

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Monday, 10th January, 2022, 7.00 pm (or on the rising of Full Council, whichever is later) - Tottenham Green Leisure Centre, 1 Philip Lane, Tottenham N15 4JA (watch the live meeting [here](#), watch the recording [here](#))**

**Members:** Councillors Sarah Williams (Chair), Sheila Peacock (Vice-Chair), Gina Adamou, Dhiren Basu, Luke Cawley-Harrison, Emine Ibrahim, Peter Mitchell, Liz Morris, Reg Rice, Viv Ross, and Yvonne Say.

**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 13 below.

### **5. DECLARATIONS OF INTEREST**

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

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

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

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

### **6. MINUTES (PAGES 1 - 12)**

To confirm and sign the minutes of the Planning Sub Committee held on 6 December 2021 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/2021/2031 - WOOD GREEN SOCIAL