp info
Heritage Statement by KM Heritage July 2024
Outline Construction Logistics Plan 24043-MA-RP-D-OCLP-01-P02
Drainage and SUDS Strategy by Barrett Mahony 23727-BMC-XX-XX-RP-C-0001 17.07.24
Whole Life Carbon Assessment P00 IN2 L2315-IN2-ZZ-RP-Y-0007
Utilities Assessment by IN2 L2315-IN2-ZZ-ZZ-RPME-0003
Sustainability Statement P00 by IN2 L2315-IN2-ZZ-RP-Y-0003
Vertical Greening – Block C September 2025 Rev 01

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

3. **Materials** (Prior to commencement of relevant part)

Prior to the commencement of the relevant part of the development hereby approved, details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to, and approved in writing by, the Local Planning Authority.

Samples of brickworks, limestone and roof materials, and detailing of junctions between materials, especially around roof eaves and windows, valley gutters and downpipes, windows, roof cladding, glazing, timber shutters, and balustrades, shall be provided. A schedule of the exact product references for all materials shall be provided. A 1:1 wall mock-up, demonstrating the brick, mortar and bonding pattern(s), windows, roof, glazing, balustrade shall be provided, to be viewed on site by Council Design Officers. 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: In order to protect the character and appearance of the area and to protect the amenity of nearby residents in accordance with Policies DM1 and DM9 of the Development Management Development Plan Document 2017.

4. **Design and detailing** (Prior to commencement of relevant part)

Prior to the commencement of the relevant part of the development hereby approved, detailed drawings, including sections at scale 1:20, to confirm detailing of

- a) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at an appropriate scale);
- b) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents
- c) Balustrades, wall sections, roof and all other relevant design features

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 the lifetime of the development.

Reason: In order to ensure a satisfactory appearance for the proposed development and to ensure the character of the Highgate Conservation Area is preserved and to comply with Policy HC1 of the London Plan 2021, Policies SP11 & SP12 of the Local Plan 2017 and Policies DM1, DM9 & DM12 of the Development Management Development Plan Document 2017.

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

Prior to occupation of the development hereby approved details of exact finishing materials to the boundary treatments and site access controls shall be submitted to, and approved in writing by, the Local Planning Authority.

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.

6. Landscaping (Prior to commencement of relevant part)

Prior to the commencement of the relevant part 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;
- e) Hard surfacing materials;
- f) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- g) 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:

- h) Planting plans;
 - i) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
 - j) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
 - k) Implementation and management programmes.
- l) The soft landscaping scheme shall include 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.

7. Biodiversity (Pre-commencement)

No development hereby permitted shall commence until a Biodiversity Net Gain Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Biodiversity Net Gain Plan shall ensure that there is a minimum 10% net gain in biodiversity within a 30-year period as a result of the development, using the DEFRA Biodiversity Metric 3.0 or any successor. The Biodiversity Net Gain Plan shall include 30-year objectives, management responsibilities, maintenance schedules, and a methodology to ensure the submission of monitoring reports, as well as the following:

- Baseline data collection and assessment of current conditions on site;
- A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG Principles have been applied to maximise benefits to biodiversity;
- Provision of the full BNG calculations, with detailed justifications for the choice of habitat types, distinctiveness and condition, connectivity and ecological functionality;
- Details of the implementation measures and management of proposals;

- Details of the monitoring and auditing measures. The proposed enhancement measures shall be implemented in accordance with the approved details and shall be retained in that manner thereafter. Monitoring reports shall be submitted to, and approved in writing by, the Local Planning Authority at years 2, 5, 7, 10, 20 and 30 from commencement of development, unless otherwise stated in the Biodiversity Net Gain Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements, and any rectifying measures needed.

REASON: To ensure the development delivers a biodiversity net gain on site or through measures in line with Mitigation Hierarchy 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.

8. Lighting (Pre occupation)

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 be 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 and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

9. Screening planting to be planted between 6 View Close and Terrace B (Pre-occupation)

Prior to first occupation of the development hereby approved, specific details of the planting schedule for the area between the rear of Terrace B and the boundary shared with no. 6 View Close, N6, shall be submitted to, and approved in writing by, the local planting authority. The soft landscaping in this area shall provide an effective means of screening to prevent loss of privacy between existing and future occupants.

Details of positioning, densities, heights and species of planting shall be provided.

The approved soft landscaping shall be planted so as to provide immediate effective privacy screening that prevents mutual overlooking between the occupants of no. 6 View Close and future occupants of Terrace B within the development.

The development shall not be occupied until it has been constructed in accordance with the approved details, and thereafter the screen planting shall be maintained and retained as such for the lifetime of the development to effectively prevent mutual overlooking between these properties.

Reason: In the interests of maintaining satisfactory living conditions for existing neighbouring occupants, and future occupants of the proposed development, in

accordance with Policy DM1 of the Haringey Development Management Development Plan Document 2017.

10. Noise from building services plant and vents (Compliance)

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

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

11. Secure by Design Accreditation (Pre-above ground works)

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 groundworks of each building within the development. Each building 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 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.

12. Secured By Design Certification (Pre-occupation)

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

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

13. Drainage and SUDS Strategy (Compliance)

The development shall not be occupied until it has been carried out in full accordance with the details contained in approved document 'Drainage and SUDS Strategy by

Barrett Mahony 23727-BMC-XX-XX-RP-C-0001. The development shall thereafter be maintained in accordance with these details for its lifetime.

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.

14. Piling Method Statement (Pre-commencement)

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.

15. Land contamination (Pre-commencement)

Before development hereby approved 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.
- b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be

submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with Policy DM27 of the Development Management Development Plan Document 2017/2017.

16. Unexpected contamination (If identified)

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

17. NRMM (pre-commencement)

- 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. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meet 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 any demolition, site preparation and construction phase, 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 SI1 of the London Plan 2021 and the GLA NRMM LEZ

18. Management and Control of Dust (Pre-commencement)

No development hereby approved shall be commenced until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of construction dust, has 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.

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

19. Delivery, Servicing Plan and Waste Management Plan (Pre-occupation)

No development hereby approved shall be occupied until a Delivery and Servicing Plan (DSP) and Waste Management Plan have been submitted to, and approved in writing by, the Local Planning Authority.. The DSP and Waste Management Plan shall be in place prior to first occupation of the development. The Waste Management Plan shall include details of how refuse, included bulky items, is to be collected from the development, and the plan shall be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It shall demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details shall be provided on how deliveries can take place without impacting on the public highway, the document shall be produced in line with [TfL guidance](#).

The Delivery and Servicing Plan (DSP) and Waste Management Plan must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed in writing in advance by the Local Highway Authority.

REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020.

20. Construction Logistics and Management Plan (Pre-commencement)

Six months prior to the commencement of development hereby approved a Construction Logistics and Management Plan for the development shall be submitted to the Local Planning Authority for its written approval. The plan shall include the following matters, but shall not be limited to information on:

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

- h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- i) Swept path drawings.

No development hereby approved shall commence until the submitted details have been approved in writing by the Local Planning Authority.

The development shall only be undertaken in accordance with the details as approved.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities and to comply with Policy T7 of the London Plan 2021.

21. Considerate Constructors (Compliance)

Prior to the commencement of development, the Contractor Company must register with the Considerate Constructors Scheme.

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

22. Energy strategy (Pre-occupation)

The development hereby approved shall not be occupied until it has been constructed in accordance with the Energy Statement prepared by IN2 (dated 26 July 2024) delivering a minimum 71% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, individual air source heat pumps (ASHPs) and a minimum 3.2 kWp per building solar photovoltaic (PV) array.

(a) Notwithstanding the approval of the Energy Statement, Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved 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;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 14% reduction;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised;

their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;

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

The development shall be carried out in accordance with the details so approved prior to first occupation and shall be maintained and retained for the lifetime of the development.

(b) The solar PV arrays & air source heat pumps must be installed and brought into use prior to first occupation of the development. Six months following the first occupation, 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 to comply with Policy SI2 of the London Plan 2021, and Policy SP4 of the Local Plan and Policy DM22 of the Development Management Development Plan Document 2017

23. Overheating (Pre-above ground works)

Prior to commencement of development above ground, an updated Overheating Report shall be submitted to, and approved in writing by, the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Overheating analysis prepared by IN2 (dated 12 Nov 2024).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved maximising passive design measures in line with the Cooling Hierarchy under naturally ventilated criteria;
- Demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures.

- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- 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.

The development shall not be occupied until it has been built in accordance with the approved overheating measures and they must retained thereafter for the lifetime of the development:

- Natural ventilation, with openable areas informed by the noise impact assessment.
- Glazing g-value of 0.42
- External shutters
- MVHR with air tempering
- Hot water pipes insulated to high standards.
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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

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

24. Urban Greening Factor (Compliance)

Every measure shall be taken to ensure that the development meets its **0.32** Urban Greening Factor (UGF) score identified within the planning application submission. Prior to completion of the construction work, an Urban Greening Factor analysis, with the anticipated end calculation for the scheme, shall be submitted to and approved in writing by the Local Planning Authority, demonstrating a target factor of at least **0.32** has been met through greening measures. If this 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

25. Water Butts (Pre-occupation)

No dwelling hereby approved shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to, and approved in writing by, the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall thereafter be retained for the lifetime of the development.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and to comply with Policy SP5 of the Local Plan 2017 and Policies DM21, DM24 and DM25 of the Development Management Development Plan Document 2017

26. Arboricultural Method Statement (Compliance)

The development shall be constructed in accordance with the recommendations set out in the Arboricultural Method Statement dated 29th July 2025 prepared by Arboricultural Consultancy Patrick Stileman LTD which has been drafted in accordance with industry best practice and specifies all the necessary measures to be implemented to ensure the trees being retained will be adequately protected.

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.

27. Cycle Parking (Pre-occupation)

The development shall not be occupied until plans and details have been submitted to, and approved in writing by, the Local Planning Authority showing accessible, sheltered, and secure cycle parking for 22 long-stay and 2 short-stay for residents. The design must be in accordance with the London Cycle Design Standard. The development shall not be occupied until the approved details are implemented. These facilities shall thereafter be retained for the lifetime of the development.

Reason: In order to provide adequate cycle parking and to comply with Policy T5 of the London Plan 2021, and London Cycle Design Standards (LCDS).

28. Electric Vehicle Charging (Pre-occupation)

The development shall not be occupied until 11 active electric vehicle charging points (EVCP) have been installed and made active to serve the on-site parking spaces. The EVCPs shall remain active for the lifetime of the development.

Reason: In order to provide adequate EVCP facilities and to comply with Chapter 5 Transport & Parking and Policy T6.1 of the London Plan 2021

29. Accessible Parking Bays (Pre-commencement)

The development shall not be occupied until the 11 car parking spaces have been provided on site, including one accessible car parking space.

Reason: In order to ensure adequate car parking is available and to comply with Policies T6.1 Residential parking, T6.5 Non-residential disabled persons parking of the London Plan 2021, and the Department for Transport's Inclusive Mobility guidance.

30. Car Parking Management Plan (Pre-occupation)

The development shall not be occupied until a Car Parking Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall include details on the allocation and management of the on-site car parking spaces, and the car parking shall remain connected to the development and shall not be leased or sold for the lifetime of the development. The accessible parking bay shall be allocated to the Part M4(3) Wheelchair User Dwelling.

Reason: In order to ensure adequate parking and to comply with Policies T6.1 and, T6.5 of the London Plan 2021.

31. Waste/recycling storage (Prior to commencement of relevant part)

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

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

32. Restriction to telecommunications apparatus (Restriction)

Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development and to comply with Policies DM1 and DM9 of the Development Management Development Plan Document 2017

33. Building Regs Part M (Compliance)

All homes shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least 10% (one dwelling) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations.

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

34. Removal of Permitted Development rights (Restriction)

Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no rear, side or roof extensions, front porches or means of enclosure (walls/fences), shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

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

35. Water consumption

The residential units hereby approved shall be constructed to meet, as a minimum, the higher Building Regulation standard Part G for water consumption, limited to 105 litres per person per day using the fittings approach.

Reason: In the interests of water efficiency considerations, to mitigate the impacts of climate change, promote sustainability, and use natural resources prudently and to comply with the National Planning Policy Framework (NPPF) and Policy SI5 of the London Plan 2021.

Informatives:

- 1) Community Infrastructure Levy: The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL would be £143,886.16 and (based on the current Haringey CIL charge rate for the Western Zone of £433.54 per square metre (with indexation) the Haringey CIL charge would be £877,484.96, giving a total of £1,021,371.12. This will be collected by Haringey after the scheme is 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.
- 2) Hours of construction: 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.
- 3) 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.

- 4) Naming and numbering: The new development will require naming and numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.
- 5) Dust: The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that the effects of the construction work upon air quality is minimised.
- 6) London Fire Brigade (sprinklers): The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.
- 7) Paid Garden Waste Collection Services: Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-andrecycling/recycling/garden-waste-collection
- 8) Groundwater Risk Permit: 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. They would expect the developer to demonstrate what measures would be will undertaken to minimise groundwater discharges into the public sewer.
- 9) Mains Water Use for Construction: The applicant is advised that if there are plans to use mains water for construction purposes, it's important Thames Water is informed before starting to use it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/building water
- 10) Water Pressure: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 11) Discharge to Public Sewer: 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.

- 12) Metropolitan Police: The applicant must seek the advice of the Metropolitan Police

Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

- 13) Biodiversity Net Gain (BNG) Informative (1/2):

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

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

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

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below, but you should check the legislation yourself and ensure you meet the statutory requirements. Based on the information provided, this permission WILL require approval of a BGP before development is begun because none of the statutory exemptions or transitional arrangements summarised below are considered to apply.

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

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

1. The planning application was made before 12 February 2024.
2. The planning permission is retrospective.
3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024.
4. The permission is exempt because of one or more of the reasons below:
 - It is not "major development" and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024.

- It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).
- The application is a Householder Application.
- It is for development of a "Biodiversity Gain Site".
- It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding).
- It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).

14) Biodiversity Net Gain (BNG) Informative (2/2):

+ Irreplaceable habitat:

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat. The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

++ The effect of section 73(2D) of the Town and Country Planning Act 1990

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

++ Phased development

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

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

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Appendix 2: Images of the site and proposed scheme

Satellite birds eye image showing the L-shaped site after demolition and clearance of the former care home.





Existing condition of the site

Yellow: Conservation Area

Red: Locally Listed Building



Aerial view looking north towards the site.



Aerial view looking east towards the site.



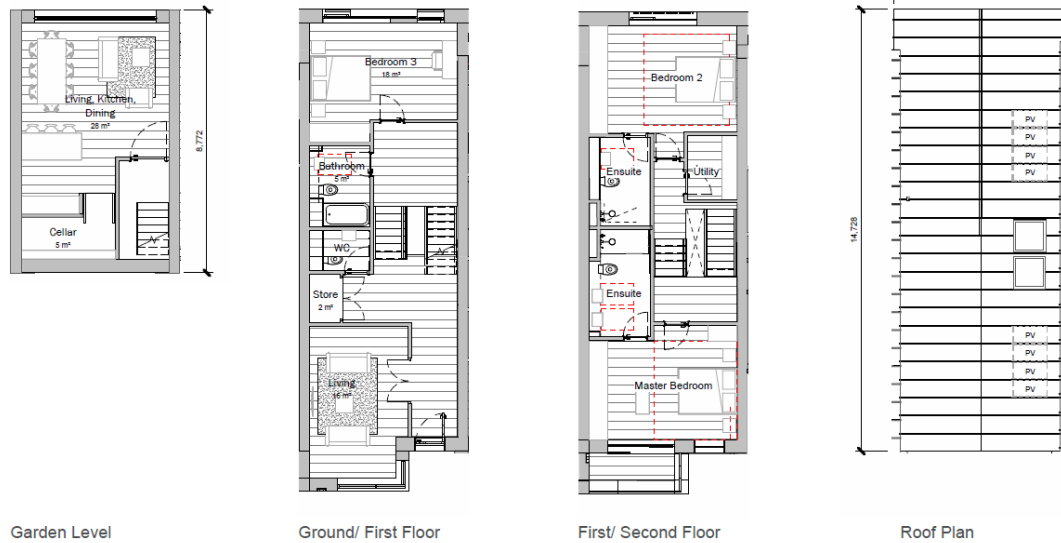
Aerial view from the north of the site looking southwards.



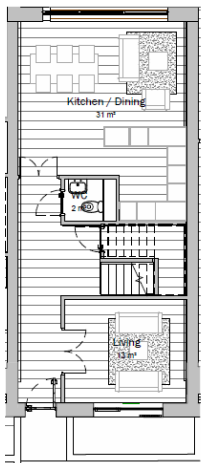
Proposed site plan



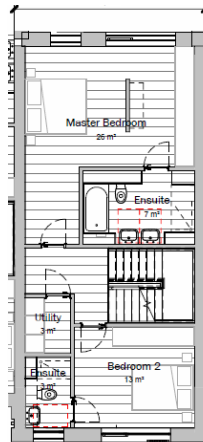
Proposed ground floor plan Terrace A



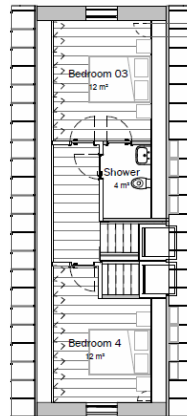
Terrace B – Mid Terrace layout



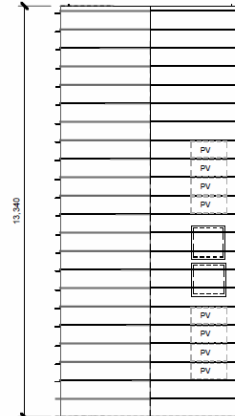
Ground Floor



First Floor



Second Floor



Roof Plan

Terrace C Standard

04 Proposed Design - Façade Treatment



A carefully selected material palette and design approach has been proposed to ensure that the development is in keeping with the character of the Highgate conservation area and to integrate with the local vernacular of the Bishops area summarised below:

- Brick façades
- Brick window heads & cills,
- Brick banding
- Feature stone window surrounds
- Black metal railings
- Subtle variations of brick colours between blocks
- Projecting dormers

Recessed downpipes and hidden gutters will be integrated to ensure the highest quality architecture is provided. Integrated solar shading has also been introduced to limit overheating and to ensure that residents have a comfortable space to live.



Terrace A - Front View



Grey Aluminium Windows with Brick Cills and Window Heads



Recessed Aluminium Downpipes - Grey



Limestone Bay Window Surrounds



Double Stack Bonded Soldier Course/Brick Banding at First Floor Level



Sliding Timber Shutters - SW Orientation



Zinc Dormer - Terrace 3



Long Format Brick - Terrace A



Long Format Brick - Terrace B



Long Format Brick - Terrace C



Zinc Roof with Hidden Gutters to Leading Edge and Central Valleys

Proposed Design – Façade Treatment



Front Elevation - House Type A - Plots 1, 2 & 3
1 : 100



East Elevation - House Type A - Plot 1
1 : 100

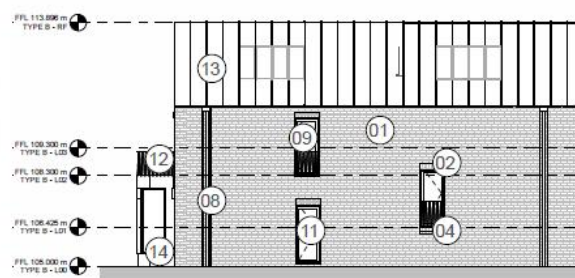
Terrace A



Terrace B



Terrace B - Front Elevation



Terrace B - Side Elevation A



Terrace C



Terrace C - Front Elevation



Terrace C - Side Elevation A



Denewood Road street elevation

NATURAL PLAY SPACE



COMMUNITY KITCHEN GARDEN





Image of front block from Denewood Road



Image of site from east of Denewood Road.



Image of site from west of Denewood Road.

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Appendix 3: Consultation Responses from internal and external agencies/Neighbour Responses

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Carbon Management	<p>Carbon Management Response 27/09/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by IN2 (dated 26 July 2024) • Overheating analysis prepared by IN2 (dated 14 Aug 2024) • Sustainability Statement prepared by IN2(dated 26 July 2024) • Biodiversity New Gain Assessment prepared by Greengage (dated August 2024) • Whole Life Cycle Carbon Assessment prepared by IN2 (dated 30 July 2024) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 71% carbon dioxide emissions on site, which is supported in principle. However, Carbon Management would object to this application as the development does not currently meet:</p> <ul style="list-style-type: none"> • London Plan Policy SI4 and Local Plan DM21: The proposed dynamic thermal modelling does not properly follow the cooling hierarchy. The final overheating strategy is not inclusive of the high priority passive measures as per the cooling hierarchy. Also, the modelling of DSY2-3 2020s and future weather files DSY1 2050s and DSY1 2080s is missing. No future overheating mitigation measures proposed. • London Plan Policy SI7: The whole life carbon report shows very high Global Warming Potential of the proposed development which is far below from meeting the GLA and LETI benchmark. Also, it is unclear how and which of the recommended measures will be actioned. • London Plan Policies G5, G6 and Local Plan DM21: The urban greening factor and biodiversity net gain is below the policy requirement. <p>Further information needs to be provided to address this objection, in relation to the Energy Strategy, Overheating Strategy, Sustainability Strategy (UGF and BNG) and Whole Life-</p>	Recommended conditions and s106 heads of terms included.

<p>Cycle Carbon Assessment. This should be addressed prior to the determination of the application.</p> <p>2. Energy Strategy</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L 2021). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 71% 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 14.9 tonnes of CO₂ from a baseline of 21 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. However, the report does not include the unregulated carbon emissions.</p>			
Residential (SAP10.2 emission factors)			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	21.0		
Be Lean	18.1	2.9	14%
Be Clean	18.1	0.0	0%
Be Green	6.1	12.0	57%
Cumulative savings	-	14.9	71%
Carbon shortfall to offset (tCO₂)	6.1		
Carbon offset contribution	£95 x 30 years x 6.1 tCO ₂ /year = £17,385		
10% management fee	£1,738.50		

Actions:

- What are the total unregulated carbon emissions?

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	30.49 Wh/m ² /year	Meets GLA benchmark of 35/65/55 kWh/m ² /year
SHD	18.60 kWh/m ² /year	Does not meet GLA benchmark of 15 kWh/m ² /year
Methodology used	Bespoke calculation (provide details in column T) & CIBSE TM54	

Energy – Lean

The applicant has proposed a saving of 2.9 tCO₂ in carbon emissions (14%) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% set in London Plan Policy SI2, so this is supported.

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

Floor u-value	0.11 W/m ² K
External wall u-value	0.14 W/m ² K
Roof u-value	0.11 W/m ² K
Door u-value	TBC
Window u-value	1.20 W/m ² K
G-value	0.42
Air permeability rate	2.5 m ³ /hm ² @ 50Pa

	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 87% efficiency; 1.32 W/l/s Specific Fan Power)
	Thermal bridging	Accredited Construction Details
	Low energy lighting	100%
	Heating system (efficiency / emitter)	84.90%, underfloor / radiators
<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Under Baseline and Be Lean scenarios, the boiler efficiency should be modelled as 89.50% in line with the GLA energy assessment guidance and the approved Document Part L2021. Please amend. - Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. This detail can also be conditioned. - How is lighting energy demand improved? Should consider daylight control and occupancy sensors for communal areas. - What is the proportion of glazed area? Consider following the LETI Climate Emergency Design Guide principles in façade design. - The fabric efficiencies and thermal bridging should be improved upon to reduce heat losses. - If the air tightness of the scheme is improved, mechanical ventilation with heat recovery could be proposed to further reduce heat losses. - Set out how the scheme's thermal bridging will be reduced. [if below 0.15, check how/why. No measures are proposed to reduce heat loss from junction details, and it does not set out the what the proposed Psi (Ψ) value is. - What is the construction of the building and what is the assumed thermal mass? - Provide the average % improvement on the FEES. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean</p> <p>London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the</p>		

provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.

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

Energy – Green

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

Proposed renewable technologies	air source heat pumps (ASHPs) and solar photovoltaic (PV) panels
Total carbon reduction under Be Green Measures	12.0 tCO ₂ (57%)

Solar photovoltaic (PV) panels	
Peak output	2.9 – 3.2 kWp
Orientation and angle	45 degrees

Heat pump system	
Type	Air to-water
Min. SCOP	2.30
Heating system	TBC
Percentage of hot water and heating supply	TBC

Actions:

- Please provide some commentary on how the available roof space has been maximised to install solar PV. The submitted roof plan shows the proposal has not maximised Solar PV installation in line with London Plan SI2.

	<ul style="list-style-type: none"> - What is the peak output of the PV array, total electricity generation, and how much of the roof area will be covered approximately, what is the assumed efficiency, and angle of the panels? - A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. - How much of the heating/hot water demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented? <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform) <p>3. Carbon Offset Contribution A carbon shortfall of 6.1 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <p>4. Overheating</p>	
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London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 63 habitable rooms under the London Weather Centre files.

The noise impact assessment has recommended different windows opening restrictions based on blocks, room type, level and location. The assessment also recommends MVHR units to have appropriate attenuation for preventing external noise break-in via ductwork and for controlling the noise levels from the mechanical system itself. This should be developed at the detailed design stages.

Results are listed in the table below.

Domestic: CIBSE TM59	Predominantly naturally ventilated Percentage pass
DSY1 2020s	
Baseline	45%
Windows Restrictions	2%
External shading	13%
MVHR air tempering	100%
DSY2 2020s	Not modelled
DSY3 2020s	Not modelled
DSY1 2050s	Not modelled
DSY1 2080s	Not modelled

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

- Natural ventilation, with openable areas informed by the noise impact assessment.
- Glazing g-value of 0.42
- MVHR with air tempering

	<p>No future mitigation measures were proposed:</p> <p>The submitted overheating strategy is considered not acceptable for the following reasons:</p> <ul style="list-style-type: none"> - The Overheating Assessment does not properly demonstrate and incorporate measures in line with the cooling hierarchy. The report has modelled some of passive measures including external shading, which is a high priority measure as per the cooling hierarchy, however, these measures do not form a part of the final strategy. The final overheating strategy should be inclusive of the passive measures incorporated inline with the cooling hierarchy. <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Demonstrate how the Cooling Hierarchy has been followed and forms a part of the overall strategy. This is to ensure all passive measures have been incorporated which will result in lower cooling demand and associated low cost. - The applicant must demonstrate that the risk of overheating has been reduced as far as practical and that all passive measures have been explored, including reduced glazing and increased external shading. - Specify the shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal blinds cannot be used to pass the weather files but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements). - Undertake further modelling: <ul style="list-style-type: none"> o Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. o Habitable communal spaces (e.g. communal living/dining rooms in care homes); o Communal corridors, where pipework runs through; - Specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. 	
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	<ul style="list-style-type: none"> - The applicant should also outline a strategy for residents to cope in extreme weather events, e.g. use of fans. - Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk. - Demonstrate how the future mitigation measures will improve the overheating results. - Confirm who will own the overheating risk when the building is occupied (not the residents). - This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants. <p>5. Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, materials and waste, whole-life carbon, sustainable MEP design, water consumption, flood risk and drainage, biodiversity, urban greening, pollution, air quality, energy and CO2 emissions and landscape design.</p> <p>Urban Greening / Biodiversity</p> <p>All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The Biodiversity Net Gain calculation show a 9.97% decrease in BNG which does not comply with local and national policy, nor does it meet the minimum target of 10% as set out by the Environment Act (2021). The report BNG assessment recommends off-site compensation to meet the 10% increase target, equating to 0.72HU, however the no off-site compensation has been proposed in the submission. This is not acceptable.</p>	
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Similarly, the Urban Greening Factor calculation results to 0.31 which is below the policy requirement of 0.40. This is against Policy G5 and is not acceptable.

Whole Life-Cycle Carbon Assessments

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

This application is not required to submit a full statement. However, the applicant has submitted a full assessment which shows the total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:

	Estimated carbon emissions	GLA benchmark RESIDENTIAL	Embodied carbon rating (Industry-wide)
Product & Construction Stages Modules A1-A5 (excl. sequestration)	994 kgCO ₂ e/m ²	Does not meet GLA benchmark (<850 kgCO ₂ e/m ²) but is far from the aspirational target (<500 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of 'F', not meeting the LETI 2020 Design Target.
Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	721 kgCO ₂ e/m ²	Does not meet GLA target (<350 kgCO ₂ e/m ²) and is very far from the aspirational benchmark (<300 kgCO ₂ e/m ²).	
Modules A-C (excl B6, B7 and incl. sequestration)	1605 kgCO ₂ e/m ²	Does not meet GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'G', not meeting the LETI2020 Design Target.

	<p>The proposed development is estimated to have a total GWP of 3,908,028 kgCO₂eq (excl. sequestered carbon), resulting in a carbon intensity of 1,931 kgCO₂eq/m², across its entire life cycle (A1-A5, B4, B6, and C1-C4). Majority of the carbon emissions result from the production of steel (27.9%) and concrete (21.5%) products to be used in foundations and structural frames.</p> <p>The WLC report recommends reduction of either the quantities or the recycled content of steel and concrete products used in foundations and structural frames. However, it is unclear what measures will be taken forward to reduce the total GWP of the proposed development.</p> <p>6. Planning Conditions To be secured (with detailed wording TBC)</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - Sustainability - Whole-Life Carbon - Biodiversity Net Gain - Urban Greening - Water Butts <p>7. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £17,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages. <p>Carbon Management Response 14/01/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by IN2 (dated 26 July 2024) 	
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	<ul style="list-style-type: none"> • Overheating analysis prepared by IN2 (dated 12 Nov 2024) • Sustainability Statement prepared by IN2(dated 26 July 2024) • Biodiversity New Gain Assessment prepared by Greengage (dated August 2024) • Whole Life Cycle Carbon Assessment prepared by IN2 (dated 30 July 2024) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 71% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regards to Overheating Analysis which has been conditioned.</p> <p>The development is not complaint to the London Plan Policies G5, G6 and Local Plan DM21, as the urban greening factor and biodiversity net gain is below the policy requirement. Off-site compensation must be made in order to make this acceptable.</p> <p>Planning conditions have been recommended to secure the benefits of the scheme.</p> <p>2. Energy Strategy</p> <p>The applicant confirms the total unregulated emission is 8.1 tCO2 per year.</p> <p>Energy – Lean</p> <p>Stage 2 MEP report for location of MVHR unit has been submitted which includes annotated locations of the ASHP, MVHR units, its ductworks and details on proposed Solar PV.</p> <p>The applicant confirms that the South, East and West elevations is designed in line with LETI guide. North elevation has been maximised for daylighting and energy balance and, visual and occupant comfort. High performance glazing to be used indicating good thermal and energy performance.</p> <p>The proportion of glazed areas are as follows:</p> <ul style="list-style-type: none"> • North: 41.5% • South: 25% • East: 6% • West: 4.7% 	
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	<p>The average improvement on the Fabric Energy Efficiency Standard is 2%.</p> <p>3. Carbon Offset Contribution A carbon shortfall of 6.1 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <p>4. Overheating The applicant has revised the overheating assessment and the final overheating measures includes external shutters. The submitted Shutter location drawings and MEP Report does not provide all the details of the propose shading features. Further details will be required at later stages and is conditioned.</p> <p>The development has opening restrictions due to noise issues, and mechanical ventilation criteria will apply. However, to ensure the façade design has been optimised and maximised passive measures, regardless of the constraints posed by the site's location natural ventilation criteria should also be modelled separately. The applicant has undertaken this, and the baseline results show only 45% of the assessed zones pass the natural ventilation criteria. This shows that the development has not maximised passive design measures. It is recommended to further explore passive design interventions and measures to improve the overheating risks of the development.</p> <p>All spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas informed by the noise impact assessment. - Glazing g-value of 0.42 - External shutters - MVHR with air tempering <p>The applicant confirms MVHR with air tempering is designed to accommodate for extreme weather files.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please explore design interventions to passively mitigate the overheating risks aiming for all or maximum units to pass with naturally ventilated criteria without noise restriction and mechanical cooling including MVHR. This will ensure the development 	
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	<p>has maximised passive measures, is resilient to overheating risks, and cooling energy bill is low.</p> <ul style="list-style-type: none"> - Undertake further modelling: <ul style="list-style-type: none"> o Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. <p>5. Sustainability</p> <p>Urban Greening / Biodiversity No off-site compensation has been proposed in the submission. This is required to make it acceptable.</p> <p>Whole Life-Cycle Carbon Assessments No further comments.</p> <p>6. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £17,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. <p>7. Planning Conditions To be secured:</p> <p>Energy Strategy The development hereby approved shall be constructed in accordance with the Energy Statement prepared by IN2 (dated 26 July 2024) delivering a minimum 71% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, INDIVIDUAL air source heat pumps (ASHPs) and a minimum 3.2 kWp per building solar photovoltaic (PV) array.</p>	
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	<p>(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:</p> <ul style="list-style-type: none"> - Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - Confirmation of the necessary fabric efficiencies to achieve a minimum 14% reduction; - Details to reduce thermal bridging; - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures; - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid; - Specification of any additional equipment installed to reduce carbon emissions, if relevant; - A metering strategy <p>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</p> <p>(b) The solar PV arrays & air source heat pumps must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</p>	
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	<p>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>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.</p> <p>Overheating Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on Overheating analysis prepared by IN2 (dated 12 Nov 2024).</p> <p>This report shall include:</p> <ul style="list-style-type: none"> - Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile; - Demonstrating the mandatory pass for DSY1 2020s can be achieved maximising passive design measures in line with the Cooling Hierarchy under naturally ventilated criteria; - Demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures. - Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; - Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; - Confirmation who will be responsible to mitigate the overheating risk once the development is occupied. <p>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas informed by the noise impact assessment. 	
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	<ul style="list-style-type: none"> - Glazing g-value of 0.42 - External shutters - MVHR with air tempering - Hot water pipes insulated to high standards. - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <p>If the design of dwelling is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</p> <p>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</p> <p>Urban Greening Factor Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been met through greening measures.</p> <p>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</p> <p>Water Butts No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.</p> <p>Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.</p>	
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LBH Noise	Having read the report, in my opinion this seems acceptable as the construction noise was having a factor on the noise readings and when built and occupied there wouldn't be construction noise.	Noted.
LBH Conservation Officer	<p>Comments 08/05/2025:</p> <p>The application site lies within the Highgate Conservation Area. The significance of the bishops sub-area derives from its development as a suburban extension to the original settlement of Highgate village, although in a form which is in direct contrast to the higher density, late-Victorian suburban development to the east of the historic village. From the outset, the type of housing created was intended for a wealthy clientele and this is reflected in the lower density of development consisting of large, detached houses contained within individual plots, with generously sized gardens. Several of the 1914-1930 Arts and Crafts houses survive set in generous plots with large front and rear gardens.</p> <p>However, Denewood Road has substantially developed since the 1950s, although several of its key characteristics have been retained. The original plot layout with generous well landscaped plots remain. Views of verdant gardens remain in front and in between houses with wide gaps between houses. Houses are generally well set back behind gardens, screened generously with mature trees and well soft landscaped gardens Denewood Road is currently characterised as a suburban and leafy, almost secluded residential road where the mature vegetation and front gardens reveal glimpses of the residential buildings along the road. Local views along and across Denewood Road illustrate the domestic townscape and prevailing landscape features which contribute to the surviving character of this part of the Conservation Area.</p> <p>The partially implemented consent (HGY/2018/3205) set out the principle of two main tranches of development a front block, facing Denewood Road, with a larger development behind. However the type of the development has changed from flats to townhouses, and the basement development has been omitted, resulting in ground level parking. The architectural form of the buildings has adopted a similar language to the previously existing and this is welcomed.</p>	<p><i>Noted. The amended plans have reduced the less than substantial harm to the conservation area in comparison to the original submission which when weighed against the public benefits of the scheme, are considered to be outweighed by the benefits. This is discussed in more detail in the Heritage Conservation section of the Committee report.</i></p>

	<p>However, the previous design was thoroughly tested and negotiated to reduce its impact on the surrounding important trees and to locate and organise the massing of the buildings to reduce their impact on the Conservation Area. The current application has approached the layout of the scheme differently. The main issues around this development and its impact on the significance of the Highgate Conservation Area, and the adjacent Goldsmiths Cottage compared to the previous application are the changes to the front block, its siting and design, and the proposed landscaping including the existing trees, proposed planting/materials and boundary treatments.</p> <p>The changes to the front block will have the greatest direct impact on the streetscene and how the development is perceived. The change in the orientation of the front block neutral, as the site lies between two sites which have contrasting approaches, most of the existing are not perpendicular to the angle of the street. However the built form has been brought much closer to the street, Whilst the current scheme is a similar height, the buildings are now sited very close to the front boundary, the setback of the building line varies between 2 to 4m and has brought the development around 4m closer to the front boundary. Whilst some elements of the group are single storey, with a terrace, This has increased the prominence of the terrace on the street, the CGIs show a much more domineering building because of its incongruous proximity to the street and the significantly reduced the depth of the front garden and available space for soft landscaping to help soften the impact of the building. The provision of balconies overlooking the street is not an existing feature of the street which would likely exacerbate this impact.</p> <p>The changes to the front block have significantly altered how the balance between the built form and the landscaping is appreciated from Denewood Road. The terrace is now a much more dominant addition, and this erodes the verdancy of the streetscene and characteristic pattern of houses set behind mature landscaped gardens and would be considered to cause harm to the significance of the Highgate Conservation Area as a result.</p> <p>The other main concern are the changes to the landscaping. There is a general loss of larger scale planting around the boundaries and to the front of the site. The loss of several mature trees will reduce the verdancy of the streetscene. Whilst some of these are in relation to their current condition, the loss of tree 4, the tallest and most visible from several viewpoints in the site and the surrounding streets such as View Road, View Close and Willowdene is likely to have a marked impact on the appreciable verdancy of the area, because of the loss of its</p>	
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	<p>height. The reduction in the depth for planting, and the proposed levels of planting to the north, north-west and south-west boundaries and the increased amount of hard landscaping does not provide the same softening effect as the previous scheme, or the existing site. This will also disrupt the balance between the built form and soft landscaping on the site.</p> <p>Altogether, this current scheme would now be considered to cause less than substantial harm to the significance of the Highgate Conservation Area, whereas the previously proposed scheme on this site was fully supported. The siting and design of the front block of housing, together with the landscaping proposals would contribute to the erosion of the historic plot layout and design of this part of the Conservation Area. This application scheme would reduce the suburban and leafy, character of the area. This level of harm could have been avoided or reduced through a more conservation led approach to the site layout and design.</p> <p>Additional comments following August amended plans/documents 02/09/2025:</p> <p>Further to my original consultation response, amendments have been made to the Denewood Road facing front block, and its layout to address some of the previously raised concerns.</p> <p>The front block is still closer than the previously approved scheme, but two units have been reduced in their depth, and the building line of the front block has been amended to stagger back, rather than forward, from the western most dwelling. This greater setback has helped to reduce some of the impact so that it would be less prominent within the streetscene than the original submission. These changes have allowed a little more space to the front and some increase to the amount of low to mid height planting. The changes to the front boundary wall are also considered a positive amendment and better reflects the boundary treatments immediately adjacent.</p> <p>The amendments to the front block have helped address some of the concerns raised, but given the other issues previous raised around the landscaping, it would still be considered to cause some less than substantial harm to the significance of the Highgate conservation Area, though this level of harm is less than the harm caused by the originally submitted scheme. This should be considered and balanced against the public benefits of the proposal in accordance with the provisions of the NPPF.</p>	
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<i>LBH Design Officer</i>		
<i>LBH Transportation</i>	<p>Transportation Planning Comments HGY/2024/2168, Newstead, Denewood Road, Hornsey, London, N6 4AL Date: 20/05/2025</p> <p>Proposal: Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works</p> <p>Description</p> <p>An application has been received seeking planning permission to erect three buildings that will provide 11 residential dwellings, with associated car and cycle parking, refuse, and highway works.</p> <p>The development site was previously used as a 36-bedroom nursing home. The development would see the provision of 11 car parking spaces with one of the spaces designated as a disabled car parking bay. The parking spaces would be supported by electric charging points. The site will have 22 long-stay and 2 short-stay cycle spaces for residents and visitors.</p> <p>The proposal site has a PTAL rating of 1b as stated on Transport for London's WebCAT tool, this indicates that its access to public transport is very poor when compared to London as a whole suggesting that there will be a strong reliance on the private vehicle for trips to access the site. The site is located within the Highgate Underground Station Outer CPZ which restricts parking to permit holders Monday to Friday 10:00 – 12:00.</p> <p>The nearest station to the site is Highgate Wood Station, it is around a 14 min walk and a 6 min bike ride. Local bus services can be found on the A1 which includes several high frequency routes, where residents can get to areas such as Muswell Hill and Archway that offer access to shops, services, and transport links. The development location is not near to any of Transport for London's cycle infrastructure.</p>	<p><i>Recommended conditions and s106 heads of terms included subject to minor wording amendments.</i></p>

	<p>Denewood Road and surrounding residential streets have a speed limit of 20 mph. It should be noted that Denewood Road has a residual width of around 5.5m taking on street parking into consideration. The site is in close proximity to the A1 that forms part of Transport for London's Strategic Road Network. Two schools are located within proximity to site (Highgate School and Highgate Junior School).</p> <p>The site currently has an existing vehicle access on to Denewood Road, this application would see this access on to Denewood Road retained and moved to a new location. Pedestrians will be provided with a separate dedicated gated access to enter the site. It is to be noted that the application site was previously granted planning consent under planning reference HGY/2018/3205 for the construction of 13 residential dwellings.</p> <p>Unit mix Proposed: 3 x 3 bedroom and 8 x 4 bedroom dwellings.</p> <p>Trip generation</p> <p>Trip information has been forecasted which has been broken down into the existing, consented and proposed uses of the site. For the existing and consented scheme, the applicant has used previously submitted data from the approved application HGY/2018/3205. The trip information for the proposed development has been predicted with surveyed data from the TRICS database, the sites used have been provided within the Transport Statement.</p> <p>PTAL rating of the sites range from 1a to 4, 3 of the sites are within London, 2 sites were larger in the number of dwellings being created. The data was supplemented with by mode split data from the 2011 census. For comparison 2021 census data was also sent over which showed dramatic differences in public transport and car usage whilst work from home saw a 29% increase, though changes are attributed to Covid 19.</p> <p>Proposed two-way daily trips:</p> <ul style="list-style-type: none"> • Pedestrians: 8 • Cyclists: 6 • Public transport: 75 • Vehicle: 32 	
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	<p>Overall, the above data demonstrates that the new development will still produce significant number of trips by public transport. Although, it should be noted that private vehicle trips will still be much higher than active travel trips, this would be linked to the high number of general parking spaces proposed.</p> <p>Car parking</p> <p>Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 3 x 3 bedroom and 8 x 4 bedroom dwellings with a PTAL rating of 1b. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has a low PTAL rating.</p> <p>Given the low PTAL of the site and its proximity to Highgate Underground train station and its proximity to bus services on the A1, the development will be designated as car capped development meaning the onsite car parking must be in accordance with Haringey's Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking, where:</p> <ul style="list-style-type: none"> • There are alternative and accessible means of transport available. • Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index. • A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development. • Parking is provided for wheelchair accessible units. <p>Additionally, the above is supported by the published London Plan 2021 T6.1 Residential Parking would allow for a greater amount of on-site parking at 17 spaces. Therefore, car capping the development to 11 spaces and making it permit free will ensure that the site does not generate high number of private vehicle trips onto the surrounding road network, helps to support local public transport options, and does not increase on-street parking stress.</p>	
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	<p>In line with DM32 and the published London Plan 2021 T6.1, disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.</p> <p>The applicant has demonstrated that the development proposal will be able to provide the required number of 1 fully accessible car parking space. The disabled car parking space should be designated according to the design guidance BS8300vol.1. Finally, all submitted plans received will need to demonstrate and show the correct dimensions for the bays, which includes the 1.2m hatched area for bays and comply with the Department of Transport's Inclusive Mobility 2021 guidance.</p> <p>Future parking demand</p> <p>No parking stress survey has been undertaken for this proposal. Consequently, LBH Transport Planning is unable to determine if there is effective on-street capacity to absorb any demand generated by the residents of the development. This is an additionally important factor given that the local CPZ that the site is within only operates for two hours a day Monday to Friday.</p> <p>The published London Plan 2021 Policy T2 Healthy Streets states that 'development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving ', and DM32 which states that development will have limited or no on-site parking where 'a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development. To be in accordance with these policies LBH Transport Planning will therefore requiring the securing of a S.106 obligation preventing residents from obtaining a parking permit.</p> <p>Electric vehicle charging</p> <p>Policy T6.1 Residential Parking requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. Therefore, the applicant</p>	
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	<p>will be required to provide 2 active and 9 passive electric charging points for the on-site parking. It is stated within the submitted Transport Statement that the development would exceed the standards within the London Plan 2021 but has not elaborated on how this would be done. Consequently, the above will be addressed via a pre-commence planning condition for the development to meet the minimum standards within the London Plan 2021.</p> <p>Cycle parking</p> <p>The sites total proposed cycle parking for both elements of the site were assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards. Residential is as follows: 1 space per 1 bedroom dwelling, 1.5 spaces 2-person 1 bedroom, 2 spaces per all other dwellings long-stay, and short-stay 5 to 40 dwellings: 2 spaces and thereafter 1 space per 40 dwellings. The development proposes to make provisions for 22 long-stay and 2 short-stay cycle spaces. Therefore, the development is in accordance with policy.</p> <p>The development will not be providing any enlarged Sheffield cycle spaces for cargo and adapted bikes on-site. Thus, the proposal is not in accordance with the published London Cycle Design Standards (LCDS) that requires all new developments to provide at least 5% of enlarged spaces from overall on-site parking provision.</p> <p>Locations for both the long and short stay cycle parking spaces has been provided. Parking will be located in the following areas: front and rear garden, a centralised bike store, and a single Sheffield stand. A centralised communal bike store will utilise two-tier cycle parking spaces, currently no information has been shared on their dimensions and designs. All rear garden bike stores can be accessed separately via side gates meaning that residents do not have to drag bikes through the properties and thus meaning that they are well-located. Details relating to the bike store will be secured by a pre-commencement planning condition requiring the applicant to submit details and plans of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.</p>	
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	<p>Travel plan</p> <p>No draft Travel Plan has been submitted as part of the application. Given that the site will generate private vehicle trips from its on-site parking and in order to maximise trips towards active travel and public transport by resident LBH Transport Planning will require a S.106 obligation for a Travel Plan and for payment of a monitoring fee to be paid per year for the first 5 years.</p> <p>Highway works</p> <p>The development would require some changes to the adopted highway on Denewood Road, these include the realignment of the new access, removal of a redundant crossover, restatement of the footway, removal of on-street parking, establishment of new parking bays, and associated road markings. The proposed internal layout and access changes have already been subjected to a Stage 1 Road Safety Audit. It has been independently audited with comments provided and the developer/applicant has provided a design response to issues identified by the auditor.</p> <p>The Transport Planning and highways department has concluded that the issues identified in the road safety audit can be addressed via further detailed design which will be subjected to a further Stage 2 Road safety audit which will be secured by a S.278 highway legal agreement between the council and the applicant.</p> <p>Access</p> <p>As previously stated, pedestrians will be provided with a separate pedestrian gated access adjacent to the vehicle entrance and bin stores. The plans were resubmitted includes a footpath with a width of 1.5m which should allow for easier movement of users consider the number of pedestrian trips generated by the development, the design is found to be acceptable.</p> <p>LBH Transport Planning has looked over data from Transport for London's Road Safety Collisions dashboard to examine the number of collisions in the vicinity of the site. The data captures collision from 2019 – 2024 and shows around the site itself on Denewood Road no collisions were identified, though further west from the site on Denewood Road a slight</p>	
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	<p>collision did take place involving a cyclist and a car. Clusters can be seen along the A1 involving fatal, serious and slight collisions over the same period.</p> <p>An objection has been received detailing heavy congestion and parking on Denewood Road produced by cars visiting the local schools located south of the site during peak pick-up and drop-off times. Evidence has been further submitted via a video from a resident showing cars parked along Denewood Road on single yellow lines and within bays. The existing access does seem to have vehicles park in front of it during school peaks times, though it should be noted that the existing site is not in use therefore vehicles are not hindering any access to the site. As the site is built out and the access moved there will be in constant use of the course of a day and will have appropriate associated road markings which will allow for illegal parking to be enforced.</p> <p>Car clubs</p> <p>Two car club bays are located within a 15-minute walk of the site, (Church Road and Hillside Gardens). Given the scale of this proposal which is for 11 residential dwellings and to ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car usage the developer will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of.</p> <p>This will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets as the CPZ restrictions do not fully operate all of the time and there is potential for the site to increase on-street parking demand. The applicant will also be required to provide 2 years of car club membership for each residential unit, along with £100 driving credit for each resident this will be secured via S.106 obligation. Full details on the car club provision must be submitted to the local authority for approval at least 6 months before the development is occupied as part of the travel plan.</p> <p>Service and delivery</p> <p>The submission does not include a service and delivery plan. However, some information has been received within the Transport Statement in relation to delivery vehicles swept paths</p>	
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	<p>and trips. Anything larger than a 7.5t box van with an overall length of 8m, swept path drawings demonstrate that the vehicle can effectively drive in and leave in a forward gear without issue.</p> <p>However, anything larger than a 7.5t box van will need to use an on-street parking bay as the site has not been set out to allow for a 10m vehicle, as no parking stress has been submitted it is difficult to determine what on-street availability is like. It is understood that this scheme utilises the same servicing arrangements as the consented application, though given the scale of the proposed dwellings requirements should made for bulkier deliveries capabilities on-site. Finally, swept path drawings have been presented for a 7.9m fire tender being able to enter and leave in a forward gear effectively in a forward gear. The sites bin store for the site will be located adjacent to the sites access from Denewood Road and will house 4 x large 1,100 litre Eurobins and 2 x 140 litre bins. It is assumed that refuse vehicles will either wait in front of the vehicle entrance impeding vehicles or will use a vacant parking bay nearby, although council operatives should be able to collect within the maximum 10m distance. No trip information has been provided for the sites overall servicing needs; therefore, it cannot be determined if the development will generate an overall increase/decrease from present usage or from the consented scheme.</p> <p>We will require a revised Service and Delivery Plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network, in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.</p> <p>Construction logistics</p> <p>A draft Construction Logistics Plan has been developed and submitted as part of the application. It sets out some of the basic principles of how the development will be built including: programme of works, vehicle routing/access, trip generation, monitoring, and existing site conditions, and demolition works phasing. The largest vehicle that is currently envisaged to visit the site during construction would be a 10.2m tipper lorry that will heavily rely upon strategic roads, with the Broadlands Road being its main point of access to the site. Trip generation shows that peak numbers would be around 12 a day during the piling phase.</p>	
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	<p>Significant detail is currently omitted at this stage within several sections of the document. Therefore, with any future submission more information is required on trip generation, swept paths, and possible forms of mitigation to offset construction. All routing will need to be agreed as part of the revised CLP which must be secured via a S.106 obligation.</p> <p>A staff construction travel plan will need to be created; effective monitoring is needed to ensure that no worker is travelling by car to the site and parking locally given. Before construction can begin a general highway, survey will need to be carried at to ascertain the condition of the footway and highway to determine if vehicle accesses will need to be reinforced. A further survey will need to be undertaken after works has been completed to determine if the condition of the highway has deteriorated during construction.</p> <p>A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management and Transport Planning teams. The outcomes of these conversations will need to inform the finished CLP.</p> <p>A CLP should include the following:</p> <ul style="list-style-type: none"> • High provision of cycle parking for workers for all phases of construction to promote uptake of cycling to/from the site. • Gives the sites excellent connectivity to public transport which is demonstrated through its close proximity to public transport, and local parking restrictions no on-site car parking should be provided for workers. • The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times and peak road congestion. • Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the sites location. • <p>LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when</p>	
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	<p>compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the site's construction activities.</p> <p>Recommendation</p> <p>There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p>Conditions</p> <p>1. <u>Delivery and Servicing Plan and Waste Management</u></p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance. The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.</p> <p>REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p> <p>2. <u>Cycle Parking</u></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 22 long-stay, 2 short-stay, and 5% enlarged spaces for residents. The</p>	
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	<p>quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in accordance with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p> <p>REASON: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>3. Electric Vehicle Charging</u></p> <p>Subject to a condition requiring the minimum provision of 2 active and 9 passive electric vehicle charging points to serve the on-site parking spaces from the onset.</p> <p>REASON: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><u>4. Disabled parking bays</u></p> <p>The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to demonstrate 1 residential disabled car parking space provided and retained as part of the development.</p> <p>REASON: to ensure the development is in accordance with the published London Plan 2021 Policies T6.1 Residential parking, T6.5 Non-residential disabled persons parking, and the Department for Transport's Inclusive Mobility guidance.</p> <p><u>5. Car Parking Management Plan</u></p> <p>The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces should be leased not sold and allocated in the following order:</p>	
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	<ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space 2) Family size units 4/3 bed units 3) <p>S.106 Obligations</p> <p><u>1. Car-Free Agreement</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car capped" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Construction Logistics and Management Plan</u></p> <p>The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, residents, and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ol style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required. d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. 	
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	<ul style="list-style-type: none"> e) The undertaking of a highways condition survey before and after completion. f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard. g) The applicant will be required to contact LBH Highways to agree condition on surveys. h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways. i) Swept path drawings. <p>Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.</p> <p><u>3. Car Club Membership</u></p> <p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 2 years.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>4. Residential Travel Plan</u></p> <p>Prior to first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan to maximise the use of sustainable modes of transport.</p> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. 	
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	<p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</p> <p>c) The applicant is required to pay a sum of, £3,000 (three thousand pounds) per year for a period of five years. £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.</p> <p>d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>5.Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: The provision of a new access on Denewood Road, removal of a redundant crossover, restatement of footways, removal of on-street parking, establishment of new parking bays, and associated road markings.</p> <p>The scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority. The applicant will be required to submit detailed drawings, and a Stage 2 road safety audit of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p>	
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	Reason: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway works to facilitate future access to the development site.	
<i>LBH Waste Management</i>	<p>The proposed use of communal waste containment is considered appropriate given the site's access constraints. While individual wheeled bins are preferred for street-level properties, communal bins are a practical solution where safe access for collection vehicles is limited. Weekly collections for refuse, mixed dry recycling, and food waste where bulk bins are concerned.</p> <p>It is recommended that the developer follow the original waste team guidance to allow contingency for service disruptions such as roadworks, access issues, vehicle breakdowns, or staffing shortages. Haringey's communal waste guidance is generous, and in line with the council's Recycling rate target (50% recycling by 2030), future developments should aim for a 50:50 split between refuse and recycling capacities.</p> <p>The current bin store location is optimal for collection, with drag distances within acceptable limits. If objections arise, an alternative location could be the single parking space near the entrance, subject to swept path analysis and refuse vehicle access. If feasible, this could allow for wheeled bin containment across the site.</p> <p>The three properties facing Denewood Road appear to have sufficient frontage to accommodate individual wheeled bins and could be placed on the standard fortnightly refuse and weekly recycling/food collection schedule. However, communal bin use for excess waste is likely.</p> <p>It is also recommended that the developer include a designated internal space for temporary bulky waste storage pending booked collections. Bulky items must not be left on public footways or highways, as this would be subject to environmental enforcement.</p>	<i>A condition is included for a detailed Delivery Servicing Management Plan to be submitted/approved prior to first use of the development.</i>
LBH Environmental Health (Pollution)	Thank you for re-contacting the Carbon Management Team (Pollution) regarding the above application for the erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works at Newstead, Denewood Road,	<i>The recommended conditions and informatives have</i>

	<p>Hornsey, London, N6 4AL and I would like to comment as it relates to this service as follows.</p> <p>Having considered the revised Air Quality Assessment, we are happy that this document addresses the points outlined in our original planning consultation comments dated 3rd October 2024. Therefore, please find our updated comments and recommended conditions below.</p> <p>Having considered the relevant applicant submitted information including: Design and Access Statement; Energy Strategy with reference 2315-IN2-ZZ-RP-Y[1]0001_Energy Strategy, prepared by IN2 dated 27 June 2024 taking note of the proposal to install Air Source Heat Pumps and PV Panels; Outline Construction Logistics Plan with reference 24043-MA-RP-D-OCLP-01-P02 - Denewood Road OCLP.docx, prepared by Markides Associates, dated 17 July 2024, taking note of section 3 (Construction Programme and Methodology), 4 (Vehicle Routing), 5 (Strategies to Reduce Impacts), 6 (Estimated Programme and Vehicle Movements), 7 (Implementing, Monitoring and Updating); Revised Air Quality Assessment with reference J10/15411B/10-F1 prepared by Air Quality Consultants Ltd., dated 8 October 2024 taking note of section 5 (Baseline Conditions), 6 (Construction Phase Assessment), 7 (Operational Phase Assessment), 8 (Air Quality Neutral), please be advised that we have no objection to the proposed change of use in respect of land contamination but the following planning conditions and informative are recommend should prior approval for the change of use be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.</p> <p>b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk</p>	<p><i>been added to the draft decision notice.</i></p> <p><i>There was a typo made by the Pollution Officer in their updated comments with regards to the air quality contribution figure, which is set out in the applicant AQA to be £51, 580.29 and not £33, 850.29.</i></p>
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	<p>assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</p> <p>d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.</p>	
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	<p>c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Management and Control of Dust No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the 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.</p> <p>Reasons: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).</p> <p>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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan.</p> <p>Informative:</p> <p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
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	<p>Updated comments after re-consultation, received 10/09/2025</p> <p>Thank you for re-contacting the Carbon Management Team (Pollution) regarding the above application for the Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works (amended plans) at Newstead, Denewood Road, Hornsey, London, N6 4AL and I would like to comment as it relates to matters of this service as follows.</p> <p>Having considered the relevant applicant submitted information including: Design and Access statement prepared by Reddy Architecture + Urbanism, dated 13th November 2024; Landscape Design and Access Statement prepared by Cameo & Partners, dated August 2025 taking note of proposed private and communal soft landscaping; Energy Strategy with reference 2315-IN2-ZZ-RP-Y[1]0001_Energy Strategy prepared by IN2 dated 26th July 2024, taken note of the proposal to install Air Source Heat Pumps and PV panels ; Air Quality Assessment with reference J10/15411B/10-F1 prepared by Air Quality Consultants Ltd., dated 8 October 2024, taking note of sections 4 (Assessment Approach), 5 (Baseline Conditions), 6 (Construction Phase Impact Assessment), 7 (Operational Phase Impact Assessment), 8 (Air Quality Neutral), 9 (Mitigation), 10 (Conclusions), please be advised that we have no objection to the proposed change of use in respect of land contamination but the following planning conditions and informative are recommend should prior approval for the change of use be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and</p>	
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	<p>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.</p> <p>c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.</p> <p>d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p>	
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	<p>b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Management and Control of Dust No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the 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.</p> <p>Reasons: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).</p> <p>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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan.</p> <p>6. Air Quality Neutral– Planning Obligation</p> <p>As outlined in the applicant submitted Air Quality Assessment, the development is not considered to be Air Quality Neutral and therefore an off-setting payment of £33,850.29 is</p>	
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	<p>required. Payment should be collected via section 106 agreements, expected to be paid in full prior to the occupation of the development and will contribute towards measures to reduce local emissions or concentrations.</p> <p>Reason: In-line with the Air Quality Neutral London Planning Guidance and Policy SI 1 of the London Plan.</p> <p>Informative:</p> <p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
LBH Arboriculture	<p>From an arboricultural point of view, and further to PREAPP discussions, I hold no objections to the proposal.</p> <p>An Arboricultural survey, impact assessment and method statement has been submitted by Partick Stileman Ltd dated 15/07/2024.</p> <p>The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the report including the tree quality classification.</p> <p>T2 Norway Maple is no longer being removed.</p> <p>Landscape plans have been submitted.</p> <p>The Biological Net Gain (BNG) has not been met but off site planting is being agreed. The BNG, Ecological report and off site planting will need addressing by the appropriate Officer.</p> <p>Providing all of the Arboricultural document is conditioned including the tree protection plan I hold no objections.</p>	<p><i>Noted. A landscaping scheme for the development shall be conditioned. The development will be conditioned to be carried out in accordance with the approved arboricultural method statement to ensure the safety and wellbeing of affected trees on site during the construction works. The Biodiversity Net Gain deficit shall be addressed off-site to ensure a 10% net gain. This will be</i></p>

		<i>required by condition and Section 106 agreement.</i>
Local Flood and Water Management Lead	<p>Thank you for re-consulting us on the above planning application reference number HGY/2024/2168 for Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works at Newstead, Denewood Road, Hornsey, London, N6 4AL.</p> <p>As we understood, this is 14 day re-consultation following the receipt of amended drawings and revised documents, therefore, having reviewed the applicant's submitted :</p> <ol style="list-style-type: none"> 1. Drainage and SuDS strategy report reference number 23727-BMC-XX-XX-RP-C-0001 dated 15th July 2024 as prepared by Barrett Mahony Civil and Structural Consulting Engineers, and 2. Additional drainage calculations for all storms up and including the 7 days 24 hours for all return period showing results of critical storms, and results of all the storms dated 3rd September 2024 as prepared by Barrett Mahony Consultant, <p>We have no observation to make on the above planning application. We are satisfied that sufficient information have been received in terms of assessing the above full planning application and if the site is to build, manage and maintain as per the above referred Flood Risk Assessment / Drainage Design report, we are content that the impact of surface water drainage have been adequately addressed.</p>	<i>Noted. The Drainage and SuDS strategy report shall form part of the approved documents for the proposal.</i>
LBH Policy	<p><u>Key designations</u></p> <ul style="list-style-type: none"> • Highgate Conservation Area • Adjacent locally listed building <p><i>The site lies within the Highgate Neighbourhood Plan Area and so relevant policies of the adopted Highgate Neighbourhood Plan apply to this scheme.</i></p> <p><u>Principle of development</u></p> <p>The site is a small (less than 0.25ha) vacant brownfield site that formerly housed a care home, now demolished. There is an extant permission for 13 residential homes on the site. London Plan Policy H1 and H2 supports the optimal delivery of housing on brownfield sites, and emphasises the role small sites have in meeting housing need. Haringey's Local Plan</p>	<i>Noted</i>

	<p>seeks to maximise the delivery of homes on suitable brownfield sites (Policy S1), with an emphasis on delivering a mix of unit sizes suitable for the site and family sized affordable homes (Policy DM11). Policy SC1 of the Highgate Neighbourhood Plan also provides support for optimising the use of sites to help create communities that are inclusive with a mix of housing types and tenures. Therefore the principle of residential uses on this site are established and acceptable in principle.</p> <p><u>Quantum of development</u></p> <p>Policy SP2 requires that new development meets the density levels set out in the Density Matrix of the London Plan. In July 2021 the Mayor published the new London Plan. This moves away from the use of a density matrix to a design led approach to capacities to deliver appropriate densities. This approach is consistent with DM11 which expects optimum housing potential of a site to be determined through a rigorous design-led approach. The quantum of 11 residential use can therefore be supported in principle, subject to detailed comments on the form and massing from the Council's Design Officer.</p> <p><u>Mix of housing</u></p> <p>Policy DM11 of the Development Management DPD requires that proposals for new residential development should provide a mix of housing. The scheme proposes a total of 11 residential units. This is a reduction in two residential units compared to the extant permission. The mix should have regard to: a. Individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed. Given the context of surrounding larger family residential homes, and the need for family homes in the Borough as noted in the Haringey SHMA, a mix of 4, 3 bed and 7, 4 bed houses is considered acceptable.</p> <p><u>Affordable Housing</u></p> <p>The London Plan (2021) seeks to maximise affordable housing provision and Policy SP2 of the Strategic Policies requires that sites capable of delivering 10 units or more to meet a Borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 requires on-site provision of affordable housing, however in exceptional circumstances off-site contributions may be acceptable where the development secures a higher level of</p>	
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	<p>affordable housing on an alternative site, secures a more inclusive and mixed community and better address priority housing needs.</p> <p>It is noted that applicant site is small, and so the delivery of 40% affordable housing on site (4 units) is unlikely to be deliverable given there is no interest from a Registered Provider to take on 4 units in isolation. This number of units it is below the amount needed to make it feasible to manage the units. Therefore, and as previously accepted under the extant planning permission HGY/2018/3205, a financial contribution towards affordable housing off site will be acceptable in this instance. The amount secured should enable the delivery of at least 5 affordable units and so exceeding the site requirement, and will enable the affordable housing to be provided on an alternative site in Haringey where management can be secured, and to help in addressing housing needs.</p> <p><u>Amenity and Biodiversity</u></p> <p>It is noted that all residential units will achieve the minimum amenity provision required by London Plan Policy D4 and the Mayors Housing SPG standards, and that a net gain in biodiversity on site will also be achieved. 107 sqm of children place space is proposed as part of the proposals. The space will accommodate the requirements of a range of ages and is just above the policy requirement of 99.3 sqm. There are therefore no in principal objections to the scheme on this basis.</p> <p>Comments on heritage, transport, energy and design are provided by other teams within the Council.</p>	
LBH Design	<p><u>Context</u></p> <ol style="list-style-type: none"> 1. The site, formerly occupied by the Newstead Nursing Home, is located in the Bishops Area of the Highgate Conservation Area. It sits within an established residential street and is located near the corner of Denewood Road and Broadlands Road, backing onto View Close to the Northwest, and an open parking court and garage area to the Northeast. 2. The site has an extant planning permission (ref: HGY/2018/3205) for the demolition of the existing structure and the erection of three new two- and three-storey buildings, 	<i>Noted</i>

	<p>comprising 13 residential apartments, including one-, two- and three-bedroom units, alongside private and community amenity spaces, and an extensive basement.</p> <p>3. The revised scheme seeks to deliver 11 terrace houses, with a housing mix comprising three- and four- bedroom family homes, while retaining similar materials, massing, and built form as the approved scheme. Additionally, the proposal replaces the basement car park with surface-level parking. The revised scheme is endorsed by the council for delivering high-quality family homes in an area well served by open spaces and local amenity, and for delivering improved environmental and sustainability outcomes by eliminating the basement.</p> <p><u>Height, Form, Bulk, Massing & Layout</u></p> <p>4. The immediate built environment comprises buildings ranging between 2-3 storey in height, with the exception of 20 Broadlands Road and Broadlands Lodge which are 4.5 and 6 storeys respectively. The proposed development articulates Terrace A as 3 storeys; Terrace B is reduced in height by 1.5m through a split level and Terrace C incorporates loft rooms resulting in an intermediate 2.5 storey typology. This graduated variation in height and volumetric expression responds sensitively to the scale and rhythm, particularly along View Close and Denewood Road.</p> <p>5. The positioning of the terrace blocks attempts to maximise the separation distances from neighbouring properties thereby minimizing overlooking impacts. The architectural layouts address privacy concerns through staggered balconies preventing direct sightlines, and back gardens acting as buffer zones between blocks. Soft landscaping, including the introduction of a mature tree to the front boundary with 10 Willowdene, along with the retention of the hedge to site boundary with 6 View Close and existing trees on western boundary to 2A Denewood Road, enhance the green buffer and reinforce visual screening.</p> <p>6. The scheme, however, includes the removal of 8 trees from the northern, eastern and western boundaries. It compensates for their loss by 30 replacement planting of mature and semi-mature trees across the site. This includes the introduction of a sound absorbent fencing in area adjacent to the children's play area on the boundary with 2A Broadlands Lodge.</p>	
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Elevational Composition, Fenestration and Materiality

7. The Bishops area is distinguished by wide ranging architectural styles, most notably the Arts and Crafts vernacular. The proposed development interprets this tradition in a contemporary manner, incorporating design details and a material palette that complement the character of the conservation area. Architectural elements such as pitched roofs, projecting dormers, brick window heads and sills, stack bonded soldier courses, feature stone window surrounds and metal railings are expressed in a manner typical of the local vernacular. Additionally, the fenestration design and brick facades emulate the dominant red, orange and brown brick tones within the conservation area.
8. Although the frontage building, is not set as far back as the extant scheme, it follows the building line established by Courtyard House. The proposed front yards feature large multi-stemmed trees and additional greening, creating a soft, welcoming transition between the development's threshold and the public realm. A contextually appropriate dwarf brick boundary wall, punctuated by a few brick piers topped with metal railings, allows visual permeability and seamlessly integrates the landscaping to create a lush, verdant streetscape.

Residential Quality (Flat Layouts and Amenity Space)

9. The site has been designed as a gated development to limit the requirement for external vehicle access and to provide a pedestrian friendly environment for its inhabitants. The three terraces A,B and C provide diverse housing layouts options with stacked storeys, split levels and lofts respectively, resulting in greater variation in the unit mix across the site. All homes meet part M4(2) of the building regulations while one home is designated as an accessible dwelling designed to meet the space standards for part M4(3). All homes are dual aspect, and the end of terrace homes benefit from a triple aspect.
10. High quality landscape design provides a range of private and communal amenity space including private terraces, balconies and rear gardens, as well as a community garden and informal play space. The scheme has evolved over time **to provide more**

	<p>open space in the centre of the site, and the landscaping has been designed to provide level access to all dwellings.</p> <p><u>Daylight Sunlight</u></p> <p>11. The development complies with the requirements set out by the BRE guidance and does not unreasonably impact the daylight or sunlight to neighbouring dwellings. While some windows at 2A Denewood road are affected by the development and fail the Vertical Sky Component (VSC) test, they pass the No Skyline Assessment. According to the BRE decision chart, spaces are considered impacted only when they fail both of these assessments. Furthermore, the impacted windows - W6, W8, W13 - are secondary windows serving the space, which is primarily illuminated by large floor to ceiling east facing windows.</p> <p>12. The internal daylight and sunlight assessment for the proposed developments units confirm that all rooms and units exceed minimum recommendations of the BRE Guide using Spatial Daylight Autonomy (SDA) and Exposure to Sunlight (ETS) methods respectively. Further all proposed amenity spaces receive at least 2 hours of direct sunlight on March 21st thus achieving compliance with the BRE Guide.</p>	
EXTERNAL		
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to</p>	<p>The comments from Thames Water are noted. Standard conditions/informatives as recommended have been added to the draft decision notice.</p>

	<p>significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water.</p> <p>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>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</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</p>	
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	<p>may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments</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>	
Met Police	<p><i>Comments received 01/11/2024 prior to applicant meeting Met Police</i></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</p>	Noted. Recommended conditions on details for SBD accreditation

	<p>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 not met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns regarding the design and layout of the development. There is no mention of crime prevention or Secured by Design 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.</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. Whilst in principle we have no objections to the site, in light of the changes to the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p>	<p>and certification have been included.</p>
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	<p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design Accreditation'. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>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.</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><i>Comments following meeting between applicant & Met Police on 26/11/24 and revisions to position of front gate and introduction of pedestrian path.</i></p>	
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	<p>As a compromise this would work for our requirements, if the architects could show a visual representation it would be appreciated.</p> <p>Met Police comments received 19/09/2025</p> <p><u>Section 1 - Introduction:</u></p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>At this stage we have met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns regarding the design and layout of the development. There is no mention of crime prevention 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.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, in light of the changes to the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p>	
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Section 2 - Secured by Design Conditions and Informative:

In light of the information provided, we request the following Conditions and Informative:

Conditions:

- A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve '**Secured by Design**' Accreditation. Accreditation must be achievable according to current and relevant **Secured by Design** guide lines at the time of above grade works of each building or phase of said development.
The development shall only be carried out in accordance with the approved details.
- B. Prior to the first occupation of each building, or part of a building or its use, '**Secured by Design**' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: In the interest of creating safer, sustainable communities.

Informative:

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

Section 3 - Conclusion:

We would ask that our department's interest in this planning application is noted and that we are advised of the final **Decision Notice**, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.

Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.

<i>Transport for London</i>	<p>Having assessed the proposals, we can confirm that TfL has no comments to make on this planning application regarding strategic transport issues. We would, however, expect the application to be determined in line with relevant London Plan policy and guidance plus that issued by TfL including the Mayor's Transport Strategy.</p> <p>Please contact us if you consider that there are any strategic as opposed to local transport issues raised by this case.</p>	<p>Noted. The application has been assessed against relevant national, London and local plan policy with regards to transportation considerations.</p>
NEIGHBOURING REPRESENTATIONS (SUMMARY OF ISSUES)	<p><i>Land Use and housing</i></p> <ul style="list-style-type: none"> - The density of development is considered excessive for the location of the site - Absence of evidence of planned increased infrastructure provision in locality in response to increased number of residents - A smaller scale lower density development with a greater range of dwelling sizes/apartments would address many of the concerns being raised <ul style="list-style-type: none"> - There are restrictive covenants that protect the right to light and air of neighbouring properties that need to be respected. 	<p>The issues of scale/density of development and resultant impacts are considered within the material planning considerations sections of the report, but are considered to be acceptable with regards to design and character considerations.</p> <p>Officer comment: Whilst it will be necessary for the applicant to ensure all legal matters regarding the development are resolved in order to implement any planning consent, matters of ownership are not a material</p>

	<p><i>Impact on the Conservation Area</i></p> <p><i>Size, Scale and Design</i></p> <ul style="list-style-type: none"> - There is a lack of set-back from the building line of neighbouring properties, which undermines the uniformity of the street scene. The lack of set-back fails to preserve or enhance the character and appearance of the conservation area. - The front balconies are out of keeping with development in the locality - There would be a negative impact on the street scene through the placement of the waste/recycle store - There are inaccuracies in the street elevation drawings not showing nos. 2A and 2 Denewood Road - Willowdene properties shown to be bigger than they are on street elevations - Broadlands Lodge shown on street elevations far more prominently than reality <p><i>Standard of accommodation</i></p>	<p>planning consideration that can impact on the assessment of the planning application.</p> <p>This matter is considered in the design and heritage sections of the report. This issue has been addressed to some degree through the submission of revised plans which have set the building back slightly further from the front boundary, and introduced additional soft landscaping.</p> <p>Officer comment: Issues with inaccuracies in the plans have been addressed through the submission of revised plans.</p>
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	<ul style="list-style-type: none"> - Insufficient child play space provided for the development <p><i>Parking, Transport and Highways</i></p> <ul style="list-style-type: none"> - The development will result in increased traffic - The development should provide additional off-street parking - Increased pressure on on-street parking capacity in the locality - Absence of separate pedestrian pathway in the site - The shared access road/is too narrow for 2-way traffic and is not considered wide enough for an emergency vehicle - There is a lack of pedestrian site splay to ensure the safety of pedestrians walking past the site - Single lane access could result in vehicles having to reverse out with limited site lines <p><i>Waste and Recycling</i></p> <ul style="list-style-type: none"> - Excessive distance for residents to travel to reach communal waste storage area - Insufficient waste/recycling storage capacity and space provided for future occupants 	<p>The development provides 107m² child play space which exceeds the 99.3m² requirement using the GLA Population Yield Calculator, and is of a satisfactory standard.</p> <p>Revised plans introduced a separate pedestrian entrance into the site, and a layby within the site to allow cars making egress to pull-in to allow vehicles entering into the site sufficient space to pass. The Transportation & Parking section of the report addresses matters of traffic, parking, access in more detail. Conditions have been included to ensure matters of parking and highway safety are adequately addressed.</p>
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	<ul style="list-style-type: none"> - Location of communal waste/recycle store adjacent to Courtyard House will result in loss of light, noise and odour pollution - Absence of space for storage of bulky waste <p><i>Residential Amenity</i></p> <ul style="list-style-type: none"> - There will be a visually overbearing impact on 2 and 2A Denewood Road from Terrace C - Terrace C will result in a loss of light, privacy and outlook from patio, garden and living areas of 2A Denewood Road - Nos. 2A and 2 Denewood Road not shown on the Daylight & Sunlight Analysis. 	<p>Whilst noted the travel distance is sizeable, it is not sub-standard to an extent that would warrant refusal. The level of waste storage has been reviewed by Council Waste Officers and deemed acceptable subject to the weekly collections undertaken for communal residential waste. The waste store is fully enclosed with no ventilation facing the boundary with Courtyard House. Such matters are considered in more detail in the Waste & Recycling section of the report. Further details of the enclosure and a Delivery, Servicing and Waste Management Plan are to be conditioned.</p>
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	<ul style="list-style-type: none"> - Loss of outlook resulting from development - Excessive loss of daylight and sunlight by neighbouring occupants - Loss of privacy, particularly with regards to no. 6 View Close, where there is a gap of only between 10-13 metres between units 4 and 5 to the bedroom windows. 	<p>Officer comment: An updated Daylight & Sunlight assessment was submitted that included the windows of no. 2a Denewood Road within the assessment. Whilst no. 2 Denewood Road does not appear to have been included in the latest analysis, no. 2a is the immediately adjacent neighbour to Terrace C of the development and therefore the more sensitive property of the pair with regards to the assessment of light conditions. All tested windows pass the relevant assessments with regards to daylight and sunlight.</p> <p>The development has been found to be acceptable with regards to the impact on natural light and sunlight conditions for</p>
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	<ul style="list-style-type: none"> - The sunken seating area of Terrace B may have an impact on the water table which could create settlement problems for no. 6 View Close. Management of maintenance of the boundary fence and landscaping should be made to be the developers. - The drag distance of waste/recycling store from blocks B and C will result in noise disturbance for neighbouring residents - The location of play area adjacent to Courtyard House and 2 Denewood Road would give rise to noise disturbance - Terrace C will overlook Courtyard House - Noise from ASHPs. Lack of clarity if they will cause noise disturbance - The noise impact assessment does not include property 2A Denewood Road despite it being immediately adjacent to terrace C - Block A will have an unacceptable impact on adjacent Willowdene property - Light pollution from terrace C on Broadlands Lodge - Location of bin store close to Courtyard will give rise to odour disturbance. The bin store would likely be higher than the boundary wall - No consideration given to the storage of white/bulky goods. 	<p>neighbouring occupants.</p> <p>The engineers employed by the applicant have outlined in a response dated 08/09/25 that the impact of the relatively shallow sunken gardens on groundwater flows will be negligible, outlining the proposal will not have a material impact on groundwater levels and no resultant settlement is anticipated.</p> <p>The updated Noise Impact Assessment included no. 2a Denewood Rd in the assessment.</p>
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	<ul style="list-style-type: none"> - Concern that the bin store has insufficient space to accommodate required level of refuse, recycling and food waste storage for a development of this scale. <p><i>Environment and Public Health</i></p> <ul style="list-style-type: none"> - Increased risk of flood risk during excessive rainfall events - What will be done to improve air quality in and around Denewood Road - Loss of trees would result in development not complying with biodiversity net gain requirements and offsite planting 	<p>Other matters of light, noise, outlook, privacy and other related matters are considered in the Impact on Amenity of Adjoining Occupiers section of the report.</p> <p>The proposal has been reviewed by the Local Lead Flood Risk Authority who has outlined sufficient information has been provided to demonstrate that the impact on surface water drainage has been adequately addressed.</p> <p>A financial contribution of £51,580.29 to account for the shortfall in meeting air quality neutrality requirements with regards to transport emissions over a 30-year period shall be secured as part of the</p>
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	<ul style="list-style-type: none"> - Additional habitat, planting and green open space should be added to the site <p><i>Trees and biodiversity</i></p> <ul style="list-style-type: none"> - There is a lack of clarity with regards to which trees have been felled in connection with the previous consent in the current AIA. Some are proposed to be felled for convenience of development. - Trees 6-13 need protection to provide screening of development - The development results in a loss of biodiversity - Impact of development on Acer tree adjacent to proposed bin store <p>Local groups/societies representations</p>	<p>Section 106 agreement.</p> <p>An offsite biodiversity gain management and monitoring plan to ensure a 10% net gain shall be secured as part of the section 106 agreement.</p> <p>The applicant has sought to include as much habitat, planting and green space as is possible within the site around the development.</p> <p>The submitted AIA outlines that most trees but not all which were shown for removal in the previous scheme were removed by the previous developers. The Council Arboricultural Officer has reviewed the scheme and found the proposal to be acceptable from an</p>
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	<p><u>Highgate CAAC:</u></p> <ul style="list-style-type: none"> - The scale of the development will be visually obtrusive to neighbours - Insufficient set-back of the front terrace. - Block A will have an unacceptable impact on the adjacent Willowdene property - Privacy concerns regarding the relationship between the proposed and existing properties - There is likely to be a noise impact on Goldsmiths Cottages from the positioning of the play area - Development overall out of keeping with Bishops' area of Highgate CA - Concerns of layout, form and entrance to the dwellings. - Poor levels of daylight received by some kitchens within development - The BNG level is very low and should have been based on 2018 levels <p><u>Highgate Neighbourhood Forum:</u></p> <ul style="list-style-type: none"> - The biodiversity assessment should have been carried out on the basis of the pre-degradation habitat type as the site baseline. More habitat and ecological mitigation/green space should be added to the site. 	<p>arboricultural perspective with suitable conditions applied.</p> <p>These matters concerning design, heritage and neighbouring amenity impact are addressed within the relevant sections of the material planning considerations of the report</p> <p>Works by the previous developer to implement the extant planning permission HGY/2018/3205 will have inevitably resulted in a reduced biodiversity value if it was against the current condition of the site, but this consent was granted prior to</p>
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	<ul style="list-style-type: none"> - The development building line is too close to the pavement. Additional planting should be provided on the boundary - There should be a management and maintenance plan to ensure the sustainability of any planting for the required period. <p><u>Highgate Society:</u></p> <ul style="list-style-type: none"> - Whilst the latest plans are an improvement in comparison to the previously consented scheme, the proposal still represents an overdevelopment of the site and breaches a number of design standards, causing harm to the conservation area. - The front block has been moved forward from consented scheme which will have adverse impact on the street scene, worsened by the step in the terrace, it would be dominant and have a deleterious effect on the conservation area. 	<p>the introduction of 10% Biodiversity Net Gain legislation in 2024. It would therefore be considered unreasonable to apply the pre-degradation biodiversity value of the site as the baseline.</p> <p>Amended plans have seen the building line of terrace A slightly set-back from the original submission with additional front boundary planting added. The issue has been considered in more detail in the design and heritage sections of the report.</p> <p>A Biodiversity Net Gain Plan shall be conditioned and part of the Section 106 agreement which will include details of management responsibilities and maintenance schedules.</p>
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	<ul style="list-style-type: none"> - Insufficient parking has been provided which may lead to occupants using access to parking permits, increasing pressure on on-street parking capacity. - Deliveries will likely take place from Denewood Road, which will cause congestion. - The height and density of the scheme is excessive, exacerbated by spartan, featureless, unmodulated design. - Poor positioning of the refuse store, in terms of close proximity to Courtyard House, travel distance for occupants to store, and vehicle safety - Private amenity spaces are smaller than rest of conservation area - Communal amenity spaces and child play areas are insufficient in scale - Lack of privacy for windows of 6 View Close by virtue close proximity of unit 4 - Height and positioning of development will result in light issues for 2a Denewood Road and 6 View Close. - There is a lack of greenery in the development - Objection to the loss of trees 	<p>These matters are considered in the design and heritage sections of the report.</p> <p>The development is recommended to be subject to a car-free agreement which will remove the rights of future occupants to obtain parking permits to be used in the CPZ. This will be included within the S.106 agreement.</p> <p>The Transportation Team have reviewed the scheme and found it to be acceptable with regards to highway and parking considerations. A delivery and servicing plan will be secured by condition.</p> <p>All of these matters are addressed in the design, heritage, amenity, standard of</p>
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		accommodation and urban greening/tress sections of the report.
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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Chair's Review Meeting: Newstead, Denewood Road**

Wednesday 6 March 2024

Alexandra House, 10 Station Road, London N22 7TY

Panel

Peter Studdert (chair)

Linsey Whitelaw

Attendees

John McRory	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Confidentiality

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

CONFIDENTIAL**1. Project name, site address and planning reference**

Former Newstead Nursing Home, Denewood Road, London N6 4AL
 Planning permission ref. HGY/2018/3205 (February 2021)

2. Presenting team

Eoghan O'Brien	Reddy Architecture + Urbanism
Alun Dawson	Eagle Street
Charlotte McManus	Gerald Eve
Caoilfhionn McMonagle	Gerald Eve
Eddie Beer	IN2
Sukanya Ravi	IN2

3. Planning authority briefing

The site is accessed from the northern side of Denewood Road, and abuts the boundaries of properties to the north, east and west. It is well served by public transport, with both Highgate and Archway stations located close by. There are gentle level changes across the site. It was previously occupied by a single storey 1960s nursing home, which has since been demolished.

Outside the site, fronting onto Denewood Road, is Goldsmiths Cottage – a locally listed building. The site and its surroundings are within the Bishops sub-area of the Highgate Conservation Area, characterised by large houses with vast landscaped gardens amidst mature trees. Immediately around the site there are a variety of late 20th century buildings, late 19th century Victorian Gothic houses, and 20th century Arts and Craft houses.

There is an extant permission for three buildings of between two and three storeys in height to provide 13 residential units plus amenity space. Before planning permission was granted in 2021, the proposal had been presented at two Quality Review Panel meetings (May 2018 and October 2019). Following a review of the panel's comments and officer considerations, the scheme was amended to incorporate substantial changes to the architectural form and style from the original submission, which included Arts and Crafts design principles. The site has been sold since the extant planning permission was granted.

The new applicants propose a revised scheme for the erection of three buildings of between two and three storeys in height, to provide 11 terraced homes with private and communal amenity spaces. The proposal seeks to move away from the consented flatted accommodation, towards family sized dwellings in three separate terraces across the site.

Officers are broadly supportive of the scheme and asked for the panel's comments on the site layout (including overlooking on neighbours), architectural character, landscaping, and sustainability.



CONFIDENTIAL**4. Quality Review Panel's views***Summary*

The Haringey Quality Review Panel welcomes the proposals for terraced housing on the site, and commends the project team for the significant improvements made on the extant permission. Further work is needed to resolve some issues around overlooking of the neighbouring properties, usability of the landscaping, architectural character and servicing, but the scheme is in a good position to move forward.

The relationship between Terrace Two and the property to the north requires urgent attention to prevent privacy issues. Alternative arrangements, such as moving Terrace Two further south and reconfiguring the internal layout, should be tested while avoiding adverse impact to the existing trees and proposed community kitchen garden. The project team should explore other locations for the communal amenity spaces where they will be less overshadowed. The landscape proposals require interrogation to ensure that they are achievable, considering site constraints, and a management strategy should be put in place to maintain quality. The panel understands that the architecture is still in development, but finds the proposals lacking in interest. It encourages the project team to ensure that the architecture brings a sense of identity and vibrancy to the scheme. A contemporary interpretation of the detailing from the surrounding conservation area would help to add richness. The project team is encouraged to resolve the refuse collection strategy. The panel suggests communal collection from Denewood Road to remove the visual clutter of individual bins. Air source heat pumps could then be located in an elegantly designed enclosure in the front gardens, rather than disturbing residents' enjoyment of their back gardens.

Site layout

- The changes made to the scheme constitute a significant improvement. The removal of the large basement car park is a positive decision, reducing both the carbon footprint of the scheme and a source of tension with neighbours. The rotation of the southernmost building to make it parallel with Denewood Road helps the proposal to sit comfortably as part of the existing street. Providing terraced houses rather than flatted accommodation is also more appropriate in this location.
- While the scale of the proposal is in keeping with its setting, the relationships with neighbouring properties have not been resolved to avoid privacy issues. In particular, the northern windows of Terrace Two currently overlook No. 6 View Close, immediately to the north.
- The project team is encouraged to explore alternative site layouts to resolve this, such as moving Terrace Two further south, and reconfiguring the internal layout to prevent any windows from directly facing habitable rooms.



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- If Terrace Two is moved further south, efforts should be made to avoid clashing with the existing trees and reducing the size of the sunken community kitchen garden. Alternatively, this could be provided elsewhere on the site.

Landscape

- In light of site constraints, the panel encourages the project team's landscape architects to work through the detail of the landscape proposals to ensure that they are feasible to construct and maintain.
- For example, further investigation is required to determine whether the sunken community kitchen garden is possible without causing detrimental damage to the roots of the existing trees, retained along the western site boundary.
- It is also apparent that the site frequently experiences standing water, particularly on the eastern side. The panel suggests investigating this further to ensure that the soakaway strategy will work with the site's clay soil.
- There is a concern that many of the outdoor amenity spaces will be overshadowed. The private back gardens of all terraces face northeast; the community kitchen garden is behind Terrace One and sunken into the ground; and the play space is bordered by a few large mature trees to the south. The car park, meanwhile, is likely to receive good sunlight from the southwest.
- The panel understands that the car park has been located to reduce the land taken by the access road. However, it encourages the project team to test out other locations for the communal landscaped areas that can provide more sunlight for enjoying the spaces, and growing food.
- The terraced housing layout works well with the street grain, and there may not be a satisfactory way that brings more light to the private gardens. In the panel's view, this is not detrimental, provided residents have the option to enjoy the sun elsewhere on the site.
- The panel notes that the western boundary wall is in a poor condition and will reduce the quality of the completed scheme if left as it is. The project team should identify the owners of this wall, and work with them to repair and improve its state. There may also be a need to increase its height along the northwest edge to improve resident privacy.
- The concept precedent images for the community kitchen garden include play equipment and ornamental rocks in grassed areas. In the panel's experience, the grass surrounding these features often becomes worn away, leaving patches of mud and detracting from the desired aesthetic. Constant ongoing maintenance will be required to manage this.



CONFIDENTIAL*Architecture*

- The idea of integrating textured brickwork into the façades is promising, but a more thoughtful approach is required to create homes that will lift residents' spirits when they arrive home.
- The panel recommends drawing inspiration from the surrounding conservation area. The Edwardian Highgate vernacular, for example, uses white painted or stone details to add richness to the elevations. This can inform a contemporary approach, rather than becoming a pastiche.
- More effort could be put into the terrace fronting onto Denewood Road to create interest in the streetscape, while the terraces behind could take a calmer, mews-like approach.
- The panel agrees with the project team's reflection that the yellow brick shown in some visualisations is out of place in this context. A red or orange brick would sit more comfortably in the conservation area.

Servicing

- For the individual bin collection strategy to work, lorry tracking and drag distances will need to be tested, which may affect the design of the access road. Sufficient space will also be needed in front gardens to store the bins.
- The panel suggests considering communal collection from Denewood Road instead, as this would remove the visual clutter of individual bins and any need to enlarge the access road. It advises integrating a communal bin store into the landscape design. This could be an elegant timber structure to screen the bins, as found in the Mulberry Court scheme in Hampton Wick.
- It is also challenging to find space for noisy air source heat pumps in narrow fronted terraced housing. The panel recommends locating the heat pumps inside well-designed brick enclosures in the front gardens, rather than interfering with the residents' enjoyment of their back gardens. Marmalade Lane, a co-living scheme in Cambridge, is a successful example of this.

Next steps

- The Haringey Quality Review Panel is confident that the issues outlined above can be resolved in collaboration with officers. The scheme does not need to return to design review again.



CONFIDENTIAL**Appendix: Haringey Development Management DPD****Policy DM1: Delivering high quality design****Haringey Development Charter**

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

Design Standards

Character of development

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



Approved drawings and documents for Newstead: HGY/2024/2168

Planning drawings:

DW-RAU-02-XX_ZZ-DR-A-1000 P06: Proposed Site Plan Roof

C0165 L100 P13: Proposed Landscape Plan

DW-RAU-02-XX_ZZ-DR-A-1001 P04: Site Location Plan

DW-RAU-02-XX_ZZ-DR-A-1002 P04: Existing Site Plan

DW-RAU-02-XX_ZZ-DR-A-1003 P06: Existing Site Sections A, B, C

DW-RAU-02-XX_ZZ-DR-A-1004 P04: Existing Site Sections D, E

DW-RAU-02-XX_ZZ-DR-A-1009 P17: Proposed Site Plan

DW-RAU-02-XX_ZZ-DR-A-1010 P09: Proposed House Type A-Plot 1,2,3

DW-RAU-02-XX_ZZ-DR-A-1011 P08: Planning Drawings - Proposed House Type B - Mid

Terrace - Plots 5 & 6

DW-RAU-02-XX_ZZ-DR-A-1012 P08: Proposed House Type B – End Terrace - Plot 4

DW-RAU-02-XX_ZZ-DR-A-1013 P08: Proposed House Type B – Side Entrance - Plot 7

DW-RAU-02-XX_ZZ-DR-A-1014 P08: Proposed House Type C - Mid

Terrace - Plots 9, 10 & 11

DW-RAU-02-XX_ZZ-DR-A-1015 P08: Proposed House Type C - M4(3) Accessible Unit - Plot 8

DW-RAU-02-XX_ZZ-DR-A-1020 P09: Proposed Street Scenes 1 of 2

DW-RAU-02-XX_ZZ-DR-A-1021 P08: Proposed Street Scenes 2 of 2

DW-RAU-02-XX_ZZ-DR-A-1022 P09: Proposed Site Sections

Approved documents:

ARBORICULTURAL IMPACT ASSESSMENT & ARBORICULTURAL METHOD STATEMENT prepared by Patrick Stileman Dated 29 July 2025 DS04032401

Daylight and Sunlight Analysis by IN2 17.09.25 P03

Design & Access Statement by Reddy Architecture Rev H March 2025

Design & Access Statement Addendum by Reddy Architecture August 2025

Fire Safety Statement by Hoare Lea Rev. 03 01/08/2025

Landscape Design & Access Statement C0165 Rev 03

Noise Impact Assessment by MZA Acoustics Rev 03 July 2025

Road Safety Audit by Markides Associates April 2025

Town Planning statement, prepared by Newmark August 2024

Heritage Impact Assessment by KM Heritage July 2024

Preliminary Ecological Appraisal by Greengage July 2024

Biodiversity Net Gain Assessment by Greengage dated September 2025

Transport Statement by Markides Associates P03 23 July 2024

Energy Strategy by IN2 P00 L2315-IN2-ZZ-RP-Y0001_Energy Strategy P00 26 July 2024

Air Quality Assessment J10/15411B/10-F1 by Logika 01 08 October 2024

Overheating Analysis by IN2 P01 L2315-IN2-ZZ-RP-Y-0005 12-11-2024

L2315-IN2-ZZ-RP-Y-0006_TM59 and Part O Analysis Energy Statement supp info

Heritage Statement by KM Heritage July 2024

Outline Construction Logistics Plan 24043-MA-RP-D-OCLP-01-P02

Drainage and SUDS Strategy by Barrett Mahony 23727-BMC-XX-XX-RP-C-0001 17.07.24

Whole Life Carbon Assessment P00 IN2 L2315-IN2-ZZ-RP-Y-0007

Utilities Assessment by IN2 L2315-IN2-ZZ-ZZ-RPME-0003

Sustainability Statement P00 by IN2 L2315-IN2-ZZ-RP-Y-0003

Vertical Greening – Block C September 2025 Rev 01

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference Nos:** HGY/2024/3386**Ward:** South Tottenham**Address:** 312 High Road N15 4BN**Proposals**

Change of use from former educational facility (D1 use class now replaced by new class F1) to short term emergency accommodation (sui generis use class). Proposal also includes erection of roof extension to the building with erection of two new single storey buildings to the rear. Provision of a new commercial use on part of the ground floor level.

Applicant: Mr Newton Gatoff**Agent:** Mr Jerry Bell**Ownership:** Private**Case Officer Contact:** Kwaku Bossman-Gyamera

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development provides specialist accommodation for single homeless people for which there is an identified need.
- The proposed change of use and refurbishment of the building will improve the internal and external quality and appearance of the site which is currently in a poor state.
- The proposed facility will provide an appropriate standard of accommodation for temporary accommodation for homeless individuals including for wheelchair users.
- The impact of the development on nearby residential amenity is considered acceptable.
- The proposal complies with transportation policy and caters for alternative modes of transport.
- The proposed development would be a high-quality design, of an appropriate scale in the existing urban context and would respect the visual amenity of the streetscape and locality.
- The proposed development would enhance and preserve the character of the conservation area including the significance of the nearby listed buildings.

- The development would achieve a reduction of 70% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment.
- The applicant will continue to work with Metropolitan Police Designing Out Crime officers to ensure that the premises are appropriately safe and secure.
- The proposed development will secure several obligations including Local Housing Allowance (LHA) rates and first refusal option to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Director of Planning and Building Standards that secures the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 6/11/2025 or within such extended time as the Head of Development Management or the Director of Planning & Building Standards shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary - Planning Application HGY/2024/3386 (the full text of recommended conditions/informative is contained in Appendix 1 of the report.

Conditions

1. Three years
2. Drawings
3. Detailed Drawings and External Materials
4. Management Plan

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

Informatives

- 1) Positive and Proactive
- 2) Permission subject to a 106 legal agreement
- 3) CIL
- 4) Hours of Construction
- 5) Party Wall Act
- 6) Fire Brigade
- 7) Asbestos
- 8) Metropolitan Police Service Designing Out Crime
- 9) Written Scheme Investigation (Archaeological)
- 10) Thames Water
- 11) Shopfront Advertising Signs
- 12) Biodiversity Net Gain, 1/2
- 13) Biodiversity Net Gain, 2/2

Section 106 Heads of Terms - Planning Application HGY/2024/3386

1. Local Housing Allowance (LHA)

- Secure affordable housing subject to Local Housing Allowance (LHA) rates.

2. Service Users

- Nominations agreement to secure the occupation of the rooms within the facility in favour of Haringey residents based upon the following terms:
 - a. Any vacancy within the facility shall first be offered to the London Borough of Haringey Council.
 - b. Subject to paragraph (a) should the applicant receive written correspondence from the London Borough of Haringey Council that they have no need for any vacancy within the facility, or the London Borough of Haringey fails to provide a timely response, the applicant may market the vacancy more widely.
 - c. Before any placement is made, a full assessment is carried out as to the suitability of the placement (Details of screening and selection process).

3. Transport

- Car Free Agreement -The applicant is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.
- Construction Logistics and Management Plan - The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the temporary arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses.
- Car Club Membership - The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three

years' free membership for all residents and £50 (fifty pounds in credit) per year/per unit for the first 3 years.

- Highways Improvement - The owner 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.

4. Carbon Mitigation

- Be Seen commitment to uploading energy data.
- Energy Plan.
- Sustainability Review.
- Estimated carbon offset contribution (and associated obligations) of £17,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the relevant Energy Plan and Sustainability stages.

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

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

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

1. The proposed development, in the absence of a legal agreement failing to secure affordable housing subject to Local Housing Allowance (LHA) rates, the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meets the housing aspirations of Haringey's residents. As such, the proposal would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing the occupation of the rooms within the facility firstly in favour of Haringey residents, would undermine the aims and recommendations of Haringey's Housing Strategy and Older People Strategy. As such, the proposal is contrary to Policy DM15 of Development Management DPD 2017 and Policy SP2 of Haringey's Local Plan 2017.
3. The proposed development, in the absence of a legal agreement securing a development that is car parking permit free, would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking

impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32, DM48 and Highgate Neighbourhood Plan Policies TR3 and TR4.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

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

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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

APPENDICES:

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| Appendix 1 | Planning Conditions and Informatives |
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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1 The proposal seeks planning permission for change of use from a former educational facility and refurbishment of the property, including a single-storey roof extension of the existing building, alongside the construction of two new single storey buildings to the rear, to provide short-stay emergency accommodation. There would be 52 units in total: 10 in the single storey new buildings and 42 in the refurbished and extended existing building. The units are intended to be single occupancy, for stays of between one night and a few months. Fifteen units would have level access and be large enough to accommodate wheelchair users. The proposed new build to the rear, together with the new roof extension amount to 460 sqm new floorspace.
- 3.1.2 The ground floor would provide a commercial café/restaurant and office space for support staff, as well as a utility room and ancillary spaces. External amenity space is proposed to be provided to the rear, together with 2 accessible car parking spaces to the rear within a landscaped courtyard and 8 cycle parking spaces. Internally there would be three amenity areas within the hallway for the ground, first and second floors. A lift would serve the upper floors of the main building.
- 3.1.3 Each unit is intended to be occupied by a single adult homeless person.
- 3.1.4 Haringey's Housing Strategy Team has confirmed that there is an identified need for this type of accommodation. The applicant has agreed that Haringey would have first refusal rights on referrals into the facility which will be secure by section 106 agreement. But agrees that there may be scenarios where they will accept referrals from other local authorities if they have no need for any vacancy. Nevertheless, Haringey would have a nomination rights agreement. Therefore, any vacancy within the facility shall first be offered to the Haringey.
- 3.1.5 It should be noted that the site would not operate as a 'walk-in' facility. The applicant has confirmed that the Council's specialist housing team would make suitable referrals into the facility and that a robust risk-assessment will be carried out prior to the arrival of each resident, to ensure that the resident is considered as 'low-risk'. Residents will be aware that the facility provides a temporary housing placement, and they will also be required to commit to engagement with staff who will assist them in securing subsequent housing solutions.
- 3.1.6 The applicant states that there would be at least two staff onsite at any one time, working in a shift pattern on a 24-hour basis. This would be secured in the management plan. The building will be secure, and it will be run and managed by an experienced team of staffs (well established provider of temporary accommodation). There would be a reception desk at the ground floor entrance, and the site would be monitored by CCTV.

- 3.1.7 The applicant runs a charity organisation known as the Joy Foundation. The foundation has been running a temporary accommodation establishment for vulnerable persons in various London Boroughs. The foundation has been a provider of temporary accommodation to Newham Council for over 30 years and is well established within that borough, providing accommodation to various services within Newham (Adults and Children's Social Services as well as Housing).

3.2 Site and Surroundings

- 3.2.1 The application site is located on the eastern side of the High Road in Tottenham along the busy thoroughfare with heavy traffic use - opposite Tottenham Green. The site is currently occupied by a three-storey building with a commercial use at ground floor. The building has been the subject of substantial alterations to the front façade and a single storey extension towards the rear of the building.
- 3.2.2 The development site is surrounded by some relatively well-preserved heritage buildings, such as the locally listed High Cross Church and Hall to the south of the development site, and locally listed Nos.318 to 322 and No. 324, located to the north of the development site.
- 3.2.3 The property is partially vacant, temporarily used by a number of churches (two or more), occupied on short term tenancies. Most recently the property could also be hired for learning and business meetings; and prior to this it was in use as a college, providing training facilities.
- 3.2.4 The property, known as 'Excel House', is located within the Tottenham High Road Historic Corridor (THRHC)/ Tottenham Green Conservation Area, but does not fall within a curtilage of a listed building.

Fig 1: site location in context



3.2.5 The site has a PTAL (Public Transport Accessibility Level) value of 6B, considered 'excellent' access to public transport services, the highest value achievable with the TfL WEBCAT assessment tool. There are 12 bus services within 2 minutes' walk of the site and multiple services from the bus stop adjacent to the site. Seven Sisters Station is 7 minutes' walk away, and South Tottenham and Tottenham Hale Stations 12 minutes' walk away. There are multiple shops and local community services accessible also within a short walk of the site.

3.2.6 The site is also within the Seven Sisters controlled parking zone (CPZ), which operates Monday to Saturday between 0800 – 1830.

3.3 Relevant Planning and Enforcement history

- 3.3.1 HGY/1995/1022 –Change of use of ground and first floors to Class D1 (Day Nursery, Education and Public Worship) – Granted 20/02/1996.
- 3.3.2 HGY/1992/0124 – Change of use of first floor to office training centre – Granted 09/03/1992.
- 3.3.3 HGY/1991/1279 – Change of use of second floor to office training centre – Granted 06/01/1992.

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 The proposal was presented to Haringey's Quality Review Panel (QRP) on 2nd July 2025. The Panel offered their 'warm support' for the scheme, particularly the use of this site to provide much-needed emergency housing. A summary of the Panel's response is as follows:

The panel offers suggestions to support efficient delivery of the scheme, ensuring that resource is invested where it will add value to the residents' experience, and make management easier for the client.

By rationalising the ground floor plan, the scheme could deliver more for residents and reduce both build and running costs. This will also help the café to activate the high street frontage, helping with passive surveillance over the entrance sequence, and contributing to transforming the alleyway into a safe and welcoming access route. The internal circulation and meeting spaces should be inviting and straightforward to navigate and must also comply with fire regulations. The amenity strategy should offer shared spaces with varying degrees of privacy.

A landscape architects' input would be hugely beneficial at this design stage, before a planning application, as it could provide a site-wide strategy for public, private and semi-private spaces, as well as dealing with site edge conditions, and ensuring that parking, refuse and access are best accommodated to make the most of the site opportunities.

Residents' thermal comfort should be a priority for the sustainability strategy. Further work is needed to mitigate overheating across the scheme and its three conditions (heritage façade, existing building retrofit and new build). The new build structures should be far more ambitious in terms of sustainability and could work better as a single building.

The focus on single occupancy is appropriate, and the room sizes and layouts are successful. To make them exemplary, further detail should be developed to create a richer living experience, building on the client's understanding of resident needs,

especially regarding storage. Opportunities for residents to learn new skills could be embedded in the shared spaces, to support their journey to recovery, wellbeing and independence.

The restoration of the existing building's historic façade is fully supported, and the top floor extension works well. However, the architecture of the extension could be developed to contribute more to the local context. The design of the new buildings could also be refined, to make them feel like home for residents.

- 4.1.2 The detailed QRP comments and the latest officer response is provided within the design section of this report. (The QRP's full written response is included under Appendix 4).

Engagement

- 4.1.3 Following officer advice, the applicant presented the scheme to the Quality Review Panel, and to Members of the Planning Sub-Committee in July 2025. The applicant has also had several meetings with the Director/ Assistant Directors of supported housing and temporary accommodation, who have had the opportunity to consider the proposal and have paid a visit to a similar facility run by the applicant in the London Borough of Newham. Following these discussions, and consideration of the management plans for the proposal, they support the development and consider it would help meet the borough temporary housing need.

Planning Committee Briefing

- 4.1.4 The proposal was presented to the Planning Sub Committee at a Briefing in July 2025. The minutes are attached in Appendix 5.

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

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

INTERNAL:

LBH Design

Comments provided are in support of the development - *The proposed conversion and extension is supported in principle as a good use of land, for a desperately needed purpose in a location suited to this function, and although the external design, composition and materials can generally be considered a good design, especially the conversion and extension of the main frontage building, concern was*

raised that the proposal should be considered by the Quality Review Panel (QRP). This has since taken place, and they considered this development would deliver a high standard of temporary accommodation.

LBH Conservation

Comments provided are in support of the development - The proposed development is very welcome within the heritage context of the Tottenham Green Conservation Area, due to its potential to declutter, unveil and reinforce the historic character of the conservation area stretch comprised between Colsterworth Street and Monument Way. This scheme will cause no harm to the significance of surrounding heritage assets, and will likely enhance the quality of their setting, depending on detailed design and built quality.

LBH Transportation

No objections raised, subject to conditions and S106 - Overall this should result in a reduction of in person and vehicle trips to and from the site and given the site's nature and location the car free/parking permit arrangements are appropriate. Cycle parking is to be provided to meet London Plan numerical requirements, and a draft Construction Logistics Plan has been provided which indicates the main transportation aspects of the build out of the development.

LBH Waste Management

No objection, subject to condition.

LBH Air Quality/ Pollution

No objection, subject to conditions and informative.

LBH Carbon Management

No objections, subject to conditions and S106 obligations.

LBH Housing Strategy Team

In support of the development - Confirmation that there is an identified need for this type of accommodation.

LBH Arboricultural Team

No objection subject to conditions (further details requires with regards to species and after care programme).

LBH Community Safety Team

No objection in principle, concerns about the high crime volume in the area. But made three key observations:

- Identification of and risk assessment of those who may be placed into the accommodation.
- The cohorts of individuals likely to be placed, is there any further detail
- What mitigation will be in place, could be put in place to support occupants

Officer comment: these matters will be discussed and agreed between the applicant and the Council's temporary housing team, with support put in place via a management plan secured within this permission.

LBH Planning Policy

In accordance with Local Plan Policy DM15: Specialist Housing and London Plan Policy H12 Supported and specialised accommodation, there needs to be an identified/ established local need for the form of housing sought, having regard to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy. The accommodation will need to be at a standard suitable for the intended occupiers. The Housing Strategy (2024-2029) confirms there is a strong need for suitable temporary accommodation. A robust assessment demonstrating how the proposal meets local needs and standards for temporary accommodation will be required, which should be informed by the recently adopted Housing Strategy, the Temporary Accommodation Placements Policy, which is in the process of being updated, and discussions with the Housing Strategy and Adult Social Care teams. This assessment should include the affordability of the proposed accommodation. The type of needs anticipated to be met through the proposed accommodation and how this responds to local needs i.e. is it for families, people with particular healthcare needs would be required. The assessment should also demonstrate how the proposal is suitable for people with those needs and meets the relevant standards. The Housing Strategy refers to the 'Setting the Standard' document, further criteria are outlined in the Temporary Accommodation Placements Policy, and the applicants have been provided with the Family Emergency Accommodation Guidance.

EXTERNAL

Metropolitan Police Designing out crime.

No objections, subject to conditions and informative. *The property is located in an area with high footfalls of traffic and a college nearby, resulting in higher levels of crime and anti-social behaviour. Applicant to ensure there is ongoing dialogue with our department continues throughout the design and build process. This can be achieved by Secured by Design conditions being applied. If the conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.*

Historic England/ GLAAS

No objections, subject to archaeological condition.

5. LOCAL REPRESENTATIONS

5.1 In terms of consultations:

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

5.1.2 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: 18
Objecting: 18

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

- Excel House provides safe space for many communities uses and rental spaces for small business/events. Therefore, the loss of these spaces would have a negative impact on the community and local business.
- Contemporary design of the proposed extension is out of keeping.
- Concerns with parking and traffic.
- Inadequate community consultation. (Officer comment: this is not a material planning consideration in assessing the proposal)
- Concerns with noise and disturbance associated with proposed use.

5.1.4 The following local groups/societies made representations:

- An objection was received from former secretary of the Tottenham Conservation Area Advisory Committee (TCAAC). Please note that TCAAC no longer exists.
- Welcome the proposal to restore original façade, but objects to new aluminium cladding to top storey and worried about noise complaints from future residents and asked for the proposed units to be sound insulated.

5.1.5 Comments on representations:

- Objector's comments are noted and the issues raised are addressed and considered in the main body of the report and as such conditions will cover issues relating noise and disturbance.

- Extensive consultation exercises were carried out as part of our statutory duties as Local Planning Authority; neighbour notification letters were sent out to all the adjoining occupiers including occupiers of the host building. Site notices placed within the vicinity of the application site and advertisement within the local newspaper (press notice). Issues concerning inadequate community consultation – this is not a material consideration that should affect the assessment of the proposal.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development and Land Use
2. Heritage and Conservation
3. Design and Appearance
4. Residential Accommodation
5. Impact on Neighbouring Amenity
6. Parking and Highways
7. Sustainability, Energy and Climate Change
8. Urban Greening, Biodiversity Net Gain, Trees and Ecology
9. Air Quality and Land Contamination
10. Fire Safety
11. Flood Risk and Drainage
12. Conclusion

6.2 Principle of the development and Land Use

6.2.1 Loss of existing college/training facility use (community facility)

6.2.2 National Planning Policy Framework (NPPF) and London Plan Policy, specify that Local Planning Authorities shall through their evidence base objectively assess the needs of the community in respect of housing, services, infrastructure and employment to ensure appropriate provision to meet local need. The Council has, based on evidence, formulated policy within its Local Plan to ensure the effective management of the delivery and retention of different land uses based on location and need.

6.2.3 Council's Policy DM49 of the adopted DPD, particularly point A & B states that:

A) 'The Council will seek to protect existing social and community facilities which meets the needs of the community'.

B) 'Where a development proposal may result in the loss of a facility, evidence will be required to show that:

a) The facility is no longer required in its current use.

- b) *The loss would not result in a shortfall in provision of that use; and*
- c) *The existing facility is not viable in its current use and there is no demand for any other suitable community use on the site’.*

- 6.2.3 The lawful use of the building is a training college facility; however, that has long ceased - over a decade ago.
- 6.2.5 The loss of educational facility would not undermine the needs of the local community or that of Haringey more generally. The previous training college was a small private institution; hence its loss would not have a significant impact on educational provision in the borough. In any event, the private institution who used to run the school has been absorbed at an alternative site in the borough.
- 6.2.4 The property is currently partially vacant and temporarily used by two churches and including hired spaces for learning and business meetings. These community uses currently occupying the building on a temporary basis via short-term leases known as ‘meanwhile uses’ and are intended to fill vacant spaces until the landlord is ready for permanent redevelopment of the site. This arrangement has mutual benefit, providing the community with temporary space while offering the landlord interim income and helping prevent a vacant property from falling into disrepair. The temporary nature of the lease ensure that it does not hinder the eventual, long-term redevelopment of the site. On this occasion, the loss of the temporary uses on site, to enable the benefits of the proposed use to provide much needed emergency accommodation hub for 52 homeless persons, is considered acceptable.

6.3.1 **Proposed Emergency Accommodation**

- 6.3.2 At a national level the National Planning Policy Framework (NPPF) at Chapter 5 has specific regard to housing stating that ‘to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment...[and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies’.
- 6.3.3 Development Management DPD Policy DM15: Special Needs Housing states that:
- A) *‘proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided’.*
- 6.3.4 In this instance, the building on site has not been used or occupied as a special needs housing facility. There is, however, a demonstrable local need for the accommodation proposed.

- 6.3.5 B) 'The Council will support proposals for new special needs housing where it can be shown that:
- a. There is an established local need for the form of special needs housing sought having regards also to the aims and recommendations of Haringey's Housing Strategy and Order People Strategy;
 - b. The standard of housing and facilities are suitable for the intended occupiers in terms of:
 - i The provision of appropriate amenity space, parking and servicing;
 - ii The level of independence; and
 - iii Level of supervision, management and care/support.
 - C) There is a good level of accessibility to public transport, shops, services and Community facilities appropriate to the needs of the intended occupiers; and
 - D) The impact of the proposed development would not be detrimental to the amenity of the local area or to local services'.
- 6.3.6 It is evident that there is a pressing local need for accommodation of the type proposed. Notwithstanding the Council's own records which confirm this, the applicant has provided a detailed analysis of such evidenced need.
- 6.3.7. The application was accompanied by a Planning Statement which provides justification for the need of the proposed emergency accommodation in Haringey. The documentation submitted contains references to various sources of data which illustrate the issue of homelessness across the country as well as the borough.
- 6.3.8 Haringey Council's homelessness strategy 'Preventing Homelessness and Rough Sleeping Strategy 2023 – 2027' states that: in 2024/25 there were 1,098 single adult households that were assessed by Housing Needs as being statutory homeless, with a duty on Haringey to relieve their homelessness. 142 (13%) of these had a priority relating to physical illness or disability.
- 6.3.9 A total of 271 single adult households entered temporary accommodation in 2024/25 under either an interim or main housing duty. Only 35% of these were placed within Haringey, mainly due to a lack of suitable available accommodation within the borough.
- 6.3.10 There are currently 863 single adults in Bands A and B (indicates extremely urgent or critical housing need) on the Housing Register, with a further 5,675 in Band C (medium or low priority).
- 6.3.11 Officers note that corroboration of support for the proposed emergency

accommodation for homeless was expressed by the Council's Adults and Health, Commissioning Health & Social Care services. The proposed accommodation would complement the Council's Homelessness and Rough Sleeping Strategy to reduce homelessness and rough sleeping across the borough.

- 6.3.12 The proposal would not only provide much needed accommodation for homeless people in the borough but would also improve the internal and external quality of the site which is currently in a poor state. This scheme will provide much needed quality of accommodation in a market sector where quality is becoming increasingly difficult to procure.
- 6.3.13 The proposed development will be situated in a local centre High Street location with good access to shops and public transport which will be of benefit to the staff and residents. The proposed accommodation would benefit from a range of facilities such as a café enabling residents to socialise together and with members of the wider public. In addition to that, a communal private landscape garden is proposed which would contribute to social interactions and provide the opportunity for engagement among the residents. Appropriate amenity space, parking and servicing will be delivered, subject to details being finalised by conditions. Appropriate supervision, management and care/support will be secured in the Management Plan. The impact of the proposed development would not be detrimental to the amenity of the local area or to local services, subject to conditions being adhered to.
- 6.3.14 The loss of the existing uses on site is not considered to breach the policies of Development Plan Document or the London Plan and as such this loss of temporary nature of uses is considered acceptable in principle.
- 6.3.15 The provision of emergency accommodation in this location would accord with the Local Plan's aspirations for ensuring mixed and balanced communities exist. Officers consider that the proposed facility meets an identified need, and the criteria set out in Policy DM15 of the Development Management DPD, and on this basis the proposal should be supported in principle.

6.4 Heritage and Conservation

- 6.4.1 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DMDPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.

6.4.2 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

6.4.3 *Legal Context*

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

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

6.4.5 The application site is located within Tottenham Green / THRHC Conservation Area and is an early-20th century commercial building that has been clad in the last decades with a curtain wall façade which is considered to detract from the character of the Conservation Area. The development site sits on the east side of the High Road where it is surrounded by some relatively well-preserved heritage buildings such as the locally listed High Cross Church and Hall to the south of the development site, and locally listed Nos. 318 to 322 and No.324, located to the north of the development site.

6.4.6 The immediate neighbour to the north is at No. 316, this is a late-20th century addition, it is of note only for the blue plaque put up by the London Missionary Society in 1949 on the previous building. Further to the north, at No. 318, is a late-19th century two-storey yellow stock brick building with a parapet and hipped slate roof set back from its neighbours. The building at No. 320, of mid-19th century appearance, has a parapet, a splayed corner, and sash windows with glazing bars, stucco surrounds, pilasters and pediments. The inter-war shop front has granite

stall risers and a recessed entrance with a black and white chequer tile floor inset with a mosaic monogram.

- 6.4.7 Locally listed property at No. 324 dates from c.1900 and is in red brick with buff-coloured faience blocks forming a framework of pilasters, parapet cornice and banding. The façade retains a largely intact original timber shop front and surrounds with Corinthian pilasters, partially hidden by modern signage and cabling. Altogether, the heritage buildings neighbouring the development site concur to illustrate the character of the earlier period of the area and complement the spacious, civic character of the Tottenham Green and Townhall approach.
- 6.4.8 The assessment of the original design quality and façade conditions of the existing building has been fully embraced, and this approach has positively resulted in a design for the retention, reconfiguration and extension of the existing three storey brick building, while decluttering, unveiling and reinstating the original design of its facades which is fully supported. The design proposal rests on a good understanding of the original design and character of the building, and by a discerning analysis of its built historic context, including its more or less successful alterations.

Fig 2 Original front façade





Fig 3 Existing pink and grey cladding

- 6.4.9 As part of a conservation-led, heritage-sensitive approach, the proposed zinc-cladded, roof extension will be sensitively well-set back from the main street frontage and will sit behind an extended parapet that will help reduce the visible and perceived increase in height and bulk of the existing building. The additional storey will have a very modest impact on the unveiled historic character of the host building and on the setting of surrounding heritage assets, and will acceptably blend in with the varied age, design and height of the street frontage that already characterises the eastern side stretch of the High Road comprised between Colsterworth Street to the south and Monument Way to the north.
- 6.4.10 The two new single storey buildings proposed to the rear of the existing building, together with the landscape design, will complement the proposed design and uses of the existing building.
- 6.4.11 The proposed development is very welcome within the heritage context of the Conservation Area, due to its potential to declutter, unveil and reinforce the historic character of the conservation area stretch comprised between Colsterworth Street

and Monument Way. This scheme will cause no harm to the significance of surrounding locally listed buildings and will enhance the quality of their setting.

6.4.12 Although the building would appear prominent in views from within the conservation area, and within this heritage context (and that of the locally listed buildings adjoining), the increase of the building's height and scale into the setting of the conservation area is acceptable. The scheme represents high quality contemporary design, use of quality materials, and positive visual amenity benefits brought by new landscaping design.

6.4.13 It is therefore considered that there would be no significant harm to the setting of the conservation area. The proposal would preserve and enhance the character and appearance of the conservation area and special architectural and historic building in the locality. Accordingly, the Officers support the application from a heritage and conservation perspective.

6.5 Design and Appearance

6.5.1 The NPPF 2024 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The NPPF further states that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

6.5.2 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

6.5.3 Policy DM1 seeks to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

Quality Review Panel (QRP) Comments:

6.5.4 The Quality Review Panel (QRP) has assessed the scheme in full at planning application stage in July 2025.

6.5.5 The full QRP report is attached in Appendix 4. The Quality Review Panel's summary of comments is provided below:

The panel offers suggestions to support efficient delivery of the scheme, ensuring that resource is invested where it will add value to the residents' experience, and make management easier for the client.

By rationalising the ground floor plan, the scheme could deliver more for residents and reduce both build and running costs. This will also help the café to activate the high street frontage, helping with passive surveillance over the entrance sequence, and contributing to transforming the alleyway into a safe and welcoming access route. The internal circulation and meeting spaces should be inviting and straightforward to navigate and must also comply with fire regulations. The amenity strategy should offer shared spaces with varying degrees of privacy.

A landscape architect's input would be hugely beneficial at this design stage, before a planning application, as it could provide a site-wide strategy for public, private and semi-private spaces, as well as dealing with site edge conditions, and ensuring that parking, refuse, and access are best accommodated to make the most of the site opportunities.

Residents' thermal comfort should be a priority for the sustainability strategy. Further work is needed to mitigate overheating across the scheme and its three conditions (heritage façade, existing building retrofit and new build). The new build structures should be far more ambitious in terms of sustainability and could work better as a single building.

The focus on single occupancy is appropriate, and the room sizes and layouts are successful. To make them exemplary, further detail should be developed to create a richer living experience, building on the client's understanding of resident needs, especially regarding storage. Opportunities for residents to learn new skills could be embedded in the shared spaces, to support their journey to recovery, wellbeing and independence.

The restoration of the existing building's historic façade is fully supported, and the top floor extension works well. However, the architecture of the extension could be developed to contribute more to the local context. The design of the new buildings could also be refined, to make them feel like home for residents.

6.5.6 Following the Quality Review Panel meeting, the agent and applicant were advised to consider the comments and revise the scheme.

6.5.7 Detailed QRP comments from the July 2025 review together with the officer comments based on the latest proposal are set out below:

Panel Comment	Officer Response
Ground Floor	

<p>The panel supports the provision of a café. This will address the lack of café options in the local area, activate the High Road frontage, and help with passive surveillance. It will also offer residents a convenient place to gain confidence in their ability to socialise in public spaces.</p> <p>The panel has significant concerns about the safety of the pedestrian and vehicle entrance off High Road, which is via an enclosed alleyway. While this will have CCTV, the under-croft space is dark even during daylight hours, and the café use will not provide additional overlooking at night. Locating the entrance foyer/waiting room adjacent to the alleyway will help with both daytime and nighttime surveillance.</p> <p>The alleyway will be gated for resident access only, but could still present a risk for vulnerable residents arriving home. It is important that it does not encourage antisocial behaviour or enable people to linger undetected.</p> <p>Further work is critical to improve the condition of the alleyway and ensure a safe and welcoming entrance experience. If possible, the bin store should be relocated as part of this so that residents do not have to walk past it on their way home.</p>	<p>Noted.</p> <p>To address this the applicant has proposed to install Victoria bevel edge glazed tiles/ceramic tiles to all wall to a height of 1800mm above finished floor level. A new ornate entrance gate including mesh ceiling with improved lighting.</p> <p>An entry access gate arrangement will be installed – details of this will be secured by condition.</p> <p>As a response to QRP comments the applicant has proposed large ceiling lights with rendered remaining walls and ceiling. The three existing apertures in the boundary wall will be extended to Damp Proof Course (DPC) level and infilled with decorative security mesh. Reception windows are added for internal to external connection.</p> <p>Furthermore, the café wall facing the alleyway will have 3no. matching windows to that of the boundary apertures. This will afford views from the café as well as streams of sunlight. Light coloured paving flags will be installed.</p>
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<p>There should be an active, open entrance foyer with natural surveillance created by a series of communal and support spaces, becoming more private as residents move eastwards towards their individual rooms.</p> <p>At present, the location of the café prevents this arrangement and compromises the layout by subdividing the ground floor. This means that staff must manage three separate entrances: the first entry point from High Road into the waiting room to the north of the café, the residents' regular entrance via the alleyway to the south of the café, and the communal entrance to the east of the bin store.</p> <p>The panel recommends moving the café to the northern side of the High Road frontage, moving the waiting room and associated staff and communal spaces to the south, combining the entrances, and rationalising the circulation spaces.</p> <p>This would allow surveillance of a single shared point of entry, improving safety and building management. It would also reduce the amount of space given over to corridors.</p> <p>The panel understands that the complex ground floor layout is a result of working with an existing building. However, it is important in an emergency housing scheme that the internal layout is not challenging to</p>	<p>Same as above. The entrance has been redesigned to accommodate these comments.</p> <p>As a response to QRP comments the café location has been moved north to accommodate these and now fronts the High Road.</p> <p>As above.</p> <p>Noted.</p>
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<p>navigate and creates a place of sanctuary for residents.</p> <p>The bicycle store also takes up valuable indoor space. This should be relocated to a secure outdoor structure so that the internal ground floor space can be prioritised for support services.</p> <p>For example, the ground floor should have a crisis space with a shower and bathroom to address the needs of residents on first arrival, potentially direct from sleeping rough.</p>	<p>As a response to QRP comments the applicant has revised the scheme – the cycle store and refuses stores have been moved to the rear of the site.</p> <p>As a response to QRP comments the applicant has incorporated a meeting room which has a shower and can double up as a crisis space.</p>
<p>Landscape and amenity</p> <p>The panel recommends looking at the site from first principles in terms of constraints and opportunities. There should be a site-wide strategy to deal with parking, entrance sequence, refuse, bike storage, maintenance, staff, visitor and resident access. The panel recommends appointing a landscape architect who can help develop the site strategy.</p> <p>Access to green outdoor amenity space will be essential to resident wellbeing, improving their physical and mental health. A landscape architect will be able to design for variety and richness, while ensuring that the spaces can be managed effectively and maintained easily, to make the most of the communal garden to the rear – which is a positive feature.</p> <p>Given that the three parking spaces are for servicing, maintenance of the building and social worker visits, they are unlikely to all be in use at the same time for long stays. The panel</p>	<p>The applicant has appointed a landscape architect to review and consider the QRP comments and help develop the site strategy.</p> <p>As a response to QRP comments the applicant has revised the scheme and as such a landscape architect has designed an outdoor space to reflect QRP comments. Condition recommended to cover landscape matters.</p> <p>As a response to QRP comments the applicant has reduced parking spaces to two vehicle spaces which allows the green space to be enlarged.</p>

<p>therefore suggests rationalising the parking strategy, so it has less impact on the landscaping.</p> <p>The project team should test solutions where parking is moved to the south, away from the central garden; or where parking is more integrated into the landscape design.</p> <p>The panel is concerned that the gap between the rear of Buildings B and C and the site boundary will create a strip of wasted space. This is likely to gather litter, and could be a vermin, security and fire risk, particularly if residents smoke and drop cigarettes into this gap.</p> <p>While the requirement for maintenance access is understood, the panel also thinks that this strip of land could cause issues with the existing neighbours with private gardens immediately to the east.</p> <p>The panel asks for further work to develop a strategy for the site edges that will address these concerns. These areas could be gated, offering managed biodiversity. Alternatively, the building footprints could be positioned right up to the site boundary. The level change between the private gardens and the site would be a benefit for this solution.</p>	<p>As a response to QRP comments the applicant has incorporated car parking to the south boundary which only works when two car park spaces are provided which has been redesigned to provide a flexible arrangement. Highways are satisfied with the new provision.</p> <p>As a response to QRP comments blocks B and C have been pushed back onto the boundary, which enlarges the green space (landscape area) and removes wasted space. Block C southern wall is retained approximately 900mm from the Church boundary to avoid conflict with a church window.</p> <p>Noted.</p> <p>Noted.</p> <p>To address this point the applicant has revised the landscape plan and an</p>
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<p>The panel understands that this user group has varied, but specific and complex needs, with many of those accessing emergency housing leading solitary lives. The amenity strategy should clearly respond this.</p> <p>The panel suggests developing a diagram to demonstrate the range of spaces from the public café to the private rooms, and the shared spaces in between. This will show how the scheme offers residents opportunities to interact with others in spaces of different degrees of intimacy, helping them to build up their confidence and social skills.</p> <p>The panel understands that too many amenity spaces would be difficult to manage. It recommends providing spaces within the garden that briefly bring people together enroute to their private rooms for moments of interaction.</p> <p>The panel encourages the project team to add some defensible space outside residents' ground floor windows. A small strip of planting would move people using the footpaths away from individual windows, offering some protection and privacy, which is particularly important for this user group.</p> <p>The covered walkways do not represent good value for money. The extent of the canopies should be reduced to only cover the areas directly over residential entrances. Alternatively, they could be removed, and the entrances could be recessed. This will create a moment of generosity for residents arriving home when it is raining, while saving costs.</p>	<p>improved green space has been provided.</p> <p>Noted.</p> <p>To address this point the applicant has brought on board a landscape architect who has redesigned the amenity space which provides interaction among the residents.</p> <p>As a response to QRP comments planter boxes are proposed to be installed to all ground floor windows.</p> <p>As a response to QRP comments, the covered walkway has been removed and small individual porches added to each ground floor entrance door. A large canopy is also proposed to the principal rear entrance.</p>
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<p>Sustainability</p> <p>The panel asks for more detail on the sustainability strategy to be included in the planning submission materials. This will provide Haringey Council with confidence that sustainability has been fully considered and integrated. It should include the daylight and sunlight testing of the internal rooms and external amenity spaces.</p> <p>Given the potential for residents to have complex needs or to have experienced challenging living conditions, it is essential that the rooms provide a safe, comfortable, private environment to aid their recovery and wellbeing.</p> <p>As many of the rooms are single aspect, overheating is likely in some locations. The panel asks for more work to develop an effective overheating strategy, in balance with natural light.</p> <p>The application of brise soleil needs further thought as it is likely to conflict with heritage requirements, especially on the western High Road elevation. The panel suggests developing a diagram to inform the location of brise soleil, helping to ensure comfortable internal conditions.</p> <p>The rooms facing west in the top floor extension are particularly at risk of overheating due to their orientation and full height windows. Windows with a higher sill would allow sufficient daylight into the rooms but with a greatly reduced risk of overheating.</p>	<p>To address this point the applicant has submitted sustainability, sun and daylight, energy and overheating reports which are supported by the Design and Climate Change Officers. The detail contained within these reports would be secured by conditions.</p> <p>To address this, point the applicant has submitted various reports and models which demonstrate that the standard of accommodation will be of high quality.</p> <p>To address this, point the applicant has provided a detailed overheating report which is supported by the Council's Climate Change Officer. In addition, the roof extension windows have been reduced in size by about 30%.</p> <p>As a response to QRP comments, brise soleil will not be installed on the front elevation heritage asset and southern boundary abutting the church boundary. All other windows will have brise soleils.</p> <p>Noted, agreed and windows reduced in size by 30%.</p>
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<p>There is an opportunity for the new build parts of the scheme to achieve far more in terms of sustainability, as they do not need to be retrofitted or to address heritage concerns. The panel asks for further work on this.</p> <p>The panel suggests rationalising Buildings B and C into a single 'L'-shaped building. This would reduce the extent of external envelope, reducing cost, improving thermal efficiency, and working with the site layout. This option should be tested alongside the panel's suggestions for the courtyard landscaping and parking arrangement to ensure that they work together.</p> <p>There is potential to find efficiencies in the retrofit of the existing building. The project team should overlay the existing and proposed plans to scrutinise where money and materials could be saved by working closely with the existing layout.</p>	<p>Noted.</p> <p>To address this point the applicant has redesigned building B and building C to form an L-shape building.</p> <p>The applicant has been able to demonstrate that the existing building, when stripped out, would be an open space with columns on a grid plus and retains the existing staircase. This affords the proposed layout to be efficiently installed as proposed.</p>
<p>Internal circulation and shared space</p> <p>The panel is concerned that the internal layouts do not meet current fire regulations. For example, there is no fire protected lobby around the lifts and no secondary means of escape from all internal spaces. The project team should check that the fire strategy has been fully addressed and integrated into the floor plans.</p> <p>The meeting rooms should allow views out, perhaps through glazed panels to ensure those inside feel safe while offering them privacy</p>	<p>To address this the applicant has provided a fire consultant's report. However, the staircase and lobby now would have additional doors forming a protective area. The detail of the fire report will be secured by condition.</p> <p>As a response to QRP comments, all meeting rooms would have glazed walls with internal blinds for privacy, when needed.</p>

<p>The panel asks for further work to make the internal circulation more inviting, particularly the ground floor arrival sequence. The internal routes should be as straightforward as possible, corridor widths should be more generous, and consideration should be given to views at the end of corridors, helping with orientation and making them less intimidating.</p>	<p>Noted, the sequence of space starts at the entrance to the reception office, glazed security allows slight lines to the lift with meeting rooms following on. The existing lightwell is to become a green planted area with windows into the space from the corridor and meeting rooms. The secondary access will have partly glazed doors and a screen to afford visual connection into internal spaces.</p>
<p>Quality of accommodation</p> <p>It is positive that the project team is focusing on single occupancy rather than family accommodation, as it is not appropriate to mix the two user groups, and the scheme is not suitable for families in its current arrangement.</p> <p>The dimensions of the rooms and internal furniture layouts work well. The sample scheme completed by the same applicant also shows a quality of internal fit-out beyond the norm for emergency accommodation.</p> <p>The client has extensive experience delivering and managing emergency housing and demonstrates a deep understanding of the occupants' needs. It is important that this is communicated in the planning submission, or in any future review materials, to build council and panel confidence in the proposal.</p> <p>To make the scheme exemplary, the project team is encouraged to invest more time developing the detail of the room layouts. These should build on the client's experience of how</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>To address this the applicant has provided a typical detailed layout of each room which provides exceptionally level of quality</p>

<p>residents will live here, offering an environment where they can recover and gain independence.</p> <p>The project team should consider providing more storage for belongings, and spaces for activities such as drying clothes, eating, reading, and writing job applications within the privacy of their individual rooms.</p> <p>With careful design, these ambitions could be achieved in a low-cost way within the same room sizes – for example, by building in storage under the window sills. This would create a transformational experience for residents who may have previously been homeless. It would also provide a richer living experience, encouraging residents to feel pride in the spaces they inhabit.</p> <p>The panel also recommends embedding opportunities for residents to learn and develop in the communal spaces. For instance, if residents were allowed to use the laundry room, it would offer those who are willing and able the agency to look after themselves and meet other people in the process.</p> <p>This would help to address the stigma often associated with emergency accommodation tenants and support them on their journey into settled sustainable housing.</p>	<p>accommodation higher than average standard for single occupancy.</p> <p>Each room is for an individual. The studios will each have a wardrobe, kitchenette, table, chair, bed, bed-side table, drawer unit and en-suite. There will be a washer and dryer on site and the en-suite can be further used for drying clothes if necessary. Meeting rooms can be booked if an occupant requires specific additional space.</p> <p>Noted. There is no standard to apply in this case, however the size, design and quality of the rooms/spaces is considered acceptable. In terms of gross internal area, all of these rooms would exceed London Plan space standards for single person occupancy (that is, all bedrooms units have a gross internal area ranging from 14sqm to 27sqm). All rooms would exceed minimum floorspace standards for double bedrooms (that is, floorspace of at least 11.5sqm).</p> <p>To address this, the applicant has provided an external communal garden space in a form of landscape garden and internal communal space all floors including private meeting rooms. This would contribute to social interactions and provide the opportunity for engagement among the residents.</p> <p>Noted.</p>
<p>Response to heritage</p>	

<p>The panel welcomes the removal of the 1970s cladding from the front and side elevations of the existing building, and the restoration of these façades to their original historic condition. This will contribute to the local townscape and the setting of the Tottenham High Road Historic Corridor/Tottenham Green Conservation Area.</p> <p>It would be good to understand the project team's analysis of the wider area, to ensure that the heritage response is informed by contextual research. This should also aid decision making, ensuring that money is invested where it will contribute the most value in terms of the building's character and context.</p> <p>Special attention should be placed on ensuring resident comfort within the rooms facing the High Road, to deal with sustainability considerations including overheating, given the heritage context.</p>	<p>Noted.</p> <p>The front elevation will be restored contributing to the heritage of the building and the wider conservation area.</p> <p>To address this the overheating details has been secured by condition.</p>
<p>Architecture</p> <p>The panel is comfortable with the proposed architecture but suggests including a fuller explanation of the design approach as part of the planning submission documents.</p> <p>The setback and mansard design of the single storey roof extension are successful.</p> <p>Further detailing to give the top floor extension more character and refinement would improve the building's external appearance and</p>	<p>The design approach is supported by officers. As part of the pre-application discussion with the conservation officer, details of materials, and colour of external finishes were agreed and would be secured by condition.</p> <p>Noted.</p> <p>Noted.</p> <p>The use of good quality zinc cladding and proportion of window detailing is successful contemporary interpretation of these historic characteristics that</p>

the way it sits in the High Road heritage setting.	integrates new development into the local area.
The detailing and material quality of the new build elements could also be improved, especially as they are not prefabricated. This would help to create a sense of pride for residents.	Comments supporting the detailed design of the proposed development overall are noted. High quality materials would be secured through a condition.

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

6.6 Design, Form, Bulk and Massing

Restoration of the front facade

6.6.1 The proposal involves removal of the existing cladding façade to reveal the original bricks underneath and retained where possible unless it is damaged beyond repair. Replace with reconstituted stone in a colour that matches the window reveals and lintels. This approach offers a unique opportunity to retain the original character of the building. The proposal would help achieve the building's long-term integrity and restore its external heritage frontage quality which would preserve and enhance the character and appearance of the of this conservation area. The design has evolved through multiple iterations, incorporating feedback from both the Quality Review Panel (QRP) and planning, design and conservation officers, resulting in improvements to massing, architectural expression and detailing.

Fig 4 Restored heritage frontage



Roof extension

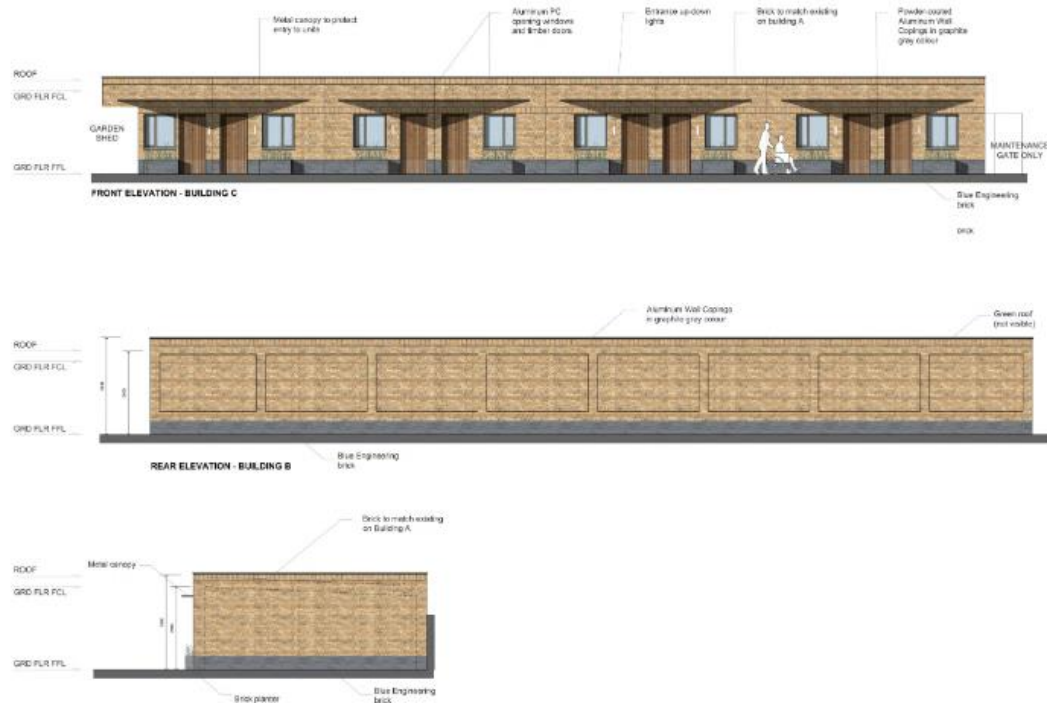
6.6.2 There is very little uniformity to the appearance of the buildings along this side of the High Road and therefore there is no particular sensitivity to the character of the street scene. However, the proposal still needs to provide high quality design which makes a positive contribution to the local character and distinctiveness of the area. The proposed roof extension has been amended in response to the council's previous pre-application advice by including lightweight appearance structure to the existing flat roof.

6.6.3 The overall massing and bulk of the scheme have been reduced in size. It is considered that the proposed design would be a subservient addition to the building that would not compete or dominate with its appearance, including from longer views. Furthermore, it is considered that the proposal would improve the current appearance of the roof level. The lightweight appearance would have a modern appearance that would be a positive addition to the building which helps its sensitive design.

Single storey rear buildings

6.6.4 The layout and positions of the proposed two ground floor buildings (mainly Buildings B and C) are considered modest in size and acceptable. The single storey design and appearance would fit in comfortably within the rear context.

Fig 5 Building A



Materiality

- 6.6.5 The material palette has been carefully selected to harmonise with the surrounding context and reflect the character of the area. The façade's primary feature red brickwork would be complemented by stone cladding. The windows will be reinstated at their original size and replaced with slim line, double glazed timber framed windows. The extension on the roof is proposed with a vertical stand and zinc cladding in natural colour. All external materials will be confirmed via condition; the proposed approach is considered appropriate and would be visually appealing.

Design Summary

- 6.6.6 Given the above and the support from the QRP, the proposed development in design and appearance terms is considered acceptable.

6.7 Residential Accommodation Quality

General Layout

- 6.7.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-

quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

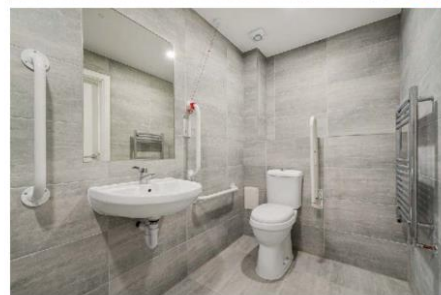
- 6.7.2 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved. Policy DM1 requires developments to provide a high standard of amenity for its occupiers.

Fig 6 Typical unit layout



Example of standard unit proposed for Excel House

Joy Foundation / Prince Regent Lane, London E13 8RP



- 6.7.3 There are no specific quantitative residential standards for this type of facility from a planning perspective. It is important to note that this facility does not comprise of conventional housing and therefore it is not required to meet the London Plan and London Housing SPG standards applicable to conventional dwellings. However, some consideration has been given to guidance provided by various charities as such Shelter "*Accommodation standards and costs for homelessness accommodation*" as a benchmark criterion for short-term accommodation.

- 6.7.4 This being acknowledged, the proposal would provide 52 individual private self-contained rooms, across the ground, first, second and third floors of the building.

In terms of gross internal area, all the rooms sizes ranges from 14sqm to 27sqm. The proposed internal space would exceed London Plan space standards for single person occupancy (all bedrooms would have a gross internal area of more than 7.5sqm) and actually also exceed minimum floorspace standards for double bedrooms (floorspace of at least 11.5 sqm); and is considered to have additional sufficient space for a wc/washbasin/shower and a kitchenette. The submitted plans show that there would be windows present on all sides of the building (front, rear and two flanks) at all levels, and all the occupants of the proposed facility would benefit from sufficient natural light and outlook.

- 6.7.5 Due regards have also been given to Setting the Standard 2 (StS2) dated 2013 – Version 11. This is a pan-London scheme for setting and assessing standards in accommodation used by London Boroughs for the temporary placement of priority homeless persons pending a permanent housing solution. All the proposed partially self-contained units will benefit from an en-suite wc, washbasin, a shower and also have a kitchenette for the preparation of simple meals and snacks. The standard requires that consideration is given to the shape of the room, and single rooms should have a minimum width of 1.8 metres. The proposed rooms exceed this standard.
- 6.7.6 The application was accompanied by an internal daylight and sunlight report which indicates that all rooms will be well lit for their intended use. A study was undertaken using 3D modelling. The report indicates that in relation to average daylight factor (ADF), all the 52 bedrooms tested would exceed their target values for their room use. The amenity area proposed to the rear of the site is surrounded by single storey High Cross Church to the south and adjoins residential rear gardens to the east along Saltram Close. The proposed amenity space to the rear would receive adequate. All habitable rooms would also receive adequate sunlight. Proposal will benefit from daylight and sunlight level in excess of the BRE guidance. The proposed development is acceptable for planning, in daylight and sunlight terms.
- 6.7.7 Whilst it is acknowledged that all the proposed bedrooms are single aspect, it is noted that there are no single aspect north facing bedrooms and south facing bedrooms windows would be provided with brise soleil to minimise overheating. All bedrooms would have appropriate access to daylight and meet the required values and in this instance, it is acceptable given the short-term occupancy nature of the proposed accommodation.
- 6.7.8 All bedrooms would have a minimum floor to ceiling height of 2.5metres which exceeds standard, with a lift serving each of the floors. All rooms would be well laid out to provide useable living spaces and sufficient internal storage space. The units will each have a wardrobe, kitchenette, table, chair, bed, bed-side table, drawer unit and en-suite. There will be a washer and dryer on site and the en-suite can be further used for drying clothes if necessary. All rooms are considered acceptable in this regard.

- 6.7.9 The application was accompanied by a Management Plan which outlines security methods of operation that will be implemented within the proposed accommodation. The management plan would be secured by condition. The general arrangements around the screening and selection process that will be undertaken prior to offering a room to a new resident are also outlined within the management plan; and would be worked up and secured within the S106.
- 6.7.10 In general terms, the standard of accommodation is of exceptional higher quality layout and standard, having been through a rigorous process including assessment by the Quality Review Panel.

Accessible Housing

- 6.7.11 London Plan Policy D7 seeks to provide suitable housing and genuine choice for London's diverse population, including people with disabilities and older people. To achieve this, policy requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable. Local Plan Policy SP2 is consistent with this, as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.7.12 All ground floor units/rooms (i.e. 15 rooms in total located on the ground level), are wheelchair accessible and are fully compliant with Part M4[3] Wheelchair User Dwellings in addition to the National Space Standards. This exceeds the 10% policy target. The remaining 90% of rooms will comply with M4(2) and be accessible/adaptable.
- 6.7.13 The proposed building provides step free access throughout and would incorporate a passenger lift for residents. Two dedicated off-street blue badge bays within the development to the rear will be secured via legal agreement. This will be discussed further in the transport and parking section of the report.

Amenity Space provision

- 6.7.14 A large communal room and residents lounge will be provided on the ground and upper floors. The ground floor also provides a meeting room designated for private meetings between residents of the emergency accommodation and their support workers. The rear part of the site which is intended to be left open will be converted to a high-quality courtyard area with landscaping and sitting places. This space will allow residents to relax and interact with other residents and staff. Details of the proposed landscaping for the courtyard area have been submitted with the application. The proposal includes tree planting within the courtyard. Permeable paving is proposed to run through the central part of the courtyard to allow direct access to this space from the resident's lounge and the entrance to the courtyard from the opposite side which allows access from the rear part of the building.

- 6.7.15 Overall officers are satisfied that the facility will provide an appropriate standard of accommodation for temporarily homeless individuals, including for wheelchair users, and that it will provide a safe place to stay for people who find themselves in need of support.

6.8 Impact on Neighbouring Amenity

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

Daylight and Sunlight Impact

- 6.8.3 The applicant has submitted a Daylight and Sunlight analysis in support of the scheme including appendices highlighting the windows assessed, which provide a detailed examination using accurate modelling of the impact of the proposal on the rear gardens of properties on Saltram Close, which backs on to the application site. It concludes that all habitable windows of the neighbouring properties would pass the daylight and sunlight analysis tests. The assessment concludes that the windows would have before/after ratios which exceed the BRE guidance target of 0.8 and is considered not to result in an unacceptable level of harm, particularly given the large separation distance between the buildings.
- 6.8.4 By reason of the proposed building's location, orientation and distance in relation to neighbouring amenity areas, it is anticipated that the proposal will not result in a detrimental level of increase in overshadowing to private garden areas of existing residential properties. Overall, the proposal would not have a material adverse impact on daylight and sunlight to residents of neighbouring properties at Saltram Close.

Privacy/Overlooking and outlook

- 6.8.5 As the rear of the proposed building would back onto the rear gardens of the properties on Saltram Close, the proposed development has been carefully designed to mitigate overlooking and potential loss of privacy to the rear gardens by limiting the number of windows to habitable rooms in this elevation. The

separation distances of 30m between the rear of the host building and the dwelling houses to the east (Saltram Close) is sufficient to ensure no harmful impact upon overlooking or outlook afforded to such nearby residences.

6.8.6 It is noted that massing potential of the development along the eastern boundary of the site is somewhat limited given the proximity of the adjacent rear gardens of the properties on Saltram Close with window/patio doors facing towards the application site. As such, the proposal (buildings B and C) has been designed to be only single storey alongside the eastern side boundary with windows facing inwards to the proposed central courtyard to avoid privacy conflicts and to mitigate the loss of light and outlook.

6.8.7 Therefore, it is considered that residents of nearby residential properties would not have any significant harm from the proposal in terms of loss of outlook or privacy.

Noise/Disturbance

6.8.8 Any noise emanating from the site will be restricted to that associated with use of the rear amenity courtyard area and external access walkways, comings and goings from the building, and servicing.

6.8.9 Notwithstanding, there is the potential the vulnerable nature of some persons living at the proposed emergency accommodation that the facility may generate or attract some disturbances or antisocial behaviour which could affect the surroundings. Whilst the design of the facility and access routes would mitigate some of the potential impacts as such, it is also important that a management plan be implemented detailing the nature of operation of the facility, how it is to be managed including in respect of potential conflicts and difficult people, and including mechanisms for surrounding residents to report to staff any issues that need to be addressed. A management plan was submitted with the application outlining proposed security methods of operation that will be implemented within the proposed accommodation. Details of screening and selection process that will be taking place prior to offering a unit to a new person are also outlined within the management plan. Whilst the submitted management plan provides an outline of proposed means of making a complaint for surrounding residents, it would also be beneficial to make available to residents, information on complaints procedures and how complaints will be dealt with so as to afford greater certainty to residents that issues will be adequately dealt with and to demonstrate accountability and greater transparency in respect of such matters. To this end, whilst the procedural information submitted offers a degree of satisfaction to Officers as to the ability of the facility to effectively manage and resolve issues onsite a condition is considered appropriate requiring a more detailed management plan for submission, approval and subsequent implementation prior to occupation.

Construction phase of the development

- 6.8.10 It is inevitable that the construction phase of the development would cause some detriment to neighbouring amenity. Officers consider that any such impacts however can be suitably mitigated via implementation of a Demolition and Construction Logistics Plan which shall cover matters which are likely to cause nuisance to adjoining occupiers, accompanied by mitigation measures addressing all matters relevant to this particular site. A condition to secure the submission, approval and subsequent implementation of such a plan is therefore recommended.
- 6.8.11 Subject to the imposition of, and adherence to, the recommended conditions, Officers are satisfied there would be no unacceptable harm to neighbouring residents' amenity.

6.9 Parking and Highways

- 6.9.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.9.2 London Plan Policy T1 sets out the mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. Policy T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.9.3 The site has a public transport accessibility level (PTAL) rating of 6B, which is considered to have excellent access to public transport services. The nearest station to the site is Seven Sisters Station which is a 7-minute walk to the site. South Tottenham and Tottenham Hale Stations are 12-minutes' walk away. Future residents would be well connected to local bus services as the site is served by 12 bus services within 2 minutes' walk of the site. Additionally, bus stops are adjacent to the site. The site is located within the Seven Sisters Controlled Parking Zone which restricts parking to permit holders Monday to Saturday between 08:00 – 18:30.

Trip generation

- 6.9.4 The trip generation analysis for the proposed development was undertaken using TRICS database, which is welcomed by Transport for London. For the existing F1 use class TRICS predicts 17 vehicle arrivals/departures in the AM peak hour and 22 in the PM peak. For the (emergency/short term 1 bed units proposed) a lower

vehicle a trip generation of 5 vehicle arrivals/departures in the AM peak hour and 6 in the PM peak are expected. With the blue badge only parking available it is likely to be lower than this in practice. Overall, it is expected that there will be a reduction in vehicle trips to and from the site given the change of use, and essentially car free residential development. The likely number of person and vehicle trips should not create any network capacity or congestion issues.

Car parking considerations

- 6.8.5 The proposed scheme would be a car free development, with the exception of blue badge car parking. Given the location within a CPZ, and with the PTAL of 6B, the proposal would meet the criteria of Policy DM32 for a car free/permit free development. There are 2 off-street blue badge parking bays currently proposed. This would be dedicated to residents who need them, secured by condition.
- 6.8.6 The development is proposed as car free and given the nature of the development and its location, this would be appropriate. Residential/Business Permit free status should be implemented by way of a planning obligation.

Blue badge (accessible) provision

- 6.8.7 Two off street spaces (which will also have electric vehicle charging facilities) are proposed. It is not clear how many fully accessible/wheelchair rooms there will be. The provision is effectively determined by the space available with the configuration of the development as proposed. The 2011 census recorded average car ownership at 0.44 vehicles per household. This is expected to have reduced since then, and given the nature of the development, it is expected car ownership will be very low.

Cycle parking

- 6.8.8 The London Plan numerical requirements for the C2 land use are for the provision of a long stay space for each 5 staff and one for every 20 bedrooms. The requirement for short stay cycle parking is for one space per 50 bedrooms. It has now been confirmed that 2 staff will work at the development and further 2 staff at the cafe. Therefore, the London Plan numerical requirements will be for 2 staff space and 3 for residents, plus 2 visitor spaces for the 52 bedrooms. Therefore, the provision of 8 spaces in total will exceed London Plan numerical requirements.
- 6.8.9 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.
- 6.8.10 As such, the cycle parking is acceptable subject to the imposition of a condition to secure details and implementation.

Waste and recycling arrangements

- 6.8.11 The bin store is proposed to be at ground floor level, adjacent to the southern boundary. The applicant will need to ensure storage and collection arrangements meet the standards of Haringey's Waste team. The Council's waste management officer has been consulted on the proposals and has advised that they are acceptable subject to all waste streams should be included in the bin store. Officers therefore recommend that all waste streams are secured by a condition.

Construction Phase and arrangement

- 6.8.12 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to liaise and discuss intended means of access and servicing the site from the highway with Transport for London (TfL) Network Management Officers, and the outcomes of these conversations will need to inform the finished Construction Logistics Plan.
- 6.8.13 The Construction Logistics Plan (CLP) can be updated prior to commencement of development to reflect the outcomes and requirements of discussions with TfL, and this will be covered within a pre-commencement condition.
- 6.8.14 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Sustainability, Energy and Climate Change

- 6.9.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.9.2 London Plan Policy SI 2 (Minimising greenhouse gas emissions) states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35% beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.9.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.9.4 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

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

Carbon Reduction

- 6.9.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2.
- 6.9.7 The applicant has submitted an Energy and Sustainability Statement in support of this application. Photovoltaic panels would be provided on building roofs, and the development would be heated with efficiency heating systems.
- 6.9.8 The development would achieve a reduction of 70% carbon dioxide emissions on site which is supported in principle. LBH Carbon Management officers raise no objections to the proposal, subject to some clarifications with regards to the submitted energy strategy which would be covered by condition.
- 6.9.9 The development would achieve a saving of 3.7 tCO₂ in carbon emissions (18%) under Be Lean. This exceeds the minimum 10% and 15% reduction set respectively for residential and non-residential developments in London Plan Policy SI2, this is supported by LBH Carbon Management.
- 6.9.10 In terms of the installation of various renewable technologies, the report concludes that solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 10.3 tCO₂ (51%) reduction of emissions are proposed under Be Green measures with 52 panels proposed on the main roof.
- 6.9.11 The shortfall will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution is £17,385 plus a 10% monitoring fee, will be subject to change during the detailed design stage. This would be secured in the S106 legal agreement.

Overheating

- 6.9.12 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM59 weather files. Further mitigation measures are required in order for the bedroom to pass the overheating requirements for 2020s DSY1. In order to pass the mandatory weather files for the proposed residential dwellings the following measures will be built:
- Openable windows, but with some openable windows restricted
 - Glazing g-value of 0.53
 - Proposed external shading (proposed unclear)
 - MVHR with cooling bolt on

6.9.13 In order to pass the mandatory requirements a revised strategy is required with the applicant needing to confirm if the modelling has been prepared using:

- a). Central London weather file, which will more accurately represent the urban heat island effect.
- b). Type 1 occupancy (see CIBSE TM52) as the development includes vulnerable residents.

6.9.14 The applicant has agreed to undertake further modelling and submit a revised overheating report showing compliance with relevant CIBSE TM52 and TM59 using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s. The applicant should demonstrate how the Cooling Hierarchy has been followed, and the risk of overheating has been reduced as far as practical by prioritising all passive measures, such as reduced glazing and increased external shading, before the incorporation of active cooling. The proposed shading strategy is not fully clear. The proposed elevations have indicated the provision of brise-soleils; however, it is unclear if they have been modelled in the overheating assessment. The Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.10 Urban Greening, Biodiversity Net Gain, Trees and Ecology

Urban Greening Factor

6.10.1 All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff

6.10.2 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The proposed scheme includes landscaping, extensive green roof, green wall, planting, ground cover planting, and permeable paving.

6.10.3 The scheme would have an Urban Greening Factor of 0.4 which meets the minimum target set out in the London Plan as the proposed development. It is considered that the proposed development in terms of urban greening is

acceptable. Details of landscaping and living roofs and walls would be secured by the imposition of a condition to secure a high-quality scheme.

Biodiversity

6.10.4 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. The Environment Act 2021 introduced a statutory requirement for most developments to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development. If, however, the 10% BNG cannot be achieved within the site, the legislation allows the option to deliver a mixture of on-site and off-site biodiversity gain, through purchase of off-site biodiversity units on the market or directly from the Government.

6.10.5 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. Local Plan Policy SP11 promotes high quality landscaping on and off-site. Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.10.6 The entire site is currently hard surfaced and does not comprise any biodiversity elements. The plans submitted with the application indicate improvements to proposed landscaping within the rear courtyard and installation of a green/sedum roof over the main building. The proposal includes planting of a number of species within the site. Officers consider that the proposed improvements to biodiversity would significantly increase the value of the site in this respect, noting the lack of any biodiversity elements on site at the moment. The submitted preliminary landscaping plan is reasonably detailed, and the proposal contains photographs of the proposed plants, hard surface materials and furniture. A condition is recommended to require a fully detailed landscaping plan in respect of finalised species and an aftercare programme for approval and hard surface materials, and subsequent implementation.

6.11 Air Quality and Land Contamination

Air Quality

6.11.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment (AQA) was prepared to support the planning application and concluded that future occupants would experience

acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during the demolition and construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

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

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

Land Contamination

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

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

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

6.12 Fire Safety

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

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

1. The fire safety information has been provided within a fire statement prepared by Milan Babic dated 22/11/2024.
2. The applicant has made a declaration of compliance that the fire safety of the proposed development and the fire safety information satisfy the requirements of London Plan Policy D12A.
3. Information within the fire statement addresses Policy D12 A1-A6 of the London Plan.
4. The fire safety information is specific and relevant to the development proposal.
5. The author has made a declaration of compliance against London Plan Policy D5(B5) requirement for fire evacuation lifts.
6. The compliance declaration states that the applicant is satisfied the design and provision of lifts is compliant with the stated design code.

6.12.3 Officers are satisfied that the policy requirements have been sufficiently addressed, and the fire safety information is satisfactory under London Plan Policy D12(A). A formal detailed assessment will be undertaken for fire safety at the Building Control stage.

6.13 Flood Risk and drainage

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

6.13.2 The site is located outside any official flood risk zone. The proposed paving is indicated to be permeable and therefore would accord with the SUDs principle.

6.14 Conclusion

- The proposed development provides specialist accommodation for single homeless people for which there is an identified need.
- The proposed change of use and refurbishment of the building will improve the internal and external quality and appearance of the site which is currently in a poor state.
- The proposed facility will provide an appropriate standard of accommodation for temporary accommodation for homeless individuals including for wheelchair users.
- The impact of the development on nearby residential amenity is considered acceptable.
- The proposal complies with transportation policy and caters for alternative modes of transport.
- The proposed development would be a high-quality design, of an appropriate scale in the existing urban context and would respect the visual amenity of the streetscape and locality.
- The proposed development would enhance and preserve the character of the conservation area including the significance of the nearby listed buildings.

- The development would achieve a reduction of 70% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment.
- The applicant will continue to work with Metropolitan Police Designing Out Crime officers to ensure that the premises are appropriately safe and secure.
- The proposed development will secure several obligations including Local Housing Allowance (LHA) rates and first refusal option to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £32,701.04 (460 sqm x £71.09) and the Haringey CIL charge will be £27,089.04 (460sqm x £58.89). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge

8.0 RECOMMENDATIONS

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

APPENDIX 1- CONDITIONS/INFORMATIVES

CONDITIONS

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

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

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

Drawings

1. PA1004/MB/00/000 – Site & Block Plan
2. PA-100-MB-00-100 Rev. A (Proposed Ground Floor Plan)
3. PA-1004-MB-00-101 Rev. A (Proposed First Floor Plan)
4. PA-1004-MB-04-102 Rev. A (Proposed Second Floor Plan)
5. PA-1004-MB-00-103 Rev. A (Proposed Third Floor Plan)
6. PA-1004-MB-00-104 Rev. A (Proposed Roof Plan)
7. PA-1004-MB-04-200 Rev. A (Proposed West and South Elevations – Street scene)
8. PA-1004-MB-04-201 Rev. A (Proposed West Elevation – Building A)
9. PA-1004-MB-04-202 Rev. A (Proposed South Elevation-Building A)
10. PA-1004-MB-04-203 Rev. A (Proposed East Elevation – Building A)
11. PA-1004-MB-04-204 Rev. A (Proposed North Elevation-Building A)
12. PA-1004-MB-04-205 Rev. A (Proposed Elevations-Building B)
13. PA-1004-MB-04-206 Rev. A (Proposed Elevations-Building C)
14. PA-1004-MB-04-207 (Proposed Elevations – Building B & C)
15. PA-1004-MB-01-100 (Existing Ground Floor Plan)
16. PA-1004-MB-01-101 (Existing First Floor Plan)
17. PA-1004-MB-01-102 (Second Floor Plan)
18. PA-1001-MB-03-200 (Existing West and South Elevations -Street scene)
19. PA-1001-MB-03-201 (Existing West Elevations)
20. PA-1001-MB-03-202 (Existing South Elevations)
21. PA-1001-MB-03-203 (Existing East Elevations)
22. PA-1001-MB-03-204 (Existing North Elevations -Building A)
23. PA-1004-MB-06-300 (Proposed Section AA)
24. PA-1004-MB-06-301 (Proposed Section BB)
25. PA-1004-MB-06-302 (Proposed Section CC)
26. PA-1004-MB-Typical Unit Layout
27. 24247.101 (Urban Greening Factor Drawing)
28. Preliminary Landscape Proposal Concept – Version 3 - September 2025

Documents

1. PA-1004-MB-DAS_Excel House Part 1(Design and Access Statement)
2. PA-1004-MB-DAS_Excel House Part 3(Design and Access Statement)
3. Planning Statement dated 09/12/2024
4. Sustainability Statement (Job No:5958, Issue No.1, November 2024)
5. Air Quality Assessment Rev 1, December 2024 – prepared by Lucinda Pestana
6. TM59/TM52 Overheating Risk Analysis (Job No.6521, August 2025, Issue No.3)
7. Daylight and Sunlight Assessment (Job No:6010, Issue No.1, November 2024)
8. Energy Statement for Planning (Job No:5958, July 2025, Issue No.1)
9. Management Plan for Short Stay Accommodation document (Excel House)
10. Built Heritage Statement (794-PLN-HER-01136, November 2024)
11. Transport Statement prepared for Milan Babic Architects October 2024
12. Construction Management Plan prepared for Milan Babic Architects November 2024
13. Fire Statement November 2024

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

Detailed Drawings and External Materials

- 3 Prior to the commencement of building works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the below:
 - a) Detailed elevational treatment.
 - b) Detailing of roof treatment with considerations for materiality and texture in the external and internal spaces
 - c) Details of windows and doors
 - d) Details of residential, commercial and service entrances (the residential entrance design shall be detailed further with considerations for materiality and texture in the external spaces)
 - e) Details and locations of rainwater pipes; and
 - g) Details of decorative brickwork (scale of 1:10 or 1:5)
 - h) Details of green wall
 - i) Detailed design of the shopfront

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

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

Management Plan

- 4 a) Prior to first occupation of the temporary accommodation development, a management plan for the temporary accommodation shall be submitted to, and approved in writing by, the Local Planning Authority. This shall detail the following:

- management policies in place to ensure no anti-social behaviour occurs on site or in the local area
- Procedure for managing potentially challenging behaviour of residents;
- Site security and access arrangements
- Facility staffing arrangements;
- Refuse and Recycling Management arrangements;
- Restrictions on noise levels including amplified music;
- contact details of on-site managers to be publicly displayed
- complaints procedure and details of how this will be accessible to the local Public

The temporary accommodation shall thereafter be run in accordance with the approved management.

- b) 6 months after first occupation of the proposed facility, a revised management strategy shall be submitted to and approved by the Local Planning Authority. This shall list any complaints received by local residents and a list of actions that have/will be taken to address these

Reason: To avoid and mitigate potential adverse impacts upon the surrounding amenity including noise and disturbance and anti-social behaviour, and to secure crime prevention in the interests of maintaining a safe and welcoming community and amenity for surrounding residents and to comply with Policies DM1 and DM2 of the Development Management Development Plan Document 2017

Restricted Use

- 5 Save for the ground floor commercial unit, the premises shall only be used for Temporary Accommodation and for no other purpose (including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification; or as any other Sui Generis use).

Reason: To safeguard the use hereby permitted and to satisfactorily protect the amenities of adjoining properties are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

Hard and Soft Landscaping

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

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

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual

amenity of the area and to comply with Policies D4 and G5 of the London Plan 2021, Policy SP11 of the Local Plan 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

Secure by Design Accreditation

- 7 A. Prior to the commencement of above ground works to each building or part of a building hereby permitted, details shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above grade works of the building within the development.
- B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certificate shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

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

Land Contamination

- 8 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 and to comply with Policy 7.14 of the London Plan.

Unexpected Contamination

- 9 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.

Non-Road Mobile Machinery (NRMM)

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

Management and Control of Dust

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

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

Considerate Constructors Scheme

- 12 Prior to the commencement of development, including demolition, on site the Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. Registration shall be maintained throughout demolition/construction.

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

Delivery and Servicing Plan and Waste Management Plan

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

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL dsp guidance 2020.

Cycle Parking

- 14 Prior to first occupation/use of the development, the applicant will be required to submit to the Highway Authority plans showing accessible; sheltered, and

secure cycle parking for 3 long stay and 5 short located in an accessible location for approval.

Reason: In order to ensure adequate cycle parking and to comply with Policy T5 of the London Plan 2021. The cycle parking must be in line with the London Cycle Design Standards (LCDS).

Electric Vehicle Charging

- 15 Subject to a condition requiring the provision of 1no. active electric vehicle charging points to serve the on-site parking spaces from onset.

Reason: to be in accordance with published London Plan 2021 Policy.

Entry Access Gate Arrangements

- 16 The applicant will be required to submit details regarding the operation of the proposed gates to ensure no vehicles wait inappropriately on the public highway, to avoid creating congestion and any highway safety issues. The proposed means of control of access and regime of opening hours will need to be provided and agreed with Transport for London (TfL).

Reason: In order to maintain the free flow of traffic on the Transport for London Road Network and to comply with Policy T6 of the London Plan 2021.

Disabled Parking Bays

- 17 The applicant will be required to submit and provide plans showing 2no. on-site disabled persons parking bays.

Reason: To ensure the development is in accordance with the published London Plan 2021 T6.5 non-residential disabled parking.

Energy Strategy

- 18 The development hereby approved shall be constructed in accordance with the Energy Statement rev 2 prepared by T16 Design Ltd (dated July 2025) delivering a minimum 70% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 26 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;

- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction;
- 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 in accordance with the details so approved prior to first use/occupation and thereafter shall be maintained and retained for the lifetime of the development.

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

Reason: In order to ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and to comply with Policy SI2 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policy DM22 of the Development Management Development Plan Document 2017

Overheating Report

- 19 Prior to commencement of any 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 TM59 Overheating Assessment rev 4 by T16 Design Ltd (dated Sept 2025) as a starting point, taking into account the outstanding requirements at application stage.

This report shall include:

- Further modelling of units to include all dwelling units based on CIBSE TM52/59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Details and specifications of the brise-soleils; the number and location of brise-soleils should match that on the proposed elevations as a minimum;
- To provide retrofit measures and confirm that they 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/used.

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

- Openable windows but with some openable windows restricted;
- Glazing g-value of 0.53;
- Proposed external shading – brise soleil with 550mm projection to windows on East side of South elevation, all elevations on third floor and East elevation;
- MVHRs with cooling bolt on to all units;
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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

Living roofs

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

BREEAM

- 21 Prior to the commencement of development, a sustainability assessment shall be submitted to, and approved in writing by, the Local Planning Authority which demonstrates that the highest possible standard would be achieved through measurable outputs, demonstrating how environmental sustainability has been integrated into the development. This shall be achieved through a BREEAM Pre-Assessment with a minimum 'Very Good' rating, or similar independently audited assessment where measurable outputs can be demonstrated. This shall include a table to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and justification for which credits will not be met.

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

Archaeology

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

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

- A. The statement of significance and research objectives, the programme and methodology of site investigations and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In order to safeguard the archaeological interest on this site and to comply with paragraph 211 of the National Planning Policy Framework.

Commercial Unit – Noise Attenuation

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

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

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

Commercial Unit – Hours of operation

- 24 Any café/restaurant use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 22.00 (Monday to Saturday) and 08.00 to 22.00 (Sundays and Public Holidays).

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

Accessible Accommodation

- 25 The temporary accommodation shall not be first occupied/used until:
- (a) All of the emergency accommodation rooms have been built to Part M4(2) 'Accessible and Adaptable Dwellings' of the Building Regulations 2010 (as amended).
 - (b) The 15 accommodation rooms at ground floor level have been built to Part M2(3) 'Wheelchair User Dwellings'. Of the Building Regulations 2010 (as amended).

Reason: In order to ensure that the proposed development meets the Council's Standards for the provision for accessible and adaptable dwellings and to

comply with Policy D5 of the London Plan 2021 and Policy SP2 of the Local Plan 2017.

Refuse, Waste & Recycling Details

- 26 Prior to first occupation/use of the development, a detailed scheme for the provision of refuse and waste storage and recycling facilities shall have been submitted to, and approved in writing by, the Local Planning Authority. The Waste Management Plan shall also include details of how refuse is to be collected from the site.

The details as approved shall be implemented prior to first occupation/use of the development 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 SI 2 of the London Plan 2021.

Extract flues/fans

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

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

Fire safety

- 28 The development shall not be occupied/used unless it has been carried out in accordance with the Fire Statement submitted prepared by Milan Babic dated 22/11/2024.

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

CCTV (PRE COMMENCEMENT)

- 29 No development shall take place until a scheme for external CCTV has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include locations, mounting heights, equipment specifications, signage and a maintenance and monitoring plan. The development shall thereafter be carried out in accordance with the approved details and retained for the lifetime of the development.

Reason: To ensure that community safety is satisfactorily addressed.

INFORMATIVES:

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

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

CIL: Based on the information given on the plans, the Mayoral CIL charge will be £32,701.04 (460 sqm x £71.09) and the Haringey CIL charge will be £27,089.04 (460 sqm x £58.89). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

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

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

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

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

Asbestos: Prior to demolition or any construction work in existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be

removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

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

Archaeology: Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

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

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

Water Consumption: The dwelling(s) shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach. Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

New Shopfront & Signs: A separate application will be required for either the installation of a new shopfront or the display of any illuminated sign

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

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ('1990 Act') is that planning permission granted in England is subject

to the condition ('the biodiversity gain condition') that development may not begin unless:

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

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

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below, but you should check the legislation yourself and ensure you meet the statutory requirements. Based on the information provided, this permission WILL require approval of a BGP before development is begun because none of the statutory exemptions or transitional arrangements summarised below are considered to apply.

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

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

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

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

+ Irreplaceable habitat:

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat. The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

++ The effect of section 73(2D) of the Town and Country Planning Act 1990

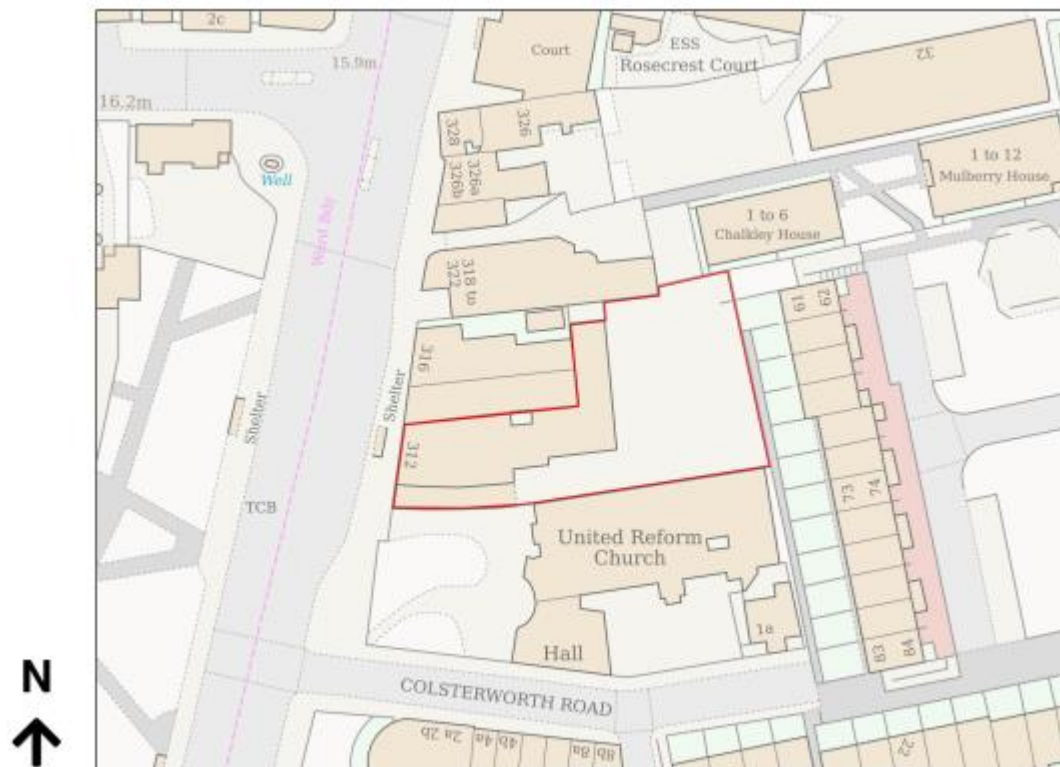
If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission ("the earlier BGP"), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved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

++ Phased development

In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

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APPENDIX 2 – PLANS AND IMAGES



Site location plan



Birds eye view



Site photos (Original building)



The Site, 312 High Road Tottenham, with previous pink and grey cladding



Side elevation of the Site and association with adjacent church and grounds



Extant front elevation with most cladding removed.



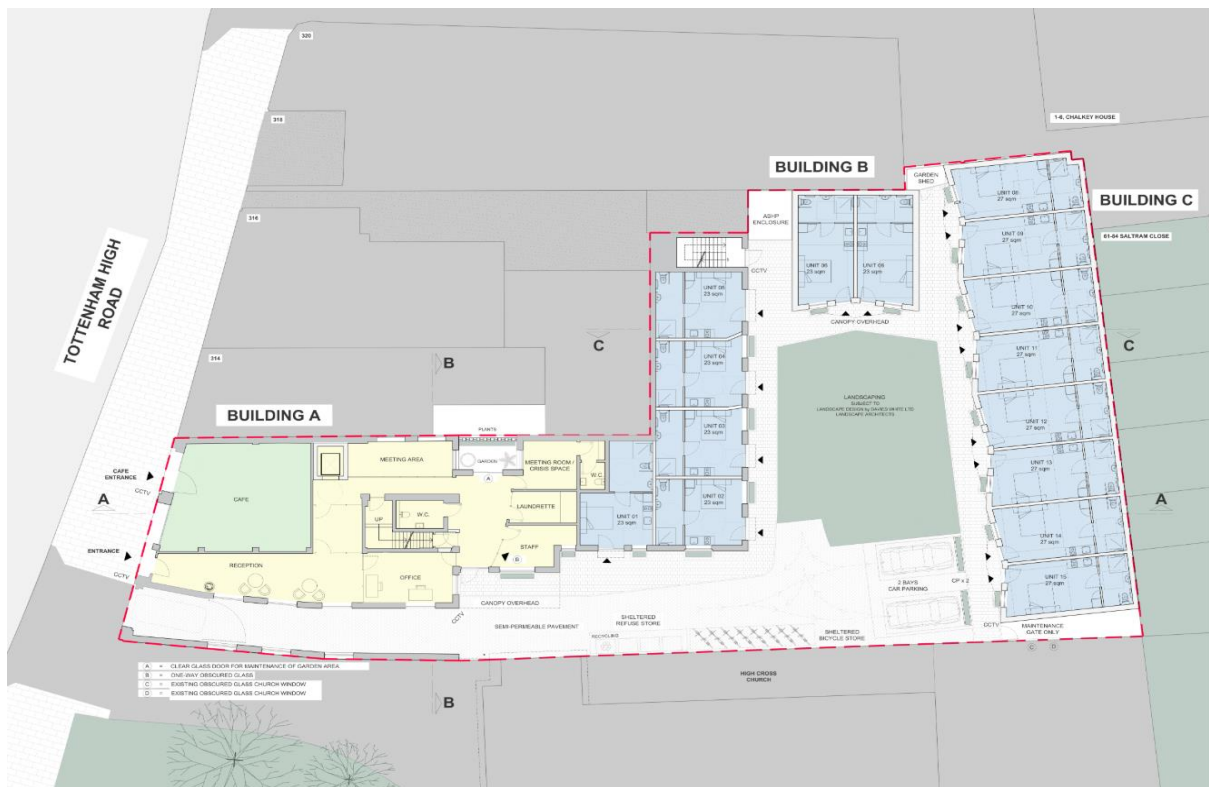
Rear elevation of 312 High Road Tottenham, with area of car parking to the rear.



The eastern edge of the High Road includes a range of nineteenth century buildings in the foreground, with the Site and taller residential blocks in the distance.



View south-north along High Road illustrating large scale building to north of Site.



Proposed ground floor plan



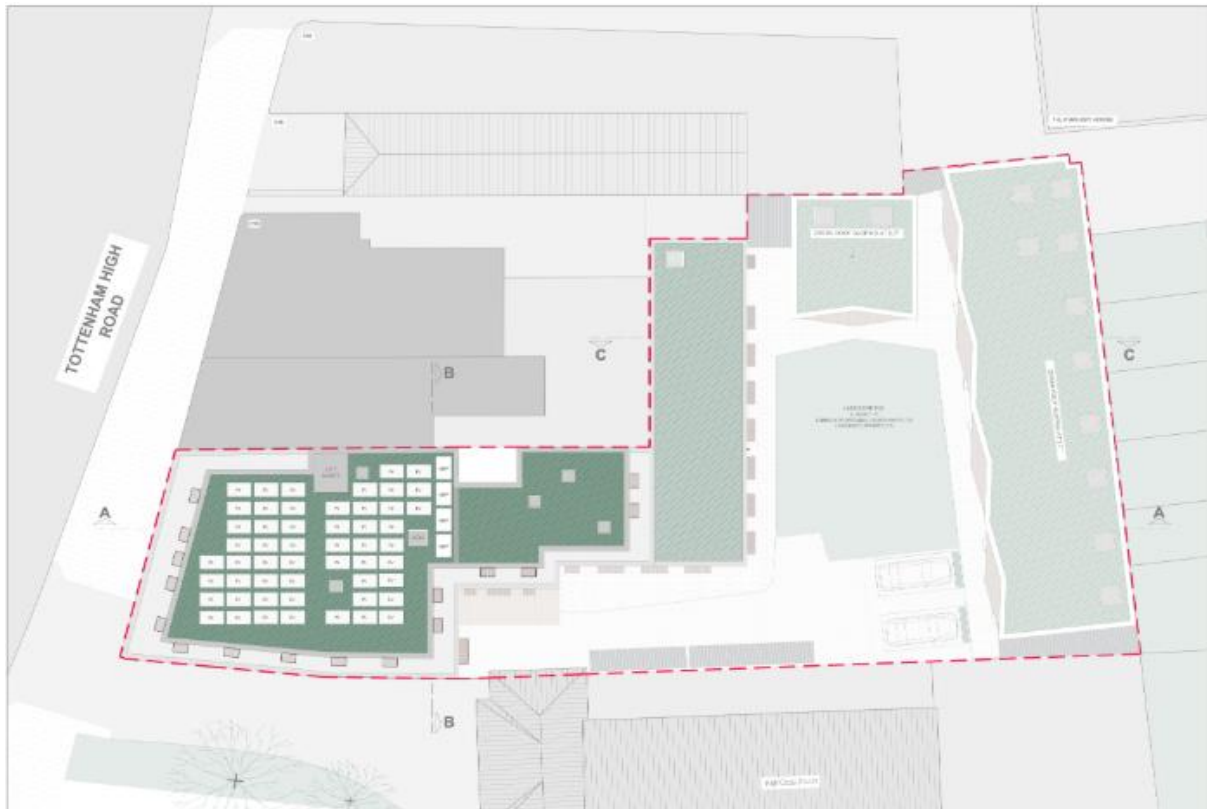
Proposed first floor plan



Proposed second floor plan



Proposed third floor plan



Proposed roof plan



Proposed west elevation (Front) Building A



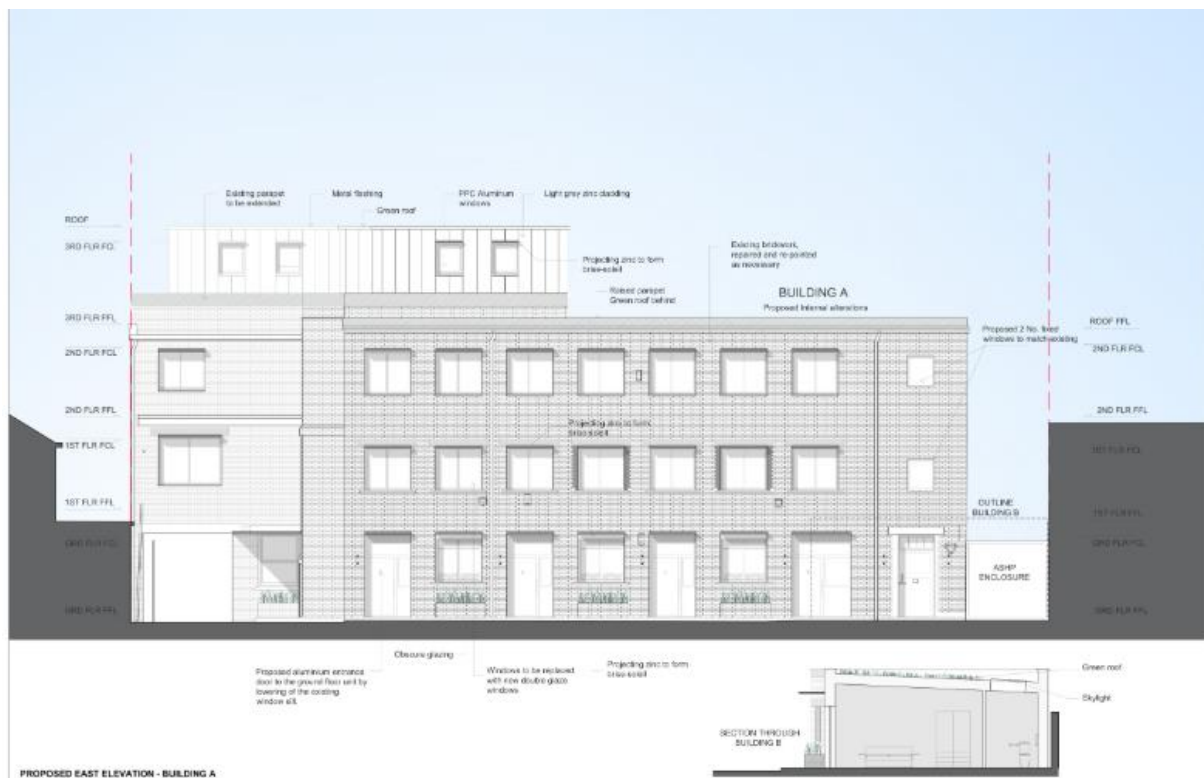
Proposed west/south elevation (Street Scene)



Proposed south elevation – Building A



Proposed north elevation



Proposed east elevation -Building A & Section through building B



Proposed section A-A

CG1 Views





CGI/ Street view





APPENDIX 3 – CONSULTATION REPONSES – INTERNAL AND EXTERNAL

Stakeholder	Question/Comment	Response
Design	<p>HGY/2024/3386 - 312 High Road Tottenham London N15 4BN</p> <p>Refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. Commercial use on part of the ground floor and self-contained residential uses on upper floors to provide short stay emergency accommodation.</p> <p>This proposal is for the refurbishment and extension of no. 312 High Road, Tottenham, to provide fifty-two bed-sitter units for emergency accommodation for the homeless, run by a private company for profit, but with the clients to be housed nominated and (it is assumed) paid for by local authorities.</p> <p>Site Location and Context</p> <p>The site is an existing property on the east side of the High Road, facing the west side of Tottenham Green, just north of the east side of The Green. Its immediate neighbour to the south is a garden in front of the High Cross United Reformed Church, the garden having been formed by the demolition of the old, Victorian gothic church following the construction of a modern (1950s?) replacement to its rear. The existing three storey building on the site is built right up to the back of pavement, like its two retail neighbours to the north, and to its side boundaries to either side, forming a party wall with no. 314 and a boundary wall, containing several (10no.) existing windows onto the church garden to the south.</p> <p>The building frontage features a tripartite split, with wider central windows and ground floor shopfront flanked by narrower windows or on the ground floor archways either side, to the left (north a double doorway, to the south a vehicular alleyway. This leads through to an open yard area where the building narrows, roughly in line with the frontage of the church. Further back the site widens considerably to the north, with the existing building wrapping around the corner but remaining shallow (single room) depth, with the site opening to a large, paved car park. Flatted blocks of two to three storeys to the east and north-east look onto this yard, but set behind small courtyard gardens.</p> <p>Tottenham Green immediately opposite and close by to the south is a historic village green now landscaped with mature trees, benches and lawns suitable for sitting out and children's play, with Tottenham High Road, cutting diagonally across the green, is a historic high street containing numerous shopping, cultural, civic and</p>	<p>Comments noted</p> <p>Conditions included</p> <p>The proposed conversion and extension is supported in principle as a good use of land, for a desperately needed purpose in a location suited to this function and although the external design, composition and materials can generally be considered a good design, especially the conversion and extension of the main frontage building, concern was raised that the proposal should be considered by the Quality Review Panel (QRP). This has since taken place, and they considered this development would deliver a high standard</p>

	<p>community facilities, as well as exceptionally dense regular bus services, which serve nearby tube and overground stations as well as the wider area. As such, the location of this application site is eminently suitable for emergency homeless people's accommodation.</p> <p>External Appearance</p> <p>The proposals are to add a set-back additional floor to the existing three storey buildings and add two single storey separate blocks in the courtyard, and introduce soft landscaping parts of the remainder of the courtyard. The existing building frontage is to be extensively remodelled, with a mid-20th century curtain walling façade to the 1st and 2nd floor frontage already confirmed as possible to be removable, revealing an older, early 20th century, vaguely Art Deco, brick and stone façade beneath. The applicants propose new timber windows in the original openings, and these changes overall will significantly improve its appearance from the street.</p> <p>Similar proposals will improve the ground floor, with matching render proposed for the pilasters between the shopfront window and archways. The central shopfront is proposed to serve an independent, stand-alone café-bar unit, with no connection to the homeless accommodation, which will have its main pedestrian access via the northern doorway, and servicing access, including deliveries, refuse, cycles and parking in three disabled parking places through the gated alleyway to the south. It is not clear where refuse and staff cycle storage for the café-bar unit would be, or if it is intended to share with the emergency homeless accommodation, which could create difficulties. Otherwise, provided it is viable and does not remain empty, the proposed café-bar unit is welcomed from a design point of view.</p> <p>The proposed rooftop extension is elegantly designed with a good set-back from the existing building edge on all sides, finished in an appropriate, light grey standing seam zinc metal cladding of visually recessive, roof-like appearance, and fenestrated with evenly spaced, elegantly vertically proportioned windows. This particular element has been improved following discussions with officers in pre-app meetings.</p> <p>Stand Alone New Build Blocks</p> <p>Finally for consideration of the external appearance, two rows of single storey studio units are to be erected in the rear yard space, with part of the rest of the yard to be soft landscaped. A long row of 8no. units extends virtually the full length of the eastern boundary, whilst a short row of just two units closes off the northern end of the courtyard. Although in principle, this is a reasonable place to insert some new build additional units, they are not designed as a particularly convincing new build insertion, with precious urban space wasted around them by the 1m off-sets from all adjacent boundaries, their just being single storey seeming very unambitious, and the</p>	of temporary accommodation.
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	<p>two northern-most units having obstructed views and daylight access from their proximity to the neighbouring shorter block. Overall, the impression is of an inflexible standard unit design not being adaptable to better suit location and context.</p> <p>Of greater concern, though, is whether the proposed units internal layout, and the complex's internal and external facilities, represent good design for the intended residents, which goes to what standards of accommodation are appropriate and what sorts of residents will be accommodated, and following on from that, what their accommodation needs are.</p> <p>Residential Standards</p> <p>As has been repeatedly stated in this and similar applications, there are no statutory or adopted policy standards for emergency accommodation for homeless people. It would appear that there is not even much published guidance, but I have been shown a very impressive research project and guidance prepared by the architects Morris+Co for Commonwealth Housing, attached to this document. Titled "Family Emergency Accommodation Guidance" (hereafter referred to as "The Morris+Co Guidance"), it is aimed at defining what should be the minimum acceptable standard of emergency accommodation for families with children.</p> <p>In this respect, it is not clear to this officer, from the applicants' submitted information, whether children will be accommodated in this proposed development. But it is understood, and reinforced in The Morris+Co Guidance, that generally it is only parents of children who qualify for emergency accommodation on presenting as homeless. The Morris+Co Guidance further notes that the majority of homeless people who qualify for emergency housing are a single parent with one to four children. Therefore, unless children are to be specifically excluded from this institution, the accommodation will presumably have to be considered as suitable for children.</p> <p>The Morris+Co Guidance does not assume residents would enjoy the same standards in emergency accommodation as in permanent homes; it accepts that the purpose of emergency accommodation for homeless people is to provide a temporary, stop-gap, "roof over their heads" until permanent accommodation can be found, and recognises there is a need for this, that it is currently not possible to provide permanent accommodation to full conventional residential standards for every family containing children, who suddenly becomes homeless. It therefore assumes small units, taking up the minimum amount of space necessary, not for possessions, just assuming safe and healthy living in furnished accommodation.</p> <p>The biggest and most significant failure of this proposal to meet the standards in The Morris+Co Guidance is not</p>	
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	<p>providing a separate bedroom. The Morris+Co Guidance is very clear that a separate bedroom is essential to allow staggered sleeping times and sufficient healthy sleep, especially for children, as well as space for a school child to concentrate on homework. The Morris+Co Guidance is also clear that bedrooms should have their own window.</p> <p>The Morris+Co Guidance also gives minimum dimensions, especially for and around beds and cots, in kitchen areas and dining areas and in bathrooms. It does not mind if kitchen and dining areas are open plan to the main living room, which can also double up as the adult's sleeping room, as befits temporary emergency accommodation. It should be noted that kitchen areas in particular are not generous by permanent accommodation standards. But it is far from clear that the single living-dining-kitchen-bedrooms in the proposed units this proposal would meet these crucial recommended sizes, especially as they are shown with just a single double bed, taking up a significant amount of the room (The Morris+Co Guidance , incidentally, recommends just single beds are provided), and no dining, sitting or playing areas are shown or appear to be available.</p> <p>The Morris+Co Guidance then goes on to derive minimum unit sizes, whilst noting that minima may not be achievable in all geometries. These range from 25m² for the smallest unit, suitable for one adult and one child, to 52m² for up to 5 people (2 adults and 3 children or 1 adult and 4 children). In these proposals, units range from 14m² to 27m², but only four units exceed The Morris+Co Guidance minimum of 25m². It therefore seems clear that the proposed unit sizes are woefully inadequate for emergency accommodation for typical homeless families.</p> <p>The guidance goes on to recommend certain design standards for communal facilities, including a communal entrance close to a drop off / delivery bay, that is visible, subtle, safe secure and accessible, which would appear to be met, although at only 15m², the "Waiting Area" is very small, and lacks the guide's recommended passive overlook and reception desk. There are staff offices and facilities, which can be assumed to be adequate, and two 1:1 meeting rooms, meeting recommendations, but no "Flexible Space", which the guide recommends be used for communal activities, meetings and homework clubs, nor any communal laundry facilities (and individual kitchenettes are not large enough to include washing and drying).</p> <p>Finally, there is an outdoor landscaped "Garden Communal Gathering Space", shown with benches on a green area indicative of it being intended to be soft landscaped, but no outdoor children's play space contrary to the guidance and wider adopted policy. The Urban Greening Factor submission shows most of this area being "Flower-rich planting herbaceous and Amenity grassland shrubs including planters", with the paths and paved areas as "Amenity grassland" which seems unrealistic if it is to be usable outside of the driest times of the year, but no more detailed landscape design is provided.</p>	
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	<p>Summary</p> <p>Although the proposed conversion and extension is supported in principle as a good use of land, for a desperately needed purpose in a location suited to this function, and although the external design, composition and materials can generally be considered a good design, especially the conversion and extension of the main frontage building, the interior residential standards and space available, communal facilities and landscaping appear to be woefully inadequate and sub-standard for emergency homeless person's accommodation.</p>	
Conservation	<p>The property at No 312 Tottenham High Road, N15 is an early-20th century commercial building that had been clad in the last decades with a curtain wall façade and is considered to detract from the character of the Tottenham Green Conservation Area.</p> <p>The development site sits on the east side of the High Road where it is surrounded by some relatively well-preserved heritage buildings such as the locally listed High Cross Church and Hall to the south of the development site, and locally listed Nos. 318 to 322 and No.324, located to the north of the development site.</p> <p>The immediate neighbour to the north is property at No. 316, this is a late-20th century addition, it is of note only for the blue plaque put up by the London Missionary Society in 1949 on the previous building on the site. Further to the north No. 318 is a late-19th century two-storey yellow stock brick building with a parapet and hipped slate roof set back from its neighbours. Building at No. 320, of mid-19th century appearance, has a parapet, a splayed corner, and sash windows with glazing bars, stucco surrounds, pilasters, and pediments. The inter-war shop front has granite stall risers and a recessed entrance with a black and white chequer tile floor inset with a mosaic monogram: 'AS & S Ltd'.</p> <p>Locally listed property at No. 324 dates from c1900 and is in red brick with buff-coloured faience blocks forming a framework of pilasters, parapet cornice and banding. The façade retains a largely intact original timber shop front and surround with Corinthian pilasters, partially hidden by modern signage and cabling.</p> <p>Altogether, the heritage buildings neighbouring the development site concur to illustrate the character of the earlier period of the area and complement the spacious, civic character of the Tottenham Green and Townhall approach.</p> <p>The proposed development is driven by the need for short-term, emergency, self-contained residential units, and the pre-application advice encouraging an assessment of the original design quality and façade conditions of the existing building has been fully embraced, and this approach has positively allowed to design for the retention, reconfiguration and extension of the existing three storey brick building, while decluttering, unveiling and reinstating the original design of its facades which is fully supported.</p>	Comments noted

	<p>The design proposal rests on a good understanding of the original design and character of the building, and by a discerning analysis of its built historic context including its more or less successful alterations.</p> <p>As part of a conservation-led, heritage-sensitive approach, the proposed zinc-cladded, single storey roof extension will be sensitively well-set back from the main street frontage and will sit behind an extended parapet that will help reducing the visible and perceived increase in height and bulk of the existing building.</p> <p>The additional storey will have a very modest impact on the unveiled historic character of the host building and on the setting of surrounding heritage assets, and should acceptably blend in with the varied age, design and height of the street frontage that already characterizes the eastern side stretch of the High Road comprised between Colsterworth street to the south and Monument Way to the north.</p> <p>The two new single storey buildings proposed to the rear of the existing building, together with some landscape design, will quietly complement the proposed design and uses of the existing building.</p> <p>The proposed development is very welcome within the heritage context of the Tottenham Green Conservation Area, due to its potential to declutter, unveil and reinforce the historic character of the conservation area stretch comprised between Colsterworth street and Monument Way. This scheme will cause no harm to the significance of surrounding heritage assets, and will likely enhance the quality of their setting, depending on detailed design and built quality.</p> <p>Accordingly, the application is fully supported from the heritage conservation perspective, however detailed design information such as specification and samples of proposed repairs, replacements and alterations to the existing elevations, and detailed design, specification material samples of the proposed roof extension and new buildings to the rear should be submitted for approval.</p>	
Transport	<p>Updated comments prepared 29/9/25 following scheme alterations associated with QRP</p> <p>This response supersedes the previous comments from late 2024 for this application, following scheme alterations resultant from QRP assessment of the application to improve the landscaping within the site.</p> <p>To make the required improvements, there has been a reduction and relocation of the blue badge parking, from 3 spaces to 2 spaces, and a reduction and relocation of the cycle parking, from 12 long stay and 6 short stays to 8 spaces in total. These are discussed within the response.</p> <p><u>Development proposal</u></p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included in line with the planning obligations SPD</p>

	<p>The applicant intends to refurb, convert, and extend the existing building, along with the construction of two new single storey buildings to the rear. The site is currently use for class F1 and it is intended to change to use class C2.</p> <p>The scheme retains commercial use on part of the ground floor and 52 partially self-contained residential uses in the rest of the site, providing short term emergency accommodation.</p> <p>The ground floor will also include a commercial restaurant and office space for support staff as well as a utility room. External amenity space is provided to the rear together with parking for 2 disabled users and 8 cycle parking spaces.</p> <p><u>Location and access</u></p> <p>This site is located to the eastern side of Tottenham High Road, adjacent to the High Cross Reform Church, and south of the junction of the High Road with Philip Lane. Tottenham High Road at this location is 'red route', and part of the Transport for London Road network (TLRN). TfL are therefore the Highway Authority, not Haringey at this site.</p> <p>The site has a PTAL value of 6B, considered 'excellent' access to public transport services, the highest value achievable with the WEBCAT assessment tool. There are 12 bus services within 2 minutes' walk of the site, and multiple services from bus stop adjacent to the site. Seven</p> <p>Sisters station is 7 minutes' walk away, and South Tottenham and Tottenham Hale Station 12 minutes' walk away. There are multiple shops and services accessible also within a short walk of the site.</p> <p>The site is also within the Seven Sisters CPZ, which operates Monday to Saturday between 0800 – 1830.</p> <p><u>Existing use and proposed development.</u></p> <p>At present there is a three-storey building at the site, plus a car park behind associated with it. The applicant details that there is existing commercial use at the ground floor, with office space and floor area for training. There are twelve car parking spaces that are leased out, for periods varying between one month and 12</p>
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	<p>months. The application form for the development does reference there are 27 car parking spaces in total. It is not clarified but it is assumed the 15 spaces not leased out are used by employees and visitors to the existing educational set up at the site.</p> <p>The application is for the following;</p> <ul style="list-style-type: none"> • Retention of commercial at ground floor, to include a restaurant and office space for the emergency accommodation. The restaurant is referenced within the planning statement and application form but not the transport assessment. • Rear extension to the existing building and the construction of two new buildings to the rear on part of the existing car park • Provision of 52 short-term emergency self-contained residential units/flats in total across the existing/extended building and the two new buildings to the rear. • Internal cycle parking (12 spaces) and external cycle parking (6 spaces) is proposed along with 3 blue badge car parking spaces. <p><u>Access arrangements</u></p> <p>There will be two pedestrian accesses, both will be from the High Road, and the side access to the car parking area is to be retained, to enable access for vehicles (2 blue badge parking spaces) and the externally located cycle parking.</p> <p>The vehicular entrance gates have been altered compared to the original submission; they have been set back to enable a car to pull off the highway prior to their operation.</p> <p>The proposed means of control of access and regime of opening hours will need to be provided and ultimately agreed with TfL. This must be subjected to a pre commencement condition.</p> <p>The applicant has also revised the arrangements for storage of the bins so that there is no obstruction to vehicular access at the gates.</p>	
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	<p>Swept path plots will need to be provided for accessing the revised blue badge bays.</p> <p><u>Trip generation</u></p> <p>The Transportation assessment includes information on the likely Trip Generation resultant from the redevelopment. For the existing F1 use class TRICS predicts 17 vehicle arrivals/departures in the AM peak hour and 22 in the PM peak. For the emergency/short term 1 bed units proposed a lower vehicular trip generation of 5 vehicle arrivals/departures in the AM peak hour and 6 in the PM peak. With the blue badge only parking available it is likely to be lower than this in practice. Overall, it is expected that there will be a reduction in</p> <p>vehicle trips to and from the site given the change of use, loss of 27 parking spaces and essentially car free residential development.</p> <p>The likely number of person and vehicle trips should not create any network capacity or congestion issues.</p> <p><u>Car parking considerations</u></p> <p>There is an existing car park at the rear of this site, which is detailed in the application form as having a capacity for 27 cars. The Transportation Assessment references 12 spaces are leased out for periods between 1 month and 1 year. There is no commentary on the users of the remaining 15 spaces. It is assumed that these are used by visitors and employees to the current F1 use.</p> <p>Regarding these 12 spaces that are leased, it is unlikely that the current users of these spaces will create any additional on street issues as they will have alternatives for regular longer term parking in the form of the Council car parks in the locality, including Somerset Road Car Park (44 spaces), Tottenham Green Pool and Fitness (67 spaces), and Stoneleigh Road Car Parks A, B, & C (total of 104 spaces). As they are currently leasing spaces, they are longer term users and less likely to park opportunistically on local streets.</p> <p>The other 15 spaces that it is assumed are used by visitors and employees of the current site set up, their demands should disappear with the loss of the F1 facility at the site.</p>	
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	<p>The development is proposed as car free and given the nature of the development and its location, this would be appropriate. Residential/Business Permit free status should also be implemented for which an agreement or planning obligation would be required.</p> <p><u>Blue badge provision</u></p> <p>Two off street spaces (which will also have electric vehicle charging facilities) are proposed. It is not clear how many fully accessible/wheelchair rooms there will be. The provision is effectively determined by the space available with the configuration of the development as proposed.</p> <p>The 2011 census recorded average car ownership at 0.44 vehicles per household. This is expected to have reduced since then, and given the nature of the development, it is expected car ownership will be very low. The two disabled spaces should be sufficient for the 55 units, if there are demands exceeding this provision, blue badge holders will need to park in adjacent streets within the CPZ, or the applicant will need to consider and accommodate areas within the development for secure, weatherproof scooter charging/parking to provide a facility for mobility impaired occupiers.</p> <p><u>Cycle parking considerations</u></p> <p>As commented earlier in this updated response, there will now be 8 cycle parking spaces provided within the development, which are to be located beneath a green roof adjacent to the bin stores. These will use Sheffield Stands which cycles can be locked to. Security will be provided both by the gated vehicular entrance and security in the reception so only authorised persons will be able to access the cycle parking.</p> <p>The London Plan numerical requirements for the C2 land use are for the provision of a long stay space for each 5 staff and one for every 20 bedrooms. The requirement for short stay cycle parking is for one space per 50 bedrooms. It has now been confirmed that 2 staff will work at the development. Therefore, the London Plan numerical requirements will be for 1 staff space and 3 for residents, plus 2 visitor spaces for the 52 bedrooms. Therefore, the provision of 8 spaces in total will exceed London Plan numerical requirements.</p> <p>Full dimensional details with layout drawings and installation specifications for the cycle parking system intended for use will be required prior to commencement of any physical works for the development, which must be covered by a pre commencement condition. All cycle parking should meet the requirements of the London</p>	
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	<p>Cycle Design Standards as produced by TfL. It is noticed that the external cycle parking appears to be uncovered, any external visitor cycle parking will require weather protection and appropriate security.</p> <p><u>Waste and recycling arrangements.</u></p> <p>The bin store has been relocated within the external landscaped area of the site away from the vehicular access gates. This is an improvement on the original proposals. The applicant will need to ensure storage and collection arrangements meet the standards of Haringey's Waste team.</p> <p><u>Construction Phase and arrangements</u></p> <p>The submission includes a draft Construction Logistics Plan. This does provide useful information, it details an 18 month build out, references that smaller vehicles only (7.5 Tonne rigids) will be used during the build due to the restricted width and headroom at the site access, and that all loading/unloading will be carried out within the site and not on the public highway.</p> <p>It is also detailed that there will be on average between 1 to 4 construction related vehicles visiting the site each day, these will be slot booked and managed and will be restricted to between 0930 and 1430.</p> <p>The applicant should engage with TfL's Network Management officers to discuss the proposals for how the build will be accessed and serviced, including any temporary arrangements on the highway, marshalling arrangements, and how the safety of all highway users and in particular pedestrians and cyclists is safeguarded. The CLP can be updated prior to commencement to reflect the outcomes and requirements of discussions with TfL; this must be covered by a pre commencement condition.</p> <p><u>Summary</u></p> <p>This application proposal is for redevelopment and extension of the site at 312 High Road</p> <p>Tottenham to provide 52 short term emergency residential units. Since submission and scrutiny of the QRP, there have been design changes to improve the landscaping to the external areas of the site which has resulted in changes to car and cycle parking and the bin store location.</p>	
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	<p>The 2 blue badge spaces and 8 cycle parking spaces proposed should be sufficient to meet likely demands and the cycle parking provision, whilst reduced, still exceeds London Plan numerical requirements.</p> <p>Overall, this development should result in a reduction in person and vehicle trips to and from the site and given the site's nature and location the car free/permit free arrangements are appropriate. Cycle parking is to be provided to meet London Plan numerical requirements, and a draft Construction Logistics Plan has been provided which indicates the main transportation aspects of the build out of the development.</p> <p>Subject to the following, Transportation do not object to this application.</p> <p>Conditions and S106 obligations</p> <p>1. Delivery and Servicing Plan and Waste Management</p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p> <p>2. Cycle Parking</p> <p>The applicant will be required to submit to the Highway Authority plans showing accessible; sheltered, and secure cycle parking for 8 cycles located in an accessible location for approval.</p> <p>REASON to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p>3. Electric Vehicle Charging</p>	
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	<p>Subject to a condition requiring the provision of active electric vehicle charging points to serve the on-site parking spaces from onset.</p> <p>Reason: to be in accordance with published London Plan 2021 Policy.</p> <p>5. Disabled Parking Bays</p> <p>The applicant will be required to submit and provide plans showing 2 no. on-site disabled persons parking bays. There should also be swept path plots provided to demonstrate ease of access for vehicles into the two blue badge bays.</p> <p>REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 non-residential disabled parking.</p> <p>6. Access arrangements</p> <p>The applicant will be required to submit details regarding the operation of the proposed gates to ensure no vehicles wait inappropriately on the public highway, to avoid creating congestion and any highway safety issues. The proposed means of control of access and regime of opening hours will need to be provided and agreed with Transport for London (TfL).</p> <p>Reason: to maintain the free flow of traffic on the Transport for London Road Network</p> <p>S.106 Obligations</p> <p>1. Construction Logistics and Management Plan</p> <p>The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the temporary arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and</p>	
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	<p>businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required. d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The undertaking of a highway dilapidation survey. f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard. <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Tottenham area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p> <p>2. Car-Free Agreement</p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To 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</p>	
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	<p>3. Car Club Membership</p> <p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years' free membership for all residents and £50 (fifty pounds in credit) per year/per unit for the first 3 years.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>4. Residential Travel Plan</p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</p> <p>c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>6. Highway Improvements</p> <p>The owner 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</p>	
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	<p>improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently. The works include but are not limited to the removal of the crossover to the site to reinstate the footway.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site.</p>	
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Lead Pollution	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. Commercial use on part of the ground floor and self-contained residential uses on upper floors to provide short stay emergency accommodation at 312 High Road, Tottenham, London, N15 4BN and I would to comment as it relates to matters of this service as follows.</p> <p>Having considered the relevant applicant submitted information including: Planning Statement dated 9 December 2024; Air Quality Assessment with reference 1016 - KP.ExcelHouse.1 prepared by Air Quality Experts Ltd., dated December 2024 taking note of sections 3 (Assessment Methodology and Significant Criteria); 4 (Baseline Conditions), 5 (Evaluation of Potential Effects); 6 (Mitigation Methods), 7 (Residual Effects and Conclusions) and Appendix A; Energy Statement prepared by T16 Design, dated 4 November 2024 taking note of the proposal to install a community ASHP along with PV Panels, please be advised that we have no objections to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted and approved in writing by the Local Planning Authority.</p> <p>c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.</p> <p>d) Before the development is occupied and where remediation is required, a verification report demonstrating</p>	<p>Comments noted. Conditions /Informative included</p>
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	<p>that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a) Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IV of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority</p> <p>c) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Management and Control of Dust</p> <p>While we take note that the Air Quality Assessment with reference 1016 - KP.ExcelHouse.1 prepared by Air Quality Experts Ltd. determines that the real-time PM10 continuous monitoring mitigation measure is Highly Recommended, no works shall be carried out on the site until specific locations of PM10 dust monitors and how</p>	
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	<p>these results will be made available to the Pollution for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.</p> <p>Reasons: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).</p> <p>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.</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>	
Carbon Team	<p>Carbon Management Response 11/09/2025</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement rev 2 prepared by T16 Design Ltd (dated July 2025) • Sustainability Statement prepared by T16 Design Ltd (dated Nov 2024) • TM59 Overheating Assessment rev 1 by T16 Design Ltd (dated July 2025) • Relevant supporting documents. <p>Missing required information:</p> <ul style="list-style-type: none"> • BREEAM Pre-Assessment <p>Summary The development achieves a reduction of 70% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy particularly for modelling of existing building refurbishment. A revised Overheating Strategy is also required to be submitted to address the</p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>

comments raised in the overheating section below. BREEAM pre-assessment report should also be provided for the commercial unit on ground floor. Appropriate planning conditions will be recommended once this information has been provided.

Energy Strategy

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

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 70% 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 14.0 tonnes of CO₂ from a baseline of 20.1 tCO₂/year.

London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated site-wide unregulated emissions are: 13.2 tCO₂.

<i>Site-wide (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	20.1		
Be Lean	16.4	3.7	18%
Be Clean	16.4	0	0%
Be Green	6.1	10.3	51%
Cumulative savings		14.0	70%
Carbon shortfall to offset (tCO₂)	6.1		
Carbon offset contribution	£95 x 30 years x 6.1 tCO ₂ /year = £17,385		
10% management fee	£1,739		

Part L 2021	Residential		Commercial	
	Total regulated emissions (Tonnes CO ₂ / year)	Percentage savings (%)	Total regulated emissions (Tonnes CO ₂ / year)	Percentage savings (%)
Baseline	16.7		3.4	
Be Lean	13.8	17%	2.6	23%
Be Clean	13.8	0%	2.6	0%
Be Green	4.1	58%	2.0	17%
Cumulative savings		75%		40%

Actions:

- Please submit the GLA's Carbon Emission Reporting Spreadsheet.
- All proposed units in the existing building have been modelled as new build, but it should be modelled separately with the existing building modelled as the baseline.

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

EUI	Not provided	TBC Meets/Does not meet GLA benchmark of 35/65/55 kWh/m ² /year
SHD	Not provided	TBC Meets/Does not meet GLA benchmark of 15 kWh/m ² /year
Methodology used	-	

Actions:

- What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 35 (resi) 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 3.7 tCO₂ in carbon emissions (18%) through improved energy efficiency standards in key elements of the build. The residential part of the development has achieved 17% reduction while the commercial has achieved 23% reduction, both reductions go beyond the minimum 10% and 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	0.11 W/m ² K (new); 0.20 W/m ² K (refurbished)
External wall u-value	0.15 W/m ² K (new); 0.22 W/m ² K (refurbished)
Roof u-value	0.12 W/m ² K (new); 0.12 W/m ² K (refurbished)
Door u-value	2.20 W/m ² K (refurbished, personnel doors)
Window u-value (glazing)	1.20 W/m ² K (all)
G-value	Not provided.
Air permeability rate	3 m ³ /hm ² @ 50Pa (new); 8 m ³ /hm ² @ 50Pa (refurbished)
Ventilation strategy	Mechanical ventilation with heat recovery to all studios
Waste Water Heat recovery	Not provided.

Thermal bridging	Not provided.
Low energy lighting	Not provided.
Heating system (efficiency / emitter)	Residential: Gas boiler with an efficiency of 89.5% (Be lean) Non-residential: ASHP
Thermal mass	Not provided.
Improvement from the target fabric energy efficiency (TFEE)	Average value to be provided.

Actions:

- Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. This detail can also be conditioned.
- How is lighting energy demand improved? Should consider daylight control and occupancy sensors for communal areas.

Refurbishments

- Applicant to provide the proposed retrofit strategy. For example what have been proposed to upgrade the existing building fabric to achieve the proposed U-values of the refurbishment of the existing building.
- The thermal performance of the proposed U-value of the external wall is not very high; applicant should explore the possibility to improve further.

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 an existing Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.

	<p>The site is within 500 meters of a planned future DEN, however it has been acknowledged that the size of the development is too small to warrant a connection to DEN financially.</p> <p>Energy – Green</p> <p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 10.3 tCO₂ (51%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 26 kWp. An array of 52 panels has been proposed on the roof of Building A.</p> <p>The communal ASHP systems (efficiency of 450%) will provide hot water and heating to the dwellings.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Applicant should consider to optimise the roof spaces available for PV installation. For example, biosolar roof system combining solar and green roofs can be considered for the two smaller buildings. - What is the amount of electricity generated by the solar panels of 26 kWp peak output and the equivalent carbon reduction? - How will the solar energy be used on site (before surplus is exported onto the grid)? - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. - What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHP? <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the</p>	
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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/ non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.

- Please confirm that sub-metering will be implemented for residential and commercial units.
- What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage?
- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

Carbon Offset Contribution

A carbon shortfall of 6.1 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

Overheating

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

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled 21 representative studios.

The OH assessment has modelled only the as-designed scenario under predominantly naturally ventilated. The modelling has incorporated security constraint, but it is unclear if there is any acoustic constraint.

Results are listed in the table below.

	Predominantly naturally ventilated
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Domestic: CIBSE TM59	Criterion A (<3% hours)	Criterion B for bedrooms (less than 33 hours)	Pass TM59 Criteria
DSY1 2020s	All pass	All pass	Yes
DSY2 2020s	All pass	Not provided.	Not provided.
DSY3 2020s	All pass	Not provided.	Not provided.

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

- Openable windows but with some openable windows restricted
- Glazing g-value of 0.53
- Proposed external shading (proposal unclear)
- MVHR with cooling bolt on

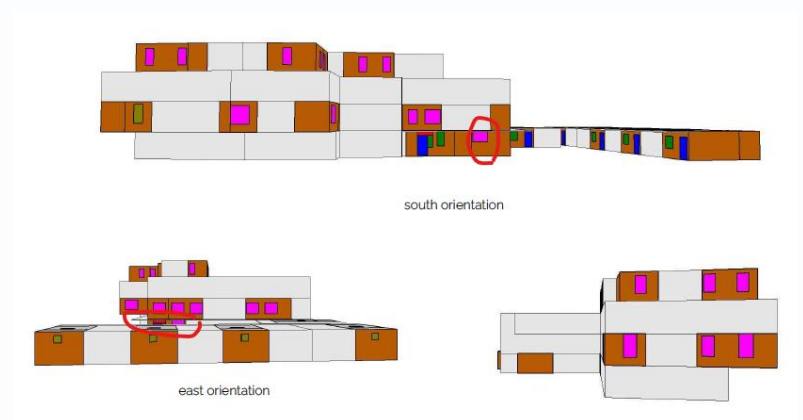
The submitted overheating strategy is not acceptable; a revised strategy is required to address the comments in the actions section.

Actions:

- Applicant to confirm if the modelling has been prepared using
 - o Central London weather file, which will more accurately represent the urban heat island effect.
 - o Type 1 occupancy (see CIBSE TM52) as the development includes vulnerable residents.
- Please confirm if the sampling units have covered the following requirements.
 - o All single-aspect rooms facing west, east, and south;
 - o At least 50% of rooms on the top floor;
 - o 75% of all modelled rooms facing South or South/West;
 - o Habitable communal spaces (e.g. communal living/dining rooms in care homes);
 - o Communal corridors, where pipework runs through;
 - o Any commercial/office areas, particularly where they will be occupied for a longer period of time.

Assuming that active cooling will be provided is not sufficient. If the proposed uses are not yet clear, this aspect can be conditioned to ensure that the modelling is based on the potential future occupiers.;
- Applicant should demonstrate how the Cooling Hierarchy has been followed, the risk of overheating has been reduced as far as practical by prioritising all passive measures, such as reduced glazing and increased external shading, before the incorporation of active cooling.

- The proposed shading strategy is unclear. The proposed elevations have indicated the provision of brise-soleils; however, it is unclear if they have been modelled in the OH assessment. Please identify the dwellings units provided with external shading and provide the specifications.
- Please note internal blinds cannot be used to pass the weather files but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements).
- Applicant to clarify what site constraints have been modelled:
 - o Point 2.3 in OH assessment has mentioned there is noise constraint. Please clarify.
 - o Security constraints have been identified for the accessible windows. Please confirm if those windows have been modelled shut or with less than 100mm wide openable area.
 - o Some accessible windows on ground floor are being modelled as unrestricted. Please clarify.



- Applicant should model different scenarios starting from baseline, then incorporating passive measures, before moving onto the final proposal with MVHR with cooling coils.
- If there are limitations on openable windows, applicants are required to submit two separate overheating analyses: one with openable windows and one with closed windows.
- Please confirm if MVHR with cooling coils will be provided to all dwelling units and please provide details. Applicant should prioritize passive measures to minimise the energy consumption associated with the use of MVHR with cooling coils.

	<ul style="list-style-type: none"> - Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk. - Identify communal spaces (indoor and outdoor) where residents can cool down if their flats are overheating. - Confirm who will own the overheating risk when the building is occupied (not the residents). This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants. <p>Sustainability</p> <p>Non-Domestic BREEAM Requirement</p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Submit the BREEAM Pre-Assessment report. - A table should be submitted to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and which will not be met. This needs to include justification where targets are not met or 'potential' credits (where they are available under the Shell and Core assessment). This will enable better assessment of which credits. <p>Urban Greening / Biodiversity</p> <p>All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The applicant has stated the site is exempted from the BNG requirement as it impacts less than 25m² of on-site habitat. But a new communal garden has been proposed.</p> <p>The Urban Greening Factor calculation has demonstrated the proposal has achieved a score of 0.406. This is supported.</p>	
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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.

Whole Life-Cycle Carbon Assessments

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

This application is not required to submit a full statement. No reference has been made to reducing whole-life carbon within the proposed development. The applicant is strongly encouraged to consider using low-carbon materials, sourced as local as possible.

Circular Economy

Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

This application is not required to submit a full statement. No reference has been made to consider and integrate circular economy principles within the proposed development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.

Planning Obligations Heads of Terms

	<ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £17,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages. <p>Planning Conditions To be secured (with detailed wording TBC)</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - BREEAM Certificate - Living roofs <p>Carbon Management Response 11/09/2025</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement rev 2 prepared by T16 Design Ltd (dated July 2025) • TM59 Overheating Assessment rev 4 by T16 Design Ltd (dated Sept 2025) • GLA Carbon emissions reporting spreadsheet – Refurbishment • GLA Carbon emissions reporting spreadsheet – New build • Correspondence with applicants <p>1. Summary</p> <p>The overall site-wide carbon reduction has not changed from the previous revision, it achieves a reduction of 70%, which is supported in principle. This response details the clarifications and changes. Planning conditions have been recommended to secure the benefits of the scheme.</p>	
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2. Energy Strategy

The overall predicted reduction in CO₂ emissions for the development across all stages have not changed. However, applicant has confirmed the refurbishment and the new build of the residential have been modelled separately in accordance with GLA energy assessment guidance. The carbon reductions of the two have been summarized in the table below:

Part L 2021 Residential	Refurbishment		New build	
	Total regulated emissions (Tonnes CO ₂ / year)	Percentage savings (%)	Total regulated emissions (Tonnes CO ₂ / year)	Percentage savings (%)
Baseline	6.6		10.1	
Be Lean	5.4	17%	8.4	17%
Be Clean	5.4	0%	8.4	0%
Be Green	2.8	41%	1.3	70%
Cumulative savings		58%		87%

Energy – Lean

The applicant has clarified their proposed retrofit strategy. The existing building envelope including roofs, walls and floors will be refurbished to meet the building regulation requirements. For example, the internal face of the external face of the wall can be dry lined to achieve the required U-value.

Actions:

- Applicant should consider a whole house retrofit strategy. Special attention should be focused on vapour movement of the proposed refurbishment envelope build-ups to avoid interstitial condensation; applicant should prioritise using breathable materials.

2. Overheating

The applicant has confirmed the OH modelling has been prepared using Central London weather file and assessed under Type 1 occupancy.

The sampling has covered 50% of top floor, communal spaces and corridors. A total 21 representative units have been modelled. Due to nature of this development with mostly single-aspect small dwelling units, while not all single-aspect rooms facing west, east, and south have been modelled, the sampled units have covered nearly all different conditions. However, no units on second floor have been sampled, this will be conditioned.

The OH report has assessed the following scenarios:

- 1) Baseline without shading
- 2) Scenario 1 with external shading
- 3) Scenario 2 with MVHR cooling bolt-on

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

- Openable windows but with some openable windows restricted
- Glazing g-value of 0.53
- Proposed external shading – brise soleil with 550mm projection to windows on East side of South elevation, all elevations on third floor and East elevation
- MVHRs with cooling bolt on to all units

Applicant has confirmed they have maximised the provision of external shading to the development. There are no external shadings allowed to the original ornate west elevation of the main building for conservation reason and also the west end of the south elevation for boundary reason.

Predominantly naturally ventilated

Domestic: CIBSE TM59 DSY 1 2020s	Criterion A (<3% hours)	Criterion B for bedrooms (less than 33 hours)	Pass TM59 Criteria
1 – Baseline	13/21 pass	1/21 pass	1/21 pass
2 – External shading	16/21 pass	1/21 pass	1/21 pass
3 – MVHR cooling bolt-on	21/21 pass	21/21 pass	21/21 pass

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

3. Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £17,385 (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.

4. Planning Conditions

The following conditions are recommended to secure the benefits of the scheme.

Energy Strategy

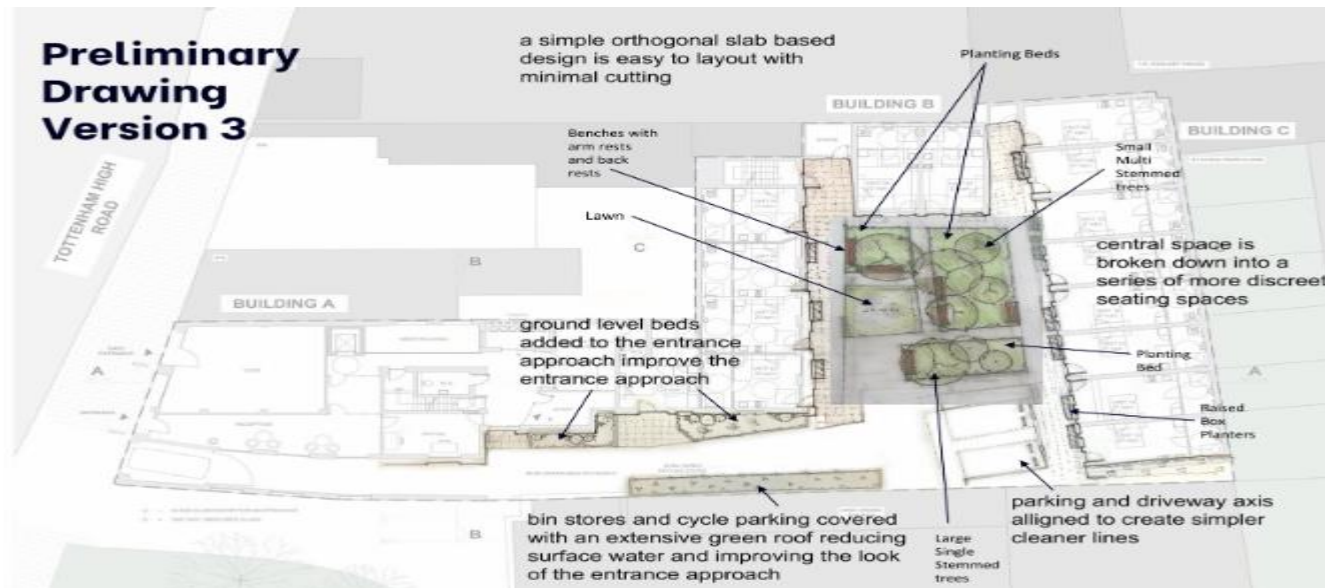
The development hereby approved shall be constructed in accordance with the Energy Statement rev 2 prepared by T16 Design Ltd (dated July 2025) delivering a minimum 70% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 26 kWp solar photovoltaic (PV) array.

	<p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction;</i> - <i>Details to reduce thermal bridging;</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the 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> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</i></p> <p><i>(b) The solar PV arrays/ air source heat pump(s) must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site</i></p>	
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	<p><i>in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Overheating</i></u></p> <p><i>(a) 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 TM59 Overheating Assessment rev 4 by T16 Design Ltd (dated Sept 2025) as a starting point, taking into account the outstanding requirements at application stage.</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <i>- Further modelling of units to include all dwelling units based on CIBSE TM52/59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;</i> <i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;</i> <i>- Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i> <i>- Details and specifications of the brise-soleils; the number and location of brise-soleils should match that on the proposed elevations as a minimum;</i> <i>- To provide retrofit measures and confirm that they can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i> <i>- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> <i>- Openable windows but with some openable windows restricted</i> <i>- Glazing g-value of 0.53</i> <i>- Proposed external shading – brise soleil with 550mm projection to windows on East side of South elevation, all elevations on third floor and East elevation</i> 	
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	<ul style="list-style-type: none"> - MVHRs with cooling bolt on to all units - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <p><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u>BREEAM</u></p> <p><i>a) Prior to the commencement of development, a sustainability assessment should be submitted to the planning authority which achieves the highest possible standard have been achieved through measurable outputs to demonstrate how environmental sustainability has been integrated into the development. This may be achieved through a BREEAM Pre-Assessment with a minimum 'Very Good' rating, or similar independently audited assessment where measurable outputs can be demonstrated. This should include a table to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and justification for which credits will not be met.</i></p> <p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u>Living roofs</u></p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs;</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to</i> 	
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	<p><i>provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i></p> <p><i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vii) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	
Community Safety	<p>Comments dated 30/09/2025</p> <p>The location is in area with high crime volume and in close proximity to an area identified by the Home Office as being in the top areas in the UK for knife crime and serious violence. This was identified as part of a Home Office Project (the accelerator project) that is ongoing that has pulled in resources from the Home Office and Acedemia to problem solve and understand the issue better and possible solutions.</p> <p>Observations I would have relate to the</p> <ul style="list-style-type: none"> • Identification of and risk assessment of those who may be placed into the accommodation • The cohorts of individuals likely to be placed, is there any further detail • What mitigation will be in place, could be put in place to support occupants 	<p>Comments noted</p> <p>The observation made has been addressed in report and as such Conditions and legal agreement Clauses included.</p>

	<p>I think it important that we try and understand this further, as we would not wish to create a crime generator in the locality that may be associated with such a project.</p>	
Trees/landscaping	<p>Comments dated 24/09/2025</p> <p>From an arboricultural point of view, I hold no initial concerns. The design looks fine. Do we have a species list, and an aftercare programme.</p>  <p>Officers comment dated 01/07/2025</p> <p>They will need to confirm that species list and aftercare programme. This is secured by condition.</p>	<p>Comments noted Condition included</p>
Waste Management	<p>Comments dated 01/10/2025</p>	<p>Comments noted</p>

	Looking back at the responses from the applicant he does mention there will be recycling, and food waste include in the waste streams, therefore I don't suggest a condition is required here, and this application has my full approval.	The Delivery and Servicing Plan condition will address waste collection concerns
Housing Support Team	Has confirmed that there is an identified need for this type of accommodation and as such has provided their support.	Comments noted
Planning Policy	In accordance with Local Plan Policy DM15: Specialist Housing and London Plan Policy H12 Supported and specialised accommodation, there needs to be an identified/ established local need for the form of housing sought, having regard to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy. The accommodation will need to be at a standard suitable for the intended occupiers. The Housing Strategy (2024-2029) confirms there is a strong need for suitable temporary accommodation. A robust assessment demonstrating how the proposal meets local needs and standards for temporary accommodation will be required, which should be informed by the recently adopted Housing Strategy, the Temporary Accommodation Placements Policy, which is in the process of being updated, and discussions with the Housing Strategy and Adult Social Care teams. This assessment should include the affordability of the proposed accommodation. The type of needs anticipated to be met through the proposed accommodation and how this responds to local needs i.e. is it for families, people with particular healthcare needs would be required. The assessment should also demonstrate how the proposal is suitable for people with those needs and meets the relevant standards. The Housing Strategy refers to the 'Setting the Standard' document, further criteria are outlined in the Temporary Accommodation Placements Policy and the applicants have been provided with the Family Emergency Accommodation Guidance.	Comments noted
EXTERNAL		



Mr Kwaku Bossman-Gyamera
Planning
Regeneration & Economy Level 6
River Park House
Wood Green N22 8HQ

Your Ref: HGY/2024/3386
Our Ref: 228526

Contact: Valeria Powell
07443 316 448
Valeria.Powell@historicengland.org.uk

21 January 2025

Dear Mr Bossman-Gyamera,

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
NATIONAL PLANNING POLICY FRAMEWORK 2024**

312 High Road, Tottenham, London, N15 4BN

Refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. Commercial use on part of the ground floor and self-contained residential uses on upper floors to provide short stay emergency accommodation.

Recommend Archaeological Condition

Thank you for your consultation received on 24 December 2024.

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

Assessment of Significance and Impact

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: [77574] Tottenham Medieval Settlement.

The APA has the potential to contain archaeological remains dating from the prehistoric period through to the post-medieval period. It is situated on the alignment of the Roman road known as Ermine Street as it passes through Tottenham. The alignment of the Roman road is approximately marked by the modern High Road (A10) and Tottenham High Road (A1010). The road was created in the Roman period to connect Roman city of Londinium (London) to the main centres of the military occupation at Lincoln (Lindum Colonia) and York (Eboracum). Archaeological work carried out within the western part of the APA has found evidence of prehistoric activity dating to the late Bronze Age and early Iron Age, highlighting the potential for further prehistoric remains in this area, and recent excavations to the north of the site have found evidence of Mesolithic activity and there is the potential for similar finds at this site. The development proposals therefore have the potential to negatively impact any surviving archaeological resource.

Planning Policies

NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 207 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

NPPF paragraphs 202 and 210 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

If you grant planning consent, paragraph 218 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

Recommendations

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

I therefore recommend attaching a condition as follows:

	<p>Condition No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.</p> <p>If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p> <p>A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</p> <p>B. Where appropriate, details of a programme for delivering related positive public benefits</p> <p>C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p>Informative Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 211.</p> <p>I envisage that the archaeological fieldwork would comprise the following:</p>
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	<p>Evaluation</p> <p>An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p>You can find more information on archaeology and planning in Greater London on our website.</p> <p>This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.</p> <p>Yours sincerely</p> <p>Valeria Powell</p> <p>Assistant Archaeology Adviser Greater London Archaeological Advisory Service London and South East Region</p>	

APPENDIX 4 QRP REPORT

CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Intermediate Review Meeting: 312 High Road**

Wednesday 2 July 2025

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

Panel

Esther Everett (chair)

Dieter Kleiner

Miranda MacLaren

Attendees

Kwaku Bossman-Gyamera	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Alice Tsoi	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Ashley Sin-Yung	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

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1. Project name and site address

Excel House, 312 High Road, London N15 4BN

2. Presenting team

Milan Babic

Milan Babic Architects

Jerry Bell

CQPlanning

3. Planning authority briefing

The site is opposite Tottenham Green on the eastern side of High Road. It is located within the Tottenham High Road Historic Corridor/Tottenham Green Conservation Area, but it is not a listed building.

This site accommodates a three-storey building, known as Excel House, with a commercial use at ground floor. There have been substantial alterations to the front façade, as well as a single storey extension to the rear. The building is partially vacant and is currently occupied by short term tenants. It was previously used as a college training facility and events venue.

The proposal is for the refurbishment, conversion and extension of the existing building, alongside the construction of two new single storey buildings to the rear, to provide short-stay emergency accommodation. There will be 52 dwellings in total: ten in the single storey new buildings, and 42 in the refurbished existing building. The dwellings are intended to be single occupancy, for stays of between one night and a few months. The ground floor accommodates a public café, alongside office space for support staff, a utility room and ancillary spaces. External amenity space is provided to the rear.

Haringey's Housing Strategy Team has confirmed that there is an identified need for this type of accommodation. The provider has suggested that Haringey would have first refusal rights on referrals into the facility, but acknowledged that there may be scenarios where they would accept referrals from other local authorities. Haringey would have a nomination rights agreement.

Officers asked for the panel's comments on the quality of accommodation and amenity space, and whether this meets the needs of the user group; impact on the townscape and heritage setting; and sustainability, including internal thermal comfort for residents.

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4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel thanks the project team for engaging with the review process, and warmly welcomes the use of this site to provide much-needed emergency housing. The panel offers suggestions to support efficient delivery of the scheme, ensuring that resource is invested where it will add value to the residents' experience, and make management easier for the client.

By rationalising the ground floor plan, the scheme could deliver more for residents and reduce both build and running costs. This will also help the café to activate the high street frontage, helping with passive surveillance over the entrance sequence, and contributing to transforming the alleyway into a safe and welcoming access route. The internal circulation and meeting spaces should be inviting and straightforward to navigate, and must also comply with fire regulations. The amenity strategy should offer shared spaces with varying degrees of privacy.

A landscape architect's input would be hugely beneficial at this design stage, before a planning application, as it could provide a site-wide strategy for public, private and semi-private spaces, as well as dealing with site edge conditions, and ensuring that parking, refuse, and access are best accommodated to make the most of the site opportunities.

Residents' thermal comfort should be a priority for the sustainability strategy. Further work is needed to mitigate overheating across the scheme and its three conditions (heritage façade, existing building retrofit and new build). The new build structures should be far more ambitious in terms of sustainability and could work better as a single building.

The focus on single occupancy is appropriate, and the room sizes and layouts are successful. To make them exemplary, further detail should be developed to create a richer living experience, building on the client's understanding of resident needs, especially regarding storage. Opportunities for residents to learn new skills could be embedded in the shared spaces, to support their journey to recovery, wellbeing and independence.

The restoration of the existing building's historic façade is fully supported, and the top floor extension works well. However, the architecture of the extension could be developed to contribute more to the local context. The design of the new buildings could also be refined, to make them feel like home for residents.

Ground floor

- The panel supports the provision of a café. This will address the lack of café

options in the local area, activate the High Road frontage, and help with passive surveillance. It will also offer residents a convenient place to gain confidence in their ability to socialise in public spaces.

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- The panel has significant concerns about the safety of the pedestrian and vehicle entrance off High Road, which is via an enclosed alleyway. While this will have CCTV, the undercroft space is dark even during daylight hours, and the café use will not provide additional overlooking at night. Locating the entrance foyer/waiting room adjacent to the alleyway will help with both daytime and nighttime surveillance.
- The alleyway will be gated for resident access only, but could still present a risk for vulnerable residents arriving home. It is important that it does not encourage antisocial behaviour or enable people to linger undetected.
- Further work is critical to improve the condition of the alleyway and ensure a safe and welcoming entrance experience. If possible, the bin store should be relocated as part of this so that residents do not have to walk past it on their way home.
- There should be an active, open entrance foyer with natural surveillance created by a series of communal and support spaces, becoming more private as residents move eastwards towards their individual rooms.
- At present, the location of the café prevents this arrangement and compromises the layout by subdividing the ground floor. This means that staff must manage three separate entrances: the first entry point from High Road into the waiting room to the north of the café, the residents' regular entrance via the alleyway to the south of the café, and the communal entrance to the east of the bin store.
- The panel recommends moving the café to the northern side of the High Road frontage, moving the waiting room and associated staff and communal spaces to the south, combining the entrances, and rationalising the circulation spaces.
- This would allow surveillance of a single shared point of entry, improving safety and building management. It would also reduce the amount of space given over to corridors.
- The panel understands that the complex ground floor layout is a result of working with an existing building. However, it is important in an emergency housing scheme that the internal layout is not challenging to navigate, and creates a place of sanctuary for residents.
- The bicycle store also takes up valuable indoor space. This should be relocated to a secure outdoor structure so that the internal ground floor space can be prioritised for support services.

- For example, the ground floor should have a crisis space with a shower and bathroom to address the needs of residents on first arrival, potentially direct from sleeping rough.

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Landscape and amenity

- The panel recommends looking at the site from first principles in terms of constraints and opportunities. There should be a site-wide strategy to deal with parking, entrance sequence, refuse, bike storage, maintenance, staff, visitor and resident access. The panel recommends appointing a landscape architect who can help develop the site strategy.
- Access to green outdoor amenity space will be essential to resident wellbeing, improving their physical and mental health. A landscape architect will be able to design for variety and richness, while ensuring that the spaces can be managed effectively and maintained easily, to make the most of the communal garden to the rear – which is a positive feature.
- Given that the three parking spaces are for servicing, maintenance of the building and social worker visits, they are unlikely to all be in use at the same time for long stays. The panel therefore suggests rationalising the parking strategy, so it has less impact on the landscaping.
- The project team should test solutions where parking is moved to the south, away from the central garden; or where parking is more integrated into the landscape design.
- The panel is concerned that the gap between the rear of Buildings B and C and the site boundary will create a strip of wasted space. This is likely to gather litter, and could be a vermin, security and fire risk, particularly if residents smoke and drop cigarettes into this gap.
- While the requirement for maintenance access is understood, the panel also thinks that this strip of land could cause issues with the existing neighbours with private gardens immediately to the east.
- The panel asks for further work to develop a strategy for the site edges that will address these concerns. These areas could be gated, offering managed biodiversity. Alternatively, the building footprints could be positioned right up to the site boundary. The level change between the private gardens and the site would be a benefit for this solution.
- The panel understands that this user group has varied, but specific and complex needs, with many of those accessing emergency housing leading solitary lives. The amenity strategy should clearly respond this.

- The panel suggests developing a diagram to demonstrate the range of spaces from the public café to the private rooms, and the shared spaces in between. This will show how the scheme offers residents opportunities to interact with others in spaces of different degrees of intimacy, helping them to build up their confidence and social skills.

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- The panel understands that too many amenity spaces would be difficult to manage. It recommends providing spaces within the garden that briefly bring people together enroute to their private rooms for moments of interaction.
- The panel encourages the project team to add some defensible space outside residents' ground floor windows. A small strip of planting would move people using the footpaths away from individual windows, offering some protection and privacy, which is particularly important for this user group.
- The covered walkways do not represent good value for money. The extent of the canopies should be reduced to only cover the areas directly over residential entrances. Alternatively, they could be removed, and the entrances could be recessed. This will create a moment of generosity for residents arriving home when it is raining, while saving costs.

Sustainability

- The panel asks for more detail on the sustainability strategy to be included in the planning submission materials. This will provide Haringey Council with confidence that sustainability has been fully considered and integrated. It should include the daylight and sunlight testing of the internal rooms and external amenity spaces.
- Given the potential for residents to have complex needs or to have experienced challenging living conditions, it is essential that the rooms provide a safe, comfortable, private environment to aid their recovery and wellbeing.
- As many of the rooms are single aspect, overheating is likely in some locations. The panel asks for more work to develop an effective overheating strategy, in balance with natural light.
- The application of brise soleil needs further thought as it is likely to conflict with heritage requirements, especially on the western High Road elevation. The panel suggests developing a diagram to inform the location of brise soleil, helping to ensure comfortable internal conditions.
- The rooms facing west in the top floor extension are particularly at risk of overheating due to their orientation and full height windows. Windows with a higher sill would allow sufficient daylight into the rooms but with a greatly reduced risk of overheating.
- There is an opportunity for the new build parts of the scheme to achieve far more in terms of sustainability, as they do not need to be retrofitted or to address heritage concerns. The panel asks for further work on this.

should be tested alongside the panel's suggestions for the courtyard landscaping and parking arrangement to ensure that they work together.

- There is potential to find efficiencies in the retrofit of the existing building. The project team should overlay the existing and proposed plans to scrutinise where money and materials could be saved by working closely with the existing layout.

Internal circulation and shared spaces

- The panel is concerned that the internal layouts do not meet current fire regulations. For example, there is no fire protected lobby around the lifts and no secondary means of escape from all internal spaces. The project team should check that the fire strategy has been fully addressed and integrated into the floor plans.
- The meeting rooms should allow views out, perhaps through glazed panels to ensure those inside feel safe while offering them privacy.
- The panel asks for further work to make the internal circulation more inviting, particularly the ground floor arrival sequence. The internal routes should be as straightforward as possible, corridor widths should be more generous, and consideration should be given to views at the end of corridors, helping with orientation and making them less intimidating.

Quality of accommodation

- It is positive that the project team is focusing on single occupancy rather than family accommodation, as it is not appropriate to mix the two user groups, and the scheme is not suitable for families in its current arrangement.
- The dimensions of the rooms and internal furniture layouts work well. The sample scheme completed by the same applicant also shows a quality of internal fit-out beyond the norm for emergency accommodation.
- The client has extensive experience delivering and managing emergency housing, and demonstrates a deep understanding of the occupants' needs. It is important that this is communicated in the planning submission, or in any future review materials, to build council and panel confidence in the proposal.
- To make the scheme exemplary, the project team is encouraged to invest more time developing the detail of the room layouts. These should build on the client's experience of how residents will live here, offering an environment where they can recover and gain independence.
- The project team should consider providing more storage for belongings, and spaces for activities such as drying clothes, eating, reading, and writing job applications within the privacy of their individual rooms.

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- With careful design, these ambitions could be achieved in a low-cost way within the same room sizes – for example, by building in storage under the window sills. This would create a transformational experience for residents who may have previously been homeless. It would also provide a richer living experience, encouraging residents to feel pride in the spaces they inhabit.
- The panel also recommends embedding opportunities for residents to learn and develop in the communal spaces. For instance, if residents were allowed to use the laundry room, it would offer those who are willing and able the agency to look after themselves, and meet other people in the process.
- This would help to address the stigma often associated with emergency accommodation tenants and support them on their journey into settled sustainable housing.

Response to heritage

- The panel welcomes the removal of the 1970s cladding from the front and side elevations of the existing building, and the restoration of these façades to their original historic condition. This will contribute to the local townscape and the setting of the Tottenham High Road Historic Corridor/Tottenham Green Conservation Area.
- It would be good to understand the project team's analysis of the wider area, to ensure that the heritage response is informed by contextual research. This should also aid decision making, ensuring that money is invested where it will contribute the most value in terms of the building's character and context.
- Special attention should be placed on ensuring resident comfort within the rooms facing the High Road, to deal with sustainability considerations including overheating, given the heritage context.

Architecture

- The panel is comfortable with the proposed architecture, but suggests including a fuller explanation of the design approach as part of the planning submission documents.
- The setback and mansard roof of the single storey extension are successful.
- Further detailing to give the top floor extension more character and refinement would improve the building's external appearance and the way it sits in the High Road heritage setting.
- The detailing and material quality of the new build elements could also be improved, especially as they are not prefabricated. This would help to create a sense of pride for residents.

CONFIDENTIAL**Appendix: Haringey Development Management DPD****Policy DM1: Delivering high quality design****Haringey Development Charter**

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

Design Standards**Character of development**

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

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Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15 HGY/2023/0728	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
Capital City College Group, Tottenham Centre) N15 HGY/2024/0464	New Construction and Engineering Centre, extending to 3,300 sq. m	Members resolved to grant planning permission subject to the signing of legal agreement. 106 Agreed and awaiting return from the Applicant	Roland Sheldon	John McRory

39, Queen Street, London, Tottenham, N17 HGY/2024/1203	Redevelopment of Site for industrial and warehousing purposes (within Use Classes E(g)(ii), E(g)(iii), B2 and B8, with ancillary office accommodation together with access, service yard, car and cycle parking, landscaping, construction of a new substation, boundary treatments and other related works including demolition.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
157-159, Hornsey Park Road, London, N8 HGY/2024/0466	Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
27-31 Garman Road, N17 HGY/2023/0894	Erection of two replacement units designed to match the original units following fire damage and demolition of the original units	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
25-27 Clarendon Road, N8 HGY/2024/2279	Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
International House, Tariff Road, Tottenham, N17	Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an	Members resolved to grant planning permission subject to the signing of legal agreement.	Eunice Huang	Tania Skelli

HGY/2024/1798	external scaffolding storage yard (Use Class B8) with associated parking and landscaping.	Negotiations on legal agreement are ongoing.		
13 Bedford Road, N22 HGY/2023/2584	Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
37-39 West Road, Tottenham, London, N17 HGY/2025/0617	Demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
APPLICATIONS SUBMITTED TO BE DECIDED				
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.	To be reported to Members of Planning Sub-Committee on 09 October 2025	Kwaku Bossman-Gyamera	Tania Skelli
Newstead, Denewood Road, N6	Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works	To be reported to Members of Planning Sub-Committee on 09 October 2025	Roland Sheldon	John McRory

HGY/2024/2168				
505-511 Archway Road, Hornsey, N6 HGY/2025/1220	Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker's Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping.	Application submitted and under assessment	Mark Chan	Matthew Gunning
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.	Application submitted and under assessment	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
Rochford & Martlesham, Broadwater Farm Estate, N17 HGY/2024/3522	Refurbishment of two residential blocks with 176 existing residential units in total across both blocks.	Application submitted and under assessment.	Roland Sheldon	John McRory

15-19 Garman Road, Tottenham, N17 HGY/2024/3480	Outline planning permission for the demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the 3rd floor.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli
44-48 Garman Road, Tottenham, N17 HGY/2025/1464	Change of use of an existing industrial unit including an external yard to a recycling facility and operating depot.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	Applications submitted and under assessment. Finished client led consultation	Samuel Uff	John McRory
Berol Quarter, Ashley Road, Tottenham Hale, N17 HGY/2025/0930	Section 73 application to alter drawings to show inward opening doors at the roof level of 2 Berol Yard and alter the permitted level of affordable housing.	Application submitted and under assessment. Financial viability assessment has been independently assessed. But is also to be reviewed by the GLA. Negotiations ongoing.	Philip Elliott	John McRory
Berol Yard, Ashley Road, N17	Section 73 application for minor material amendments	Application submitted and under assessment. Linked to HGY/2023/0261 which has been	Philip Elliott	John McRory

HGY/2023/0241		granted. Discussions about a possible withdrawal ongoing.		
Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 HGY/2022/4310	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children's play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4 HGY/2023/0570	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
'The Printworks' 819-829 High Road, Tottenham, N17 HGY/2025/1554	Submission made pursuant to Section 106a (S106a) of the Town and Country Planning Act 1990 - which allows for the modification of a planning obligation by agreement between the local planning authority (LPA) and the Applicant. The obligation(s) relate to a legal agreement signed in relation to planning permission HGY/2023/2306 for student accommodation and commercial use.	Application submitted and under assessment. Financial viability assessment reviewed by independent surveyor. Negotiations on legal agreement ongoing.	Philip Elliott	John McRory

The Goods Yard, 36 and 44-52 White Hart Lane, Tottenham, N17 HGY/2025/1298	Full planning application for the temporary change of use to provide car parking and construction compound, including associated works	Application submitted and under assessment.	Philip Elliott	John McRory
THFC Stadium, N17 HGY/2025/1405	Plot 5 Reserved Matters for 'appearance' for the residential towers	Application submitted and under assessment.	Samuel Uff	John McRory
Timber merchants, 289-295 High Road, Wood Green, N22 HGY/2025/1769	Demolition of the existing (B8) buildings and structures and erection of three residential (C3) buildings of three to five storeys comprising 36 new residential units, with landscaping including child play space, cycle parking, parking, removal of 8 trees and planting of 14 trees	Application submitted and under assessment.	Samuel Uff	John McRory
Woodridings Court, Crescent Road, Wood Green, N22 HGY/2024/3339	Variation of Condition 2 (Approved plans, specifications and documents) of planning permission ref: HGY/2022/2354 (Redevelopment of the site to provide 33 new Council rent homes in four and five storey buildings. Approval is sought comprise the following: - Internal and external alterations to the approved design - The creation of 4 no. additional flats	Application submitted and under assessment.	Valerie Okeiyi	John McRory
1-6 Crescent Mews, N22 HGY/2025/1712	Demolition of the existing buildings and redevelopment of the site to provide 37 residential units in four blocks (comprising a two 3 storey blocks fronting Crescent Mews, a	Application submitted and under consultation.	Valerie Okeiyi	John McRory

	1 storey block adjacent to Dagmar Road and a 4 storey building to the rear of the site), including 4 accessible car parking spaces, associated landscaping and cycle parking, installation of vehicle and pedestrian access gates and associated works.			
IN PRE-APPLICATION DISCUSSIONS				
Clarendon Square/Alexandra Gate Phase 5, N8	Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings <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
Chocolate Factory Phase 2, Mallard Place, N22	Council House mixed use scheme	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory
Lotus Site / former Jewson Site, Tottenham lane, N8	Redevelopment of the site at 7-11 Tottenham Lane consisting of the re-provision of employment floorspace at ground floor level and the upwards development of the site to accommodate purpose built student accommodation.	Pre-application discussions taking place	Valerie Okeiyi	John McRory
28-42 High Road, Wood Green, N22	Demolition of existing buildings for co-living accommodation (Sui Generis) led scheme of circa 400 units and 854 sqm of commercial (Use Class E) floorspace	Meeting held April 2025. Extant permission HGY/2018/3145 was approved for circa 200 dwellings for wider site 22-42 High Road.	Samuel Uff	John McRory

		Part of that site is CR2 safeguarded. This proposes alternative development on part of the site		
Wood Green Central, N22	Initial discussions for Station Road sites designated as SA8 of the Site Allocations Development Plan Document (DPD).	Initial meeting held March 2025. Discussion of heights (around 35 storey maximum outline proposed), uses, siting and relationship to adjacent site allocations.	Samuel Uff	John McRory
Land in Finsbury Park to the East of Lidl, 269-271 Seven Sisters Rd, N4	New 460 seat theatre and ancillary spaces with cross-funding residential development (potentially up to 15 storey high residential tower) on the edge, within the park itself, of Finsbury Park	Initial pre-app held	Samuel Uff	John McRory
Reynardson Court, High Road, N17 Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 18 units.	Pre-application discussions taking place	TBC	Tania Skelli
50 Tottenham Lane, Hornsey, N8 Council Housing led project	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
1 Farrer Mews, N8	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Benjamin Coffie	John McRory

Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Pre-application discussions stalled, site is for sale, initial informal discussions taking place with prospective buyers.	Phil Elliott	John McRory
Lynton Road, N8 (Part Site Allocation SA49)	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
Bernard Works	Seeking to add phasing of development to planning approval HGY/2017/3584	Will require NMA and DoV to S106.	Samuel Uff	John McRory
YMCA, 184 Tottenham Lane, Hornsey, London, N8 8SG	Redevelopment of the scheme will provide over 150 bed spaces, configured into cluster flats and 'move-on' flats to meet the growing demand for affordable housing in the area, as well as communal spaces, support facilities and ground floor spaces for commercial or community.	Pre-application held in August and preapplication note has been issued. Officers have visited the site – awaiting further pre-application meeting date	Phil Elliott	John McRory
CURRENT APPEALS				
Site	Description	Type of Appeal	Case Officer	Manager

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Report for:	Planning Sub Committee Date: 09 October 2025	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Rob Krzyszowski		
Lead Officer:	John McRory		
Ward(s) affected: All		Report for Key/Non Key Decisions:	

1. Describe the issue under consideration

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

2. Recommendations

- 2.1 That the report be noted.

3. Background information

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

4. Local Government (Access to Information) Act 1985



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



Report for:	Planning Sub Committee Date: 9th October 2025	Item Number:	
Title:	Applications decided under delegated powers between 01.08.2025 – 31.08.2025		
Report Authorised by:	Catherine Smyth		
Lead Officer:	Ahmet Altinsoy		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of applications decided under delegated powers from 01.08.2025 to 31.08.2025.

2. Recommendations

- 2.1 That the report be noted.

3. Local Government (Access to Information) Act 1985

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

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Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Householder planning permission	HGY/2024/3538	Approve with Conditions	20/08/2025	26 The Avenue, Hornsey, London, N10 2QL	Changes to the front garden and driveway to include 2 car parking spaces and vehicular crossover. Installation of new roofing, front and side facing brick walls with materials to match the existing.	Sabelle Adjagboni
Alexandra Park	Full planning permission	HGY/2025/0385	Refuse	27/08/2025	66-68 Dukes Avenue, Hornsey, London, N10 2PU	Replacement of existing external timber doors, including balcony doors to front and rear elevation.	Roland Sheldon
Alexandra Park	Householder planning permission	HGY/2025/0768	Approve with Conditions	19/08/2025	165 Alexandra Park Road, Wood Green, London, N22 7UL	Alterations to existing patio with proposed raised decking and planters, and alterations to both side boundary treatments with wooden framed frosted glass panels and raised timber fencing in the rear garden.	Daniel Boama
Alexandra Park	Full planning permission	HGY/2025/1475	Approve with Conditions	26/08/2025	42 Grasmere Road, Hornsey, London, N10 2DJ	Existing single-glazed timber sash windows to be replaced with double-glazed timber sash windows. Existing double-glazed timber casement windows to be replaced with double-glazed timber casement windows. Existing single-glazed timber patio door to be replaced with double-glazed timber patio door.	Oskar Gregersen
Alexandra Park	Householder planning permission	HGY/2025/1536	Approve with Conditions	18/08/2025	52 Grasmere Road, Hornsey, London, N10 2DJ	Proposed rear garden outbuilding for use as a studio and associated works.	Nathan Keyte
Alexandra Park	Householder planning permission	HGY/2025/1643	Approve with Conditions	14/08/2025	113 Rosebery Road, Hornsey, London, N10 2LD	Proposed single storey rear extension, enlargement of existing basement, remodelling of two rear upper floor window to clerestory aluminium windows, rear dormer roof extension and three front elevation roof lights.	Ben Coffie
Alexandra Park	Consent under Tree Preservation Orders	HGY/2025/1699	Approve with Conditions	20/08/2025	19B Cecil Road, Hornsey, London, N10 2BU	Works to trees protected by a TPO. T1 - Approx. H7 S3 90+DBH Lombardy Poplar - previously monolith - reason for fell the trunk that remains has a large gapping split down the side of the trunk. Fell as close as possible to ground level. Apply Eco plugs . T2 - Approx. H20 S5 90+DBH Lombardy Poplar. Remove all regrowth formed since last works. Reduce height 2m beyond old pruning points. T3 - Approx. H20 S8 90+DBH Lombardy Poplar. Remove all regrowth formed since last works back to old pruning points. Shave excess Ivy back to main trunk (within 300mm). (Works to T4 Bay will be considered separately under Section 211 Notice reference HGY/2025/1700, as the tree is not protected by a TPO but is located within a Conservation Area)	Daniel Monk
Bounds Green	Lawful development: Existing use	HGY/2025/0870	Approve	05/08/2025	Shop, 77 Myddleton Road, Wood Green, London, N22 8LZ	Certificate of Lawfulness: Lawful use of three flats being in use for 12 years.	Josh Parker
Bounds Green	Full planning permission	HGY/2025/0924	Approve with Conditions	12/08/2025	28 Eastern Road, Wood Green, London, N22 7DD	Conversion of a single family dwelling into 3 flats with associated changes.	Nathan Keyte
Bounds Green	Approval of details reserved by a condition	HGY/2025/1001	Approve	27/08/2025	44 Blake Road, Wood Green, London, N11 2AE	Approval of details reserved by a condition 3 (Sample of materials) and condition 8 (Landscaping) attached to planning reference HGY/2022/0175	Sarah Madondo

Bounds Green	Householder planning permission	HGY/2025/1653	Approve with Conditions	12/08/2025	109 Nightingale Road, Wood Green, London, N22 8PT	Alterations to the windows and doors of the rear outrigger at ground floor level on the side and rear elevations.	Alicia Croskery
Bounds Green	Listed building consent (Alt/Ext)	HGY/2025/1783	Approve with Conditions	29/08/2025	Bounds Green Underground Station, Bounds Green Road, Wood Green, London, N11 2EU	Listed building consent for installation of feeder cables to enable the introduction of new rolling stock to the Piccadilly Line as part of the Piccadilly Line Upgrade Project and associated works.	Nathan Keyte
Bruce Castle	Non-Material Amendment	HGY/2025/1511	Approve	19/08/2025	St John's Church and Hall, Acacia Avenue, Tottenham, London, N17 8LR	Non-Material Amendment to planning reference HGY/2016/4095 for the use of alternative materials for the bin stores and the omission of the previously proposed front boundary treatment in favour of soft landscaping.	Kwaku Bossman-Gyamera
Bruce Castle	Full planning permission	HGY/2025/1719	Approve with Conditions	27/08/2025	Flat B, 25 Forest Gardens, Tottenham, London, N17 6XA	Formation of rear dormer roof extension to upper floor flat, with installation of 4no. roof lights to front slope.	Oskar Gregersen
Bruce Castle	Lawful development: Proposed use	HGY/2025/1746	Permitted Development	27/08/2025	38 Lordsmead Road, Tottenham, London, N17 6EY	Certificate of lawful development for: Rear dormer and outrigger extension, front roof lights.	Emily Whittredge
Bruce Castle	Approval of details reserved by a condition	HGY/2025/1831	Approve	26/08/2025	807 High Road, Tottenham, London, N17 8ER	Approval of details reserved by Condition 9 (Tree retention) 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/2025/1834	Approve	28/08/2025	807 High Road, Tottenham, London, N17 8ER	Approval of details reserved by Condition 33 (Business and Community Liaison (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	Lawful development: Proposed use	HGY/2025/2015	Permitted Development	18/08/2025	24 Devonshire Hill Lane, Tottenham, London, N17 8LH	Lawful Development Certificate (Proposed Use) for the erection of a single-storey outbuilding in the rear garden, measuring 2.5m in height, 8m in width, and 5m in depth	Iliyan Topalov
Crouch End	Full planning permission	HGY/2024/1947	Approve with Conditions	22/08/2025	33 Topsfield Parade, Tottenham Lane, Hornsey, London, N8 8PT	Proposed shopfront incorporating folding doors.	Eunice Huang
Crouch End	Full planning permission	HGY/2025/0329	Approve with Conditions	20/08/2025	5 Topsfield Parade, Tottenham Lane, Hornsey, London, N8 8PR	Replacement of 7 windows on the front facade of 5a Topsfield Parade on first, second and third floors with timber casement windows.	Ben Coffie
Crouch End	Full planning permission	HGY/2025/0440	Approve with Conditions	01/08/2025	8 Haslemere Road, Hornsey, London, N8 9QX	Conversion of 2 flats into 3, Erection of double storey rear extension to replace existing single storey rear extension and formation of roof terrace at second floor level.	Alicia Croskery
Crouch End	Householder planning permission	HGY/2025/0865	Approve with Conditions	15/08/2025	64 Wolseley Road, Hornsey, London, N8 8RP	Replacement of existing flat roof on part of a single-storey, with a new insulated pitched roof and photo-voltaic panels, and air source heat pump in association with existing two-bedroom house.	Oskar Gregersen
Crouch End	Full planning permission	HGY/2025/0932	Approve with Conditions	19/08/2025	Flat 1, Hillside, 74 Crouch End Hill, Hornsey, London, N8 8DN	Replacement of existing metal framed, single glazed windows with new, white, uPVC framed windows. The windows are to be the same size and shape as existing windows and are to be in keeping with all windows in the block (amended).	Josh Parker
Crouch End	Approval of details reserved by a condition	HGY/2025/1264	Approve	26/08/2025	2 Broughton Gardens, Hornsey, London, N6 5RS	Approval of details pursuant to conditions 4 (trees) and 5 (air-conditioning) attached to planning permission HGY/2023/2761.	Eunice Huang

Crouch End	Full planning permission	HGY/2025/1278	Approve with Conditions	12/08/2025	Flat 1, 70 Shepherds Hill, Hornsey, London, N6 5RH	Replace existing conservatory roof and wall frames to existing base to the rear of the property	Eunice Huang
Crouch End	Householder planning permission	HGY/2025/1393	Refuse	13/08/2025	2 Tregaron Avenue, Hornsey, London, N8 9EY	First floor rear side infill extension	Eunice Huang
Crouch End	Listed building consent (Alt/Ext)	HGY/2025/1453	Approve with Conditions	12/08/2025	Hornsey Central Library, Haringey Park, Hornsey, London, N8 9JA	Listed building consent to carry out opening-up works to assess the condition of the existing structure, specifically in relation to the roof over the library. The scope of works will include intrusive surveys and validation investigations to determine the structural integrity and to establish locations where Reinforced Autoclaved Aerated Concrete (RAAC) is present.	Eunice Huang
Crouch End	Full planning permission	HGY/2025/1465	Approve with Conditions	22/08/2025	Flat 1b, 28 Coolhurst Road, Hornsey, London, N8 8EL	Retrospective Garden Electric Sauna	Eunice Huang
Crouch End	Lawful development: Proposed use	HGY/2025/1502	Permitted Development	11/08/2025	19 Dickenson Road, Hornsey, London, N8 9ER	Certificate of lawfulness: Proposed use rear dormer extension, Juliet balcony, removal of chimney stacks and rooflights.	Sion Asfaw
Crouch End	Householder planning permission	HGY/2025/1508	Approve with Conditions	29/08/2025	1 Clifton Road, Hornsey, London, N8 8HY	Erection of a single storey rear infill extension and the installation of a rooflight.	Mark Chan
Crouch End	Householder planning permission	HGY/2025/1609	Refuse	05/08/2025	14 Shanklin Road, Hornsey, London, N8 8TJ	Single-storey ground floor rear extension; alterations to roof profile of outrigger projection, first floor extension to outrigger; dormer roof extension; insertion of 1 no. rooflight in to rear outrigger pitched roof. Replacement glazing.	Nathan Keyte
Crouch End	Approval of details reserved by a condition	HGY/2025/1689	Approve	18/08/2025	28 Birchington Road, Hornsey, London, N8 8HP	Approval of details pursuant to condition 4 (Air Conditioning Noise) of planning permission HGY/2024/2700 (Rear Extension at Ground level. Loft Conversion. Altered windows at rear Ground Level Kitchen).	Oskar Gregersen
Crouch End	Approval of details reserved by a condition	HGY/2025/1737	Approve	22/08/2025	23 Coolhurst Road, Hornsey, London, N8 8EP	Approval of details reserved by a condition 13 (treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs) attached to planning application Ref: HGY/2021/0116.	Kwaku Bossman-Gyamara
Crouch End	Full planning permission	HGY/2025/1745	Approve with Conditions	22/08/2025	44 Coolhurst Road, Hornsey, London, N8 8EU	Replacement of windows to front elevation with new double glazed timber sliding sash, remodelling, removal and replacement of side windows, widening of first floor rear door with Juliette balcony, basement extension and new terrace at ground floor level with steps to garden, and the installation of an air source heat pump at garden level (amended description).	Ben Coffie
Crouch End	Full planning permission	HGY/2025/1750	Approve with Conditions	22/08/2025	35-37 The Broadway, Hornsey, London, N8 8DU	Removal of 2no. existing roof-mounted plant units and installation of 1no. new DAC on the upper roof level.	Ben Coffie
Crouch End	Householder planning permission	HGY/2025/1818	Approve with Conditions	26/08/2025	21 Womersley Road, Hornsey, London, N8 9AE	Proposed rear ground floor single storey infill extension to replace the existing; changes to ground floor fenestration.	Nathan Keyte

Crouch End	Non-Material Amendment	HGY/2025/1926	Approve	27/08/2025	Stanhope Road Bridge, Stanhope Road, London, N6 5DE	Non-Material Amendment to planning permission HGY/2021/2718 to replace the king post wall and a section of reinforced concrete retaining wall with a bag work wall arrangement and install 5no. brick piers to support the boundary wall with Thirsk Cottage.	Eunice Huang
Fortis Green	Full planning permission	HGY/2024/1692	Approve with Conditions	29/08/2025	3 Fortis Green Avenue, Hornsey, London, N2 9LY	Change of use from 4 bedsits situated on the first and second floors to 2 flats, and replacement of all existing uPVC casement windows on the front elevation with uPVC double glazed sash windows.	Eunice Huang
Fortis Green	Approval of details reserved by a condition	HGY/2025/0519	Approve	11/08/2025	108-110 Colney Hatch Lane, Hornsey, London, N10 1EA	Approval of details pursuant to conditions 3 (materials), 7 (privacy screen), 10 (landscaping), 11 (replacement trees), 12 (cycle parking) and 13 (construction management plan) attached to planning permission HGY/2023/2297.	Eunice Huang
Fortis Green	Householder planning permission	HGY/2025/0897	Approve with Conditions	21/08/2025	8 Eastern Road, Hornsey, London, N2 9LD	Demolition of side garage and erection of new single storey side extension together with new insulated render finish to side and rear elevations, new and adjusted window openings and internal remodelling. Solar Panel are to be added the rear elevation roof slope. (Amended Plans)	Adam Silverwood
Fortis Green	Householder planning permission	HGY/2025/1168	Approve with Conditions	22/08/2025	20 Fordington Road, Hornsey, London, N6 4TJ	Erection of a single storey rear and side extension on ground floor, 2no. first floor side extensions and a rear garden outbuilding. Replacement of front porch. Alterations to roof, front, rear and side windows and doors and front and rear garden.	Mark Chan
Fortis Green	Householder planning permission	HGY/2025/1259	Approve with Conditions	11/08/2025	40 Leaside Avenue, Hornsey, London, N10 3BU	Erection of a rear garden outbuilding.	Ben Coffie
Fortis Green	Change of use	HGY/2025/1286	Approve with Conditions	12/08/2025	Cooden, 199 Creighton Avenue, Hornsey, London, N2 9BN	Change of use to convert residential garage to a health and beauty clinic (sui generis); associated changes to facade; temporary planning permission.	Nathan Keyte
Fortis Green	Removal/variation of conditions	HGY/2025/1322	Approve with Conditions	08/08/2025	49 Twyford Avenue, Hornsey, London, N2 9NR	Variation of condition 2 (approved plans) and removal of condition 3 (privacy screens) attached to planning permission HGY/2016/0758 to amend the approved scheme to reduce rear excavation, reduce lower ground floor area, and add side porch extension.	Eunice Huang

Fortis Green	Consent under Tree Preservation Orders	HGY/2025/1387	Approve with Conditions	08/08/2025	189 Creighton Avenue, Hornsey, London, N2 9BN	Works to tree protected by a TPO. Tree is marked T1 on p.4 of arboricultural report submitted as part of this application. The works required, in accordance with the the report, are: 2021/22 (carried out in July 2022) - a reduction in all lateral growth proliferating from T1 back from the adjacent property to previous reduction points; 2023/24 (the works for which permission is sought now) - reduction in crown back to point of historic reduction; and so on, in accordance with appendix A on p.10 of the report (up to 2028/29). This application is in relation to all works to T1 set out in appendix A of the report. Reason for works: the works are required in accordance with good arboricultural practice and to reduce water extraction potential in line with NHBC 4.2. All works are to comply with BS3998: tree work recommendations.	Daniel Monk
Fortis Green	Householder planning permission	HGY/2025/1539	Approve with Conditions	05/08/2025	72 Windermere Road, Hornsey, London, N10 2RG	Extension of existing rear dormer width and the addition of a small terrace.	Josh Parker
Fortis Green	Householder planning permission	HGY/2025/1661	Approve with Conditions	12/08/2025	111A Fortis Green, Hornsey, London, N2 9HR	Replacement of existing wooden frame and leaded windows and doors with uPVC windows and doors.	Sion Asfaw
Fortis Green	Lawful development: Proposed use	HGY/2025/1674	Permitted Development	22/08/2025	6 Greenham Road, Hornsey, London, N10 1LP	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion with associated front rooflights, window in turret and side facing rooflights.	Laina Levassor
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/1729	Approve with Conditions	20/08/2025	72 Tetherdown, Hornsey, London, N10 1NG	Works to tree protected by a TPO. T1 Fagus sylvatica purpurea (Copper Beech) in rear garden: crown lift by 2 metres, crown thin by 20%, balance sides up by a reduction of 1.5 metres.	Daniel Monk
Fortis Green	Approval of details reserved by a condition	HGY/2025/1934	Approve	27/08/2025	Lynton Grange, Fortis Green, Hornsey, London, N2 9EU	Details pursuant to conditions 4 (hard and soft landscaping) and 5 (living roofs) of planning permission HGY/2022/4411 for demolition of 20 x existing garages on-site and erection of 5 x two-storey residential units with associated landscaping, parking, refuse and cycle storage.	Roland Sheldon
Fortis Green	Approval of details reserved by a condition	HGY/2025/2063	Approve	29/08/2025	100, Cranwood, Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 25 (Electric Vehicle Charging Points) 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.	Tania Skelli
Fortis Green	Lawful development: Proposed use	HGY/2025/2101	Permitted Development	08/08/2025	72 Woodside Avenue, Hornsey, London, N10 3HY	Certificate of lawfulness for proposed use: Erection of a single storey front facing side extension.	Mercy Oruwari

Harringay	Full planning permission	HGY/2024/0120	Approve with Conditions	07/08/2025	70 Duckett Road, Hornsey, London, N4 1BW	Conversion of a 5-bedroom, 5-person HMO into 2 flats: Flat 1 (3-bedroom, 4-person) and Flat 2 (3-bedroom, 4-person), including a terrace above the two-storey outrigger. (Amended description)	Ben Coffie
Harringay	Full planning permission	HGY/2025/1177	Approve with Conditions	05/08/2025	131-137 Turnpike Lane , London, N8 0DU	Alteration to shopfront, involving new glazing and installation of internally illuminated fascia sign.	Ben Coffie
Harringay	Householder planning permission	HGY/2025/1515	Approve with Conditions	04/08/2025	Flat B, 82 Sydney Road, Hornsey, London, N8 0EX	Construction of a rear dormer and outrigger located on the roof space of the existing building and for the erection of a roof terrace accessed from the outrigger. Two front skylight addition and general restoration works to the existing mansard to match original and in alignment with the neighbouring outriggers (PLANS REVISED).	Josh Parker
Harringay	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/1525	Approve with Conditions	01/08/2025	3 Wightman Road, Hornsey, London, N4 1RQ	Application to determine if prior approval is required for the proposed change of use of ground floor restaurant (Commercial, Business and Service Use - Class E) to a Dwelling (Use Class C3) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Neil McClellan
Harringay	Householder planning permission	HGY/2025/1573	Approve with Conditions	06/08/2025	110 Falkland Road, Hornsey, London, N8 0NP	Addition of a side window to existing outrigger	Oskar Gregersen
Harringay	Change of use	HGY/2025/1636	Approve with Conditions	12/08/2025	103 Allison Road, Hornsey, London, N8 0AP	Conversion of a house into three self-contained residential units: one 3-bedroom unit, one studio, and one 1-bedroom unit, involving internal refurbishment and associated cycle storage.	Nathan Keyte
Harringay	Householder planning permission	HGY/2025/1682	Refuse	18/08/2025	10 Colina Road, Tottenham, London, N15 3JA	First floor rear extension to existing outrigger and single storey wraparound extension.	Emily Whittredge
Harringay	Change of use	HGY/2025/1732	Approve with Conditions	20/08/2025	120 Allison Road, Hornsey, London, N8 0AS	Conversion of a house into three self-contained residential units: one 3-bedroom unit, one studio, and one 1-bedroom unit, involving internal refurbishment only.	Nathan Keyte
Harringay	Consent to display an advertisement	HGY/2025/1809	Approve with Conditions	15/08/2025	131-137 Turnpike Lane, Wood Green, London, N8 0DU	Advertisement consent is sought for the installation of internally illuminated fascia sign.	Ben Coffie
Hermitage & Gardens	Full planning permission	HGY/2025/0847	Refuse	14/08/2025	11 Rutland Gardens, Tottenham, London, N4 1JN	Loft conversion to existing large-scale HMO (Sui Generis) including the erection of L-shaped rear dormer and installation of front rooflights to increase the maximum number of residents from 7 to 8 persons. Removal of existing windows and door and installation of a new window and door on the rear elevation.	Mark Chan
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/1149	Approve	22/08/2025	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval for Phase 1a only of details pursuant to Conditions 44 (Drainage management and maintenance), attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	Samuel Uff
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/1312	Approve	19/08/2025	108 Vale Road, London N4 1TD	Approval of details reserved by a condition 22 (Pedestrian Safety measures) attached to planning reference HGY/2022/0044	Sarah Madondo

Hermitage & Gardens	Approval of details reserved by a condition	HGY/2025/1469	Approve	27/08/2025	108, Vale Road, London, N4 1TD	Approval of details reserved by a condition 21 (Secure and covered cycle parking) attached to planning reference HGY/2022/0044	Sarah Madondo
Hermitage & Gardens	Lawful development: Proposed use	HGY/2025/1630	Permitted Development	29/08/2025	29 Beechfield Road, Tottenham, London, N4 1PD	Certificate of Lawfulness (Proposed) for the erection of an outbuilding in the rear garden.	Daniel Boama
Hermitage & Gardens	Full planning permission	HGY/2025/1726	Approve with Conditions	21/08/2025	Flat 1, 497 Seven Sisters Road, Tottenham, London, N15 6EP	Change of use of the upper floor levels to a House in Multiple Occupation (HMO) comprising 8 bedrooms (Sui Generis use).	Kwaku Bossman-Gyamera
Highgate	Full planning permission	HGY/2024/3240	Approve with Conditions	21/08/2025	103-107 North Hill, Hornsey, London, N6 4DP	Demolition of existing buildings and redevelopment to provide a new care home and rehabilitation clinic (Class C2 - Residential Institution) fronting View Road and including up to 50 beds, hydro pool, salon, foyer/central hub, gym/physio room, lounge and dining rooms and consulting rooms, together with a new residential building (Class C3 - Dwelling Houses) fronting North Hill providing 9 flats (5 x1 bed, 3 x 2 bed and 1 x 3 bed), car and cycle parking, refuse/recycling storage, mechanical and electrical plant, hard and soft landscaping, perimeter treatment and associated works.	Valerie Okeiyi
Highgate	Full planning permission	HGY/2025/0791	Approve with Conditions	22/08/2025	Garden Flat, 28 Shepherds Hill, Hornsey, London, N6 5AH	Proposed refurbishment and conversion of existing lower ground floor vacant apartment involving lowering lower ground floor level, single storey lower ground floor rear extension and terrace, to provide 2 no. one-bedroom apartments. Enlarged roof terrace for existing upper ground floor flat, associated installation of solar PV panels on rear roof elevation of main building, installation of 2 air source heat pumps on roof of existing side projection.	Roland Sheldon
Highgate	Consent to display an advertisement	HGY/2025/0835	Approve with Conditions	08/08/2025	66 Highgate High Street, Hornsey, London, N6 5HX	Display of 1no. non-illuminated fascia sign and 1no. non-illuminated projecting sign.	Sion Asfaw
Highgate	Householder planning permission	HGY/2025/1007	Approve with Conditions	13/08/2025	32 North Hill, Hornsey, London, N6 4QA	Replacement of existing two storey rear extension with the erection of a new two storey rear and side return extension. Raising of parapet wall on the existing side extension. Installation of a wood burning stove in existing chimney. Replacement of existing front elevation windows with new double-glazed units to match existing (revised description) as well as instillation of an ASHP unit.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2025/1266	Approve	06/08/2025	115 North Hill, Hornsey, London, N6 4DP	Approval of details pursuant to conditions 5 of planning permission Ref: HGY/2024/2949 and 6 of linked listed building consent ref: HGY/2024/3020 (Joinery, glazing and downstand details), for alterations to the property to include numerous internal alterations, demolition and renovation of the rear extension, installation of skylights together with associated alterations.	Kwaku Bossman-Gyamera

Highgate	Consent under Tree Preservation Orders	HGY/2025/1316	Approve with Conditions	08/08/2025	30 Denewood Road, Hornsey, London, N6 4AH	Works to tree protected by a TPO. T1 - Oak tree (16m) showing signs of decline and low vitality - Fifty percent retrenchment prune. Reduce in height by 7-8m and reduce lateral spread to active growth where possible, to match new top.	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2025/1347	Approve with Conditions	11/08/2025	17 Denewood Road, Hornsey, London, N6 4AQ	Works to tree protected by a TPO. 1 English Oak - Remove, including stump, replace with an appropriate tree, such as Dawn Redwood (Metasequoia glyptostroboides)	Daniel Monk
Highgate	Full planning permission	HGY/2025/1380	Approve with Conditions	28/08/2025	56 Claremont Road, Hornsey, London, N6 5BY	Replacement of tiled roof to match existing and external redecoration to match existing.	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2025/1432	Approve	12/08/2025	Courtenay Avenue Security Hut, Courtenay Avenue, London, N6 4LP	Approval of details pursuant to condition 3 (materials) of planning permission HGY/2025/0886, for the Replacement of existing gatehouse and barrier.	Roland Sheldon
Highgate	Listed building consent (Alt/Ext)	HGY/2025/1471	Approve with Conditions	08/08/2025	Restaurant, 66 Highgate High Street, Hornsey, London, N6 5HX	Listed building consent for the display of 1no. non-illuminated fascia sign and 1no. non-illuminated projecting sign and retrospective consent of internal works.	Sion Asfaw
Highgate	Householder planning permission	HGY/2025/1480	Approve with Conditions	01/08/2025	37 Stormont Road, Hornsey, London, N6 4NR	New first floor side extension, external change of materials on approved extensions (Ref: HGY/2023/2248) and installation of new gate across existing driveway.	Neil McClellan
Highgate	Householder planning permission	HGY/2025/1541	Approve with Conditions	15/08/2025	8 Bloomfield Road, Hornsey, London, N6 4ET	Formation of front lightwell with enlargement of the lower ground floor window, and alterations to rear lower ground floor window	Emily Whittredge
Highgate	Householder planning permission	HGY/2025/1582	Approve with Conditions	06/08/2025	First Floor Flat, 26 Northwood Road, Hornsey, London, N6 5TP	Erection of a dormer extension to the rear roof slope, the insertion of two roof lights to the front slope.	Oskar Gregersen
Highgate	Consent under Tree Preservation Orders	HGY/2025/1623	Approve with Conditions	11/08/2025	5 Southwood Lawn Road, Hornsey, London, N6 5SD	Works to tree protected by a TPO. T2 - Oak - reduce crown to points of previous reduction - 2m approx. branch length removal (Works to T3 - Ash and T4 - London Plane will be considered separately under Section 211 Notice HGY/2025/1626 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/2025/1624	Approve with Conditions	13/08/2025	75 Cholmeley Crescent, Hornsey, London, N6 5EX	Works to tree protected by a TPO. T1 - Sycamore - Reduce crown to points of previous reduction (5-6m branch length removal)	Daniel Monk
Highgate	Householder planning permission	HGY/2025/1628	Approve with Conditions	07/08/2025	5 Highgate Avenue, Hornsey, London, N6 5RX	Single storey rear extension.	Alicia Croskery
Highgate	Approval of details reserved by a condition	HGY/2025/1641	Approve	15/08/2025	51 Priory Gardens, Hornsey, London, N6 5QU	Approval of details pursuant to condition 3 (Windows and doors) attached to planning permission ref: HGY/2024/2934.	Mark Chan
Highgate	Full planning permission	HGY/2025/1762	Refuse	22/08/2025	Flat 1, 1 Cromwell Avenue, Hornsey, London, N6 5HN	Installation of balustrade to flat roof	Emily Whittredge

Highgate	Approval of details reserved by a condition	HGY/2025/1781	Approve	11/08/2025	41 Sheldon Avenue, Hornsey, London, N6 4JP	Approval of details pursuant to condition 4 (Landscape planting and hardsurfacing) attached to planning permission ref. HGY/2024/0806 for Demolition and erection of replacement larger dwelling with basement, swimming pool and associated plant equipment to rear garden, and all ancillary works including landscaping, boundary treatments and access. granted on 15/11/2024.	Nathan Keyte
Highgate	Full planning permission	HGY/2025/1828	Approve with Conditions	27/08/2025	1 Jacksons Lane, Hornsey, London, N6 5SR	Replacement of the existing roof, ridge tiles and guttering with materials to match the existing.	Adam Silverwood
Highgate	Prior notification: Development by telecoms operators	HGY/2025/2312	Permitted Development	27/08/2025	Goldsmith Court, Shepherds Hill, Hornsey, London, N6 5AE	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 1 No. Omni Antenna to be installed at a height of 6 metres and; Ancillary development thereto.	Kwaku Bossman-Gyamara
Hornsey	Householder planning permission	HGY/2025/0468	Approve with Conditions	27/08/2025	Flat C, 59 Tottenham Lane, Hornsey, London, N8 9BE	Replacement of windows to double glazed uPVC	Nathan Keyte
Hornsey	Lawful development: Proposed use	HGY/2025/0716	Permitted Development	05/08/2025	130 Hillfield Avenue, Hornsey, London, N8 7DJ	Certificate of lawful development for: single storey rear extension.	Emily Whittredge
Hornsey	Consent under Tree Preservation Orders	HGY/2025/1054	Approve with Conditions	08/08/2025	Flat 9, Carleton House, 122A Hillfield Avenue, Hornsey, London, N8 7DQ	Works to tree protected by a TPO. Three Sycamores at the front to be crown reduced 2- 3m in height and laterals. (Description amended 08.08.2025)	Daniel Monk
Hornsey	Full planning permission	HGY/2025/1292	Refuse	22/08/2025	44 Tottenham Lane, Hornsey, London, N8 7EA	Change of use of a vacant car park to a hand car wash (sui generis use), including the installation of a canopy over washing bays, jet wash and vacuum stations, a 20ft plant container housing a water treatment and storage system, and a drainage system with oil separators and filtration units (revised).	Josh Parker
Hornsey	Householder planning permission	HGY/2025/1496	Approve with Conditions	26/08/2025	Eagle Court, 69 High Street, Hornsey, London, N8 7QG	Replacement and repair of roof, chimney stacks, parapets, and rainwater goods; investigation and potential remedial works to retaining walls and bridge arch; works to front steps, canted bay, masonry; replacement of render; other associated works. (There is an associated Listed Building Consent Application ref: HGY/2025/1577).	Nathan Keyte
Hornsey	Lawful development: Proposed use	HGY/2025/1532	Permitted Development	04/08/2025	54 Park Avenue North, Hornsey, London, N8 7RT	Certificate of Lawfulness: Proposed use rear dormer extension with juliet balcony, removal of two chimney stacks and insertion of rooflights.	Sion Asfaw
Hornsey	Listed building consent (Alt/Ext)	HGY/2025/1577	Approve with Conditions	26/08/2025	Eagle Court, 69 High Street, Hornsey, London, N8 7QG	Listed Building Consent for replacement and repair of roof, chimney stacks, parapets, and rainwater goods; investigation and potential remedial works to retaining walls and bridge arch; works to front steps, canted bay, masonry; replacement of render; other associated works (there is an associated Planning Application ref: HGY/2025/1496).	Nathan Keyte
Hornsey	Householder planning permission	HGY/2025/1595	Approve with Conditions	20/08/2025	27 Park Avenue South, Hornsey, London, N8 8LU	Proposed rear dormer loft extension with roof terrace on outrigger and 3 rooflights on front facade.	Alicia Croskery

Hornsey	Householder planning permission	HGY/2025/1638	Approve with Conditions	12/08/2025	81 Middle Lane, Hornsey, London, N8 8NX	Modifications to existing conservatory including an increased roof height and new roof with new doors to the rear.	Alicia Croskery
Hornsey	Approval of details reserved by a condition	HGY/2025/1759	Approve	26/08/2025	46 Priory Road, Hornsey, London, N8 7EX	Approval of details pursuant to condition 5 (Cycle parking) attached to planning permission ref: HGY/2022/2086.	Mark Chan
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1920	Approve	26/08/2025	38 Redston Road, Hornsey, London, N8 7HJ	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.82m	Daniel Boama
Hornsey	Approval of details reserved by a condition	HGY/2025/2202	Approve	29/08/2025	31 Priory Road, Hornsey, London, N8 8LH	Approval of details pursuant to Conditions 3 (External Material) of planning permission ref: HGY/2024/1537 dated 28/08/2024 for the proposed return of two ground & first floor flats, 31 A & B, back to two single family dwellings, with small side dormer and first floor rear extension to number 31B only.	Ben Coffie
Muswell Hill	Approval of details reserved by a condition	HGY/2023/2971	Approve	12/08/2025	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details pursuant to condition 28(a) (Passivhaus) attached to planning permission ref: HGY/2021/2727 dated 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes (Use Class C3) within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue.	Tania Skelli
Muswell Hill	Approval of details reserved by a condition	HGY/2023/2972	Approve	15/08/2025	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 29 (a) (Passivhaus) 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/2025/1377	Approve with Conditions	04/08/2025	46A Muswell Hill Broadway, Hornsey, London, N10 3RT	Erection of a first floor rear roof terrace.	Mark Chan
Muswell Hill	Full planning permission	HGY/2025/1509	Refuse	05/08/2025	Flat 24, Connaught House, Connaught Gardens, Hornsey, London, N10 3LH	Erection of enclosure of second floor balcony with glass structure (relating to Flat 24 only)	Alicia Croskery
Muswell Hill	Lawful development: Proposed use	HGY/2025/1642	Approve	22/08/2025	17 Grand Avenue, Hornsey, London, N10 3AY	Certificate of lawfulness for proposed use for the erection of an outbuilding in the rear garden.	Daniel Boama

Muswell Hill	Consent under Tree Preservation Orders	HGY/2025/1667	Approve with Conditions	20/08/2025	The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, London, N10 3PS	Works to tree protected by a TPO. My client intends to undertake the following works to 1 x Horse Chestnut tree, labelled T11, on the accompanying Site Plan: It is intended to reduce the tree's canopy back to 1m from its previous topping cuts. The tree is approximately 12m tall and has been heavily reduced to a height of circa 5m in the past. Upon a climbed inspection of the tree in 2021, major cavities were observed at the old pruning points and were considered to be in a poor structural condition.	Daniel Monk
Muswell Hill	Full planning permission	HGY/2025/1668	Approve with Conditions	11/08/2025	Land and garages at the back of 168 Muswell Hill Road, London, N10 3NG	Demolition of 2no. existing garages and erection of a replacement garage building and associated landscaping.	Mark Chan
Muswell Hill	Consent to display an advertisement	HGY/2025/1739	Approve with Conditions	04/08/2025	360 Muswell Hill Broadway, Hornsey, London, N10 1DF	Display of advertisements including non-illuminated fascia with pinned off letters and non-illuminated projecting sign	Emily Whittredge
Muswell Hill	Approval of details reserved by a condition	HGY/2025/1946	Approve	12/08/2025	100, Cranwood, Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 19 (CEMP) 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.	Tania Skelli
Muswell Hill	Lawful development: Proposed use	HGY/2025/2041	Permitted Development	18/08/2025	77 Muswell Hill Place, Hornsey, London, N10 3RP	Lawful Development Certificate (Proposed Use) for hip-to-gable and rear dormer with rear facing Juliet balcony, the installation of 3 front facing Velux windows.	Iliyan Topalov
Noel Park	Non-Material Amendment	HGY/2025/1548	Approve	29/08/2025	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22	Non material amendment following a grant of planning permission HGY/2017/3117 to amend parameter plan SK416 Rev A ? PP5 Parameter Plan 5: Maximum & Minimum Building Extents, amending the parameters of Buildings G1, G2 and J2	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2025/1585	Approve with Conditions	13/08/2025	1 Alexandra Road, Wood Green, London, N8 0PJ	Change of use from a dwellinghouse (Class C3 Use) to a small-scale House in Multiple Occupation for up to six occupants (Class C4 Use).	Neil McClellan
Noel Park	Lawful development: Existing use	HGY/2025/1610	Approve	11/08/2025	49 Whymark Avenue, Wood Green, London, N22 6DJ	Certificate of Lawfulness: Existing use as five self-contained units.	Sion Asfaw
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1562	Approve	07/08/2025	Fiske Court, Lansdowne Road, Tottenham, London, N17 0NA	Approval of details reserved by a condition 14 (a) and (b) Partial Discharge (Ground Investigation works) attached to planning application Ref: HGY/2022/0305.	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1564	Approve	07/08/2025	Ashdowne Court, 56 Lansdowne Road, Tottenham, London, N17 9XQ	Approval of details reserved by a condition 14 (a) and (b) Partial Discharge (Ground Investigation) attached to planning application Ref: HGY/2022/0295.	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1583	Approve	07/08/2025	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 15b (Post Construction Certificate) attached to planning reference HGY/2022/0664	Sarah Madondo

Northumberland Park	Approval of details reserved by a condition	HGY/2025/1593	Approve	21/08/2025	Dial House, 790 High Road, Tottenham, London, N17 0DH	Approval of details pursuant to condition 3 (trials and samples of works) attached to planning permission HGY/2024/3420	Matthew Gunning
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1594	Approve	21/08/2025	Dial House, 790 High Road, Tottenham, London, N17 0DH	Approval of details pursuant to condition 4 (Proposed programme of works) attached to planning permission HGY/2024/3420	Matthew Gunning
Northumberland Park	Householder planning permission	HGY/2025/1652	Refuse	14/08/2025	12 Baronet Grove, Tottenham, London, N17 0LX	Single storey front extension	Emily Whittredge
Northumberland Park	Lawful development: Proposed use	HGY/2025/1654	Refuse	15/08/2025	12 Baronet Grove, Tottenham, London, N17 0LX	Lawful development certificate for: Rear roof extension, front roof lights and single storey rear infill extension	Emily Whittredge
Northumberland Park	Full planning permission	HGY/2025/1660	Approve with Conditions	15/08/2025	Office, 3 Northumberland Park, Tottenham, London, N17 0TA	Installation of 2no. windows to side (west) elevation at ground floor and 3no. rooflights to ground floor roof	Sabelle Adjagboni
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1670	Approve	29/08/2025	Arundel Court, Lansdowne Road, Tottenham, London, N17 0LR	Approval of details reserved by a condition 9 (CEMP) attached to planning application Ref: HGY/2024/1450.	Kwaku Bossman-Gyamera
Northumberland Park	Householder planning permission	HGY/2025/1734	Approve with Conditions	18/08/2025	11 Denmark Street, Tottenham, London, N17 0JL	Proposed ground floor wraparound rear extension with rooflights.	Alicia Croskery
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1776	Approve	27/08/2025	Fiske Court, Lansdowne Road, Tottenham, London, N17 0NA	Approval of details reserved by a condition 17 (Tree Protection Scheme) attached to planning permission ref: HGY/2022/0305	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1785	Approve	27/08/2025	18 West Road & Unit 4 West Mews, Tottenham, London, N17 0RP	Approval of details reserved by a condition 26(Noise Management) attached to planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2025/1955	Approve	27/08/2025	18, West Road, Tottenham, London, N17 0RP	Approval of details reserved by a condition 21 (Delivery and Service Plan), condition 22 (Disabled parking bays) and condition 23 (Car parking management plan) attached to planning reference HGY/2024/1370	Sarah Madondo
Seven Sisters	Full planning permission	HGY/2024/3315	Approve with Conditions	28/08/2025	Land adjacent to Seven Sisters Road and St Ann's Road, London N15	Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.	Gareth Prosser
Seven Sisters	Householder planning permission	HGY/2025/0376	Approve with Conditions	15/08/2025	89 St Anns Road, Tottenham, London, N15 6NJ	Conversion of the loft including the formation of hip to gable and rear dormer extensions to the roof and the erection of a second floor extension over the existing rear outrigger in order to increase the size of the existing top floor flat.	Sarah Madondo
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0715	Approve	01/08/2025	1 Stonebridge Road, Tottenham, London, N15 5NY	Approval of details pursuant to conditions 2 (refuse); 3 (cycle storage); and 4 (drainage). Ref HGY/2023/1917.	Josh Parker
Seven Sisters	Full planning permission	HGY/2025/0800	Approve with Conditions	14/08/2025	713 Seven Sisters Road, Tottenham, London, N15 5JT	Proposed 8.4 Meter Double Storey Rear Extension for Commercial Shop at Ground Floor and Storage at First Floor	Josh Parker
Seven Sisters	Full planning permission	HGY/2025/1333	Approve with Conditions	26/08/2025	Shop, 79 West Green Road, Tottenham, London, N15 5DA	Retrospective planning application for the storage area at the back of the building	Roland Sheldon
Seven Sisters	Lawful development: Proposed use	HGY/2025/1534	Permitted Development	05/08/2025	110 Stonebridge Road, Tottenham, London, N15 5PA	Certificate of Lawfulness: Proposed use rear dormer extension, 2 front rooflights.	Sion Asfaw
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/2076	Approve	27/08/2025	35 Stonebridge Road, Tottenham, London, N15 5NY	Erection of single storey extension which extends beyond the rear wall of the original house by 3.62m, for which the maximum height would be 3.86m and for which the height of the eaves would be 3m	Oskar Gregersen

Seven Sisters	Lawful development: Proposed use	HGY/2025/2092	Permitted Development	28/08/2025	35 Stonebridge Road, Tottenham, London, N15 5NY	Certificate of Lawfulness (Proposed): Conversion of the existing integral garage into a home office, including the replacement of the existing garage door at the front of the property with a window.	Matthew Gunning
South Tottenham	Listed building consent (Alt/Ext)	HGY/2024/3016	Approve with Conditions	19/08/2025	Flat 4, 62 Monument Way, Tottenham, London, N17 9NX	Listed building consent for replacement of four timber windows with like for like new timber windows.	Ben Coffie
South Tottenham	Householder planning permission	HGY/2025/1076	Refuse	15/08/2025	26 Crowland Road, Tottenham, London, N15 6UT	Erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 extension) with 2no. front rooflights and 2no. rear rooflights.	Daniel Boama
South Tottenham	Full planning permission	HGY/2025/1501	Approve with Conditions	14/08/2025	Flat A & Flat B, 2 Lealand Road, Tottenham, London, N15 6JS	Amalgamation of two existing self-contained flats into one single 3-bedroom dwelling house (Class C3 Use) .	Neil McClellan
South Tottenham	Lawful development: Proposed use	HGY/2025/1530	Permitted Development	04/08/2025	29 Ferndale Road, Tottenham, London, N15 6UF	Certificate of Lawfulness: Proposed use for a proposed dormer on the rear roof slope.	Ben Coffie
South Tottenham	Householder planning permission	HGY/2025/1531	Approve with Conditions	05/08/2025	29 Ferndale Road, Tottenham, London, N15 6UF	Erection of a ground floor single storey side-to-rear extension.	Ben Coffie
South Tottenham	Full planning permission	HGY/2025/1671	Approve with Conditions	18/08/2025	23 Ashmount Road, Tottenham, London, N15 4DD	Replacement of existing timber windows with modern double glazed timber units.	Adam Silverwood
South Tottenham	Full planning permission	HGY/2025/1702	Approve with Conditions	06/08/2025	24 - 26 Crowland Road, Tottenham, London, N15 6UT	Retrospective permission for ground floor infill extension at No. 24 and proposed ground floor infill extension at No. 26	Sabelle Adjagboni
South Tottenham	Householder planning permission	HGY/2025/1723	Approve with Conditions	20/08/2025	4 Erskine Crescent, Tottenham, London, N17 9PA	Installation of air source heat pump	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2025/1814	Approve with Conditions	29/08/2025	58 Wellington Avenue, Tottenham, London, N15 6BA	Erection of a ground floor rear extension; Installation of Sukkah roof lantern at ground floor level; Alterations of the existing first floor rear extension; Construction of a type 3 rear dormer loft extension	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1959	Not Required	27/08/2025	25 Craven Park Road, Tottenham, London, N15 6AA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.8m and for which the height of the eaves would be 3m	Daniel Boama
South Tottenham	Non-Material Amendment	HGY/2025/2100	Approve	27/08/2025	13 Talbot Road, Tottenham, London, N15 4DF	Non-Material Amendment to planning permission HGY/2025/0745 (Erection of a Single Storey Rear Extension 3.65m in depth, 3.45m in width, and 3m in height) for a reduction from two skylights to one	Oskar Gregersen

South Tottenham	Prior notification: Development by telecoms operators	HGY/2025/2158	Permitted Development	07/08/2025	Cordell House, Newton Road, Tottenham, London, N15 4PR	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: The proposal consists of the installation of 6 no. VodafoneThree antennas on new wall-mounted poles and plinths, along with 4 no. ERS units, 1 no. 3000 VodafoneThree transmission dish, 2 no. GPS nodes, and associated ancillary equipment including feeder cables, cable trays, and radio cabinets. All new equipment will be installed on a non-penetrative steel grillage located above the plantroom level. No existing antennas are being removed as part of this proposal. The rooftop design ensures minimal visual impact and retains all development within the established rooftop telecommunications zone.	Kwaku Bossman-Gyamera
St Ann's	Approval of details reserved by a condition	HGY/2025/0495	Approve	22/08/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Approval of details pursuant to condition 39 (Dry riser inlet location) attached to planning permission HGY/2018/1806	Valerie Okeiyi
St Ann's	Householder planning permission	HGY/2025/1442	Approve with Conditions	04/08/2025	15 Brampton Road, Tottenham, London, N15 3SX	Ground floor single storey rear extension.	Sion Asfaw
St Ann's	Lawful development: Proposed use	HGY/2025/1535	Permitted Development	04/08/2025	107 Glenwood Road, Tottenham, London, N15 3JS	Certificate of Lawfulness: Proposed use rear dormer extension and rooflights.	Sion Asfaw
St Ann's	Householder planning permission	HGY/2025/1613	Approve with Conditions	13/08/2025	39 Etherley Road, Tottenham, London, N15 3AL	Erection of a single storey side infill rear extension with 3no. rooflights. Loft conversion with the erection of rear dormer extension above main roof with 1no. rooflight above flat roof and insertion of 3no. rooflights on front main gable roof slope. Replacement of existing white uPVC windows to timber-frame windows on the ground floor front elevation bay window.	Daniel Boama
St Ann's	Lawful development: Proposed use	HGY/2025/2049	Permitted Development	27/08/2025	34 Harringay Road, Tottenham, London, N15 3JD	Certificate of lawfulness for proposed use: Loft conversion with the erection of a rear L-shaped dormer extension and insertion of 2no. front rooflights on main roof.	Daniel Boama
Stroud Green	Householder planning permission	HGY/2025/1160	Approve with Conditions	15/08/2025	16 Cornwall Road, Hornsey, London, N4 4PH	Loft conversion with rear dormer and two roof lights on the front facade.	Alicia Croskery
Stroud Green	Householder planning permission	HGY/2025/1169	Approve with Conditions	26/08/2025	81 Mount View Road, Hornsey, London, N4 4JA	Reduction in height/alterations to existing front garden brick boundary wall including introduction of brick piers, re-configuration of 2 existing front rooflights.	Eunice Huang
Stroud Green	Full planning permission	HGY/2025/1219	Approve with Conditions	12/08/2025	Ground Floor Flat, 59 Uplands Road, Hornsey, London, N8 9NH	Construction of rear outbuilding (for use as home office incidental to main dwelling)	Laina Levassor
Stroud Green	Householder planning permission	HGY/2025/1427	Approve with Conditions	05/08/2025	Flat 1, 48 Blythwood Road, Hornsey, London, N4 4EX	Proposed garden outbuilding to be used as home office.	Nathan Keyte

Stroud Green	Consent under Tree Preservation Orders	HGY/2025/1544	Approve with Conditions	13/08/2025	Flat B, 23 Albert Road, Hornsey, London, N4 3RR	Works to tree protected by a TPO. T1 - London Plane - pollard to previous pollard points. T1 London plane is located in the rear 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 onto neighbouring properties. Please Note: T001 plane is of a large spreading nature straddling gardens and causing encroachment issues with privately owned neighbouring properties, re pollarding will abate, the tree root system also appears to be damaging a boundary wall, by pollarding you will contain the root system and prevent further damage.	Daniel Monk
Stroud Green	Lawful development: Proposed use	HGY/2025/1556	Permitted Development	26/08/2025	45 Nelson Road, Hornsey, London, N8 9RS	Certificate of Lawful Development for proposed rear roof extension and 3 front roof lights.	Emily Whittredge
Stroud Green	Householder planning permission	HGY/2025/1575	Approve with Conditions	07/08/2025	45 Nelson Road, Hornsey, London, N8 9RS	Single story side return extension to rear	Emily Whittredge
Stroud Green	Householder planning permission	HGY/2025/1576	Refuse	19/08/2025	67 Oakfield Road, Hornsey, London, N4 4LD	Demolition of an existing conservatory and construction of a rear and side infill extension with angled roof, installation of Air Source Heat Pump to the front of the property, two roof lights, amendments to boundary treatment, landscaping and solar panels to the rear roof slope.	Adam Silverwood
Stroud Green	Consent under Tree Preservation Orders	HGY/2025/1646	Approve with Conditions	15/08/2025	43 Granville Road, Hornsey, London, N4 4EJ	Works to tree protected by a TPO. T2 Rear garden. Ash covering multiple gardens. Reduce crown by up to 2 meters lateral spread and 3 meters in height to contain crown and root-activity. The tree is close to properties. Works to maintain and contain crown and root-activity. Remove dead wood. (Works to T1 Lime will be considered separately under Section 211 Notice HGY/2025/1647, as this tree is not protected by a TPO but is located within a Conservation Area)	Daniel Monk
Stroud Green	Householder planning permission	HGY/2025/1659	Approve with Conditions	21/08/2025	15 Ossian Road, Hornsey, London, N4 4DX	Proposed single storey rear infill/ wraparound extension.	Nathan Keyte
Stroud Green	Approval of details reserved by a condition	HGY/2025/1687	Approve	08/08/2025	9 Mount Pleasant Villas, Hornsey, London, N4 4HH	Approval of details pursuant to condition 4 (materials and details) attached to planning permission HGY/2025/0256.	Alicia Croskery
Stroud Green	Householder planning permission	HGY/2025/1786	Approve with Conditions	27/08/2025	15 Ossian Road, Hornsey, London, N4 4DX	Formation of rear dormer and insertion of 2 no. rooflights into front roof slope	Nathan Keyte
Stroud Green	Lawful development: Proposed use	HGY/2025/1966	Permitted Development	12/08/2025	47 Nelson Road, Hornsey, London, N8 9RS	Lawful development: Proposed use for rear facing L-shaped dormer with rear facing Juliet balcony, the installation of 3 front facing Velux windows.	Iliyan Topalov
Tottenham Central	Full planning permission	HGY/2024/2081	Approve with Conditions	01/08/2025	483A High Road, Tottenham, London, N17 6QA	Change of use of first and second floor split level flat (Class C3) to a 3-bedroom small-scale HMO (Class C4) for up to six residents. (Retrospective application)	Neil McClellan

Tottenham Central	Full planning permission	HGY/2025/0510	Approve with Conditions	01/08/2025	483A High Road, Tottenham, London, N17 6QA	Erection of a second-floor rear extension and conversion of the existing first & second floor flat into two separate self-contained 2-bedroom flats, alterations to front and rear elevations including new shop front, the removal of existing shutter and installation of a traditional style retractable awning.	Neil McClellan
Tottenham Central	Full planning permission	HGY/2025/0678	Approve with Conditions	19/08/2025	413 High Road, Tottenham, London, N17 6RD	Erection of single storey ancillary building to accommodate Children Sunday school.	Kwaku Bossman-Gyamera
Tottenham Central	Removal/variation of conditions	HGY/2025/0995	Approve with Conditions	20/08/2025	20 West Green Road, London, N15 5NN	Variation of condition 1b (Operational Hours) attached to planning permission ref. HGY/2010/0788 to allow the premises to operate between 08:00 and 23:00 hours including Sundays and Bank Holidays.	Sarah Madondo
Tottenham Central	Householder planning permission	HGY/2025/1009	Approve with Conditions	12/08/2025	5 Belton Road, Tottenham, London, N17 6YF	Rear dormer and outrigger extension, front roof light, cladding of ground floor rear and side elevations, changes to rear and side fenestration.	Emily Whittredge
Tottenham Central	Householder planning permission	HGY/2025/1438	Approve with Conditions	20/08/2025	8 Handsworth Road, Tottenham, London, N17 6DE	Erection of a rear dormer roof extension	Sion Asfaw
Tottenham Central	Householder planning permission	HGY/2025/1631	Approve with Conditions	13/08/2025	35 Summerhill Road, Tottenham, London, N15 4HF	Renovation of roof including replacement of existing synthetic slate roof with new natural slates, new coping stones and flashing. Repair of masonry and render with replacement timber front external door.	Sabelle Adjagboni
Tottenham Central	Change of use	HGY/2025/1665	Refuse	12/08/2025	85 Beaconsfield Road, Tottenham, London, N15 4SH	Change of use from C3 to C2 children's home for 11-17 year olds with staff operating on a rota basis	Nathan Keyte
Tottenham Central	Householder planning permission	HGY/2025/1756	Refuse	22/08/2025	96 Clyde Road, Tottenham, London, N15 4JX	Rear dormer extension; single storey side and rear extension	Emily Whittredge
Tottenham Central	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/1838	Approve with Conditions	27/08/2025	1 Spur Road, Tottenham, London, N15 4AA	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to 4no. dwellings (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA	Oskar Gregersen
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2453	Approve	26/08/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by Condition 36 (Impact Piling Method Statement (PRE-PILING WORKS)) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2726	Approve	28/08/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by Condition 40 (Foundation Design) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Lawful development: Proposed use	HGY/2025/1825	Permitted Development	20/08/2025	165, Park View Road, London N17 9BL	Lawful development: Proposed rear dormer with 2x front elevation roof lights.	Mercy Oruwari
Tottenham Hale	Non-Material Amendment	HGY/2025/1885	Approve	06/08/2025	Gessner Apartments, 3 Watermead Way, Tottenham, London, N17 9QZ	Application for a Non-Material Amendment (NMA) to alter the description of development of planning permission HGY/2017/2044 to make it clear that the ground and mezzanine floors within Building 4/1 Berol Yard (now named Gessner Apartments) can be used as Use Class E (Commercial, Business and Service) floorspace.	Philip Elliott

Tottenham Hale	Householder planning permission	HGY/2025/1937	Approve with Conditions	27/08/2025	82 Holcombe Road, Tottenham, London, N17 9AR	Demolition of existing rear conservatory and replacement with full-width single-storey rear extension at ground floor level	Nathan Keyte
Tottenham Hale	Prior notification: Development by telecoms operators	HGY/2025/2140	Permitted Development	06/08/2025	On pavement outside Harris Academy Tottenham, Watermead Way, Tottenham, London, N17 9LN	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 existing 20m Apollo streetpole to be replaced with proposed M-range pole c/w proposed 6no antennas (height to top: 3no at 18.85m; 3no at 19.77m), proposed 1no300mmØ dish (height to C/L 14.69m) and proposed 3no ERS units and ancillary development thereto	Kwaku Bossman-Gyamera
West Green	Full planning permission	HGY/2024/1323	Approve with Conditions	22/08/2025	480 West Green Road, Tottenham, London, N15 3DA	Removal of the existing warehouse roof and installation of a new flat green roof with rooflights and solar PV panels.	Mark Chan
West Green	Full planning permission	HGY/2024/1469	Approve with Conditions	05/08/2025	9 Mannock Road, Tottenham, London, N22 6AT	Conversion of existing single-family-dwelling into 2x flats comprising 1no. 2 bedroom flat and 1no. 3 Bedroom flat and erection of terrace.	Sion Asfaw
West Green	Householder planning permission	HGY/2025/1454	Approve with Conditions	04/08/2025	Flat B, 74 Mannock Road, Tottenham, London, N22 6AA	Loft conversion including rear dormer	Emily Whittredge
West Green	Approval of details reserved by a condition	HGY/2025/1601	Approve	06/08/2025	Frankum Mews Development, End of Crawley Road, Wood Green, London, N22 6AG	Approval of details pursuant to condition 19 (Car Park Management Plan) attached to planning permission HGY/2019/0938.	Samuel Uff
West Green	Householder planning permission	HGY/2025/1722	Approve with Conditions	20/08/2025	31 Crossfield Road, Tottenham, London, N17 6AY	Erection of a single storey ground floor side extension	Sabelle Adjagboni
West Green	Lawful development: Proposed use	HGY/2025/1780	Permitted Development	26/08/2025	53 Downhills Way, Tottenham, London, N17 6AN	Lawful development: Proposed rear dormer with 3x front elevation roof lights.	Mercy Oruwarin
West Green	Approval of details reserved by a condition	HGY/2025/1844	Approve	08/08/2025	25 Keston Road, Tottenham, London, N17 6PJ	Approval of details pursuant to conditions 3 (Cycle Parking) pursuant to planning permission ref: HGY/2024/0324	Tania Skelli
West Green	Householder planning permission	HGY/2025/1888	Approve with Conditions	27/08/2025	45 Boundary Road, Tottenham, London, N22 6AS	Erection of a single-storey rear and side extension, rebuilding of the existing garage and replacement of existing windows	Oskar Gregersen
West Green	Lawful development: Proposed use	HGY/2025/1889	Permitted Development	28/08/2025	45 Boundary Road, Tottenham, London, N22 6AS	Lawful development: Proposed use for hip-to-gable roof conversion, formation of rear dormer, and installation of 3no. rooflights to the front slope.	Oskar Gregersen
West Green	Non-Material Amendment	HGY/2025/2029	Approve	13/08/2025	Frankum & Kaye Ltd, 38, Crawley Road, London, N22 6AG	Non-Material Amendment to planning permission HGY/2019/0938 for erection of 29 dwellings and associated works to amend the wording of Condition 24 (Culvert plan)	Samuel Uff
White Hart Lane	Householder planning permission	HGY/2024/3022	Approve with Conditions	08/08/2025	139 Tower Gardens Road, Tottenham, London, N17 7PE	Single storey rear extension, replacement rear roof lights and extension of flue	Emily Whittredge
White Hart Lane	Householder planning permission	HGY/2025/1528	Refuse	04/08/2025	2 Kevelioc Road, Tottenham, London, N17 7PR	Single storey rear extension.	Sion Asfaw
White Hart Lane	Full planning permission	HGY/2025/1596	Approve with Conditions	11/08/2025	16 The Crossway, Wood Green, London, N22 5QS	Erection of ground and first floor frontal extension to existing office premises	Sabelle Adjagboni
White Hart Lane	Lawful development: Proposed use	HGY/2025/1891	Permitted Development	27/08/2025	109 Granville Road, Wood Green, London, N22 5LR	Lawful development: Proposed use for the formation of a rear dormer roof extension and installation of roof lights to the front slope	Oskar Gregersen

White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/1910	Not Required	21/08/2025	101 Perth Road, Wood Green, London, N22 5QG	Certificate of Lawfulness Proposed: Erection of a single storey extension which extends beyond the rear wall of the original house by 3m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.	Emily Whittredge
Woodside	Full planning permission	HGY/2024/1346	Approve with Conditions	08/08/2025	14 & 15 Earham Grove, Wood Green, London, N22 5HJ	Raised decking to the rear of number 14 Earham Grove, and outbuilding for use as staff office and designated therapy area to the rear of 14 and 15 Earham Grove (retrospective).	Emily Whittredge
Woodside	Non-Material Amendment	HGY/2024/3543	Approve	29/08/2025	Rear of 132 Station Road, London, N22 7SX	Non-Material Amendment (Section 96a) pursuant to the Planning Application Ref. HGY/2020/3036 (as varied by HGY/2021/0945 & HGY/2023/2321) to change internal layouts of each of the houses, install round windows in the rear wall, relocate bins and gates to access road and incorporate a small roof terrace with privacy screen in the Coach House and other associated small changes.	Matthew Gunning
Woodside	Full planning permission	HGY/2025/1227	Approve with Conditions	28/08/2025	53 Pellatt Grove, Wood Green, London, N22 5NP	Replacement of existing double glazed timber sliding sash windows with new double glazed timber sliding sash windows, replacement of existing double glazed timber patio doors with double glazed timber doors and replacement of existing single glazed timber communal front entrance door with single glazed timber door.	Eunice Huang
Woodside	Full planning permission	HGY/2025/1403	Refuse	21/08/2025	92 Palmerston Road, Wood Green, London, N22 8RF	Proposed dropped kerb and external alterations to front garden	Kwaku Bossman-Gyamara
Woodside	Lawful development: Existing use	HGY/2025/1597	Approve	27/08/2025	22 Stuart Crescent, Wood Green, London, N22 5NN	Lawful development: Existing use as first and second floor Class E(g)(i) offices.	Josh Parker
Woodside	Lawful development: Proposed use	HGY/2025/1619	Permitted Development	08/08/2025	41 Dunbar Road, Wood Green, London, N22 5BG	Lawful development: Proposed loft conversion comprising the formation of dormer on the rear roof slope and three front rooflights.	Ben Coffie
Woodside	Lawful development: Existing use	HGY/2025/1779	Approve	26/08/2025	Seven Oaks Public House, 96 White Hart Lane, Wood Green, London, N22 5RL	Certificate of Lawful development for the existing use of part of the property as two separate self-contained studio flats (Ground Floor Studio Flat and Flat 2 First Floor Level)	Kwaku Bossman-Gyamara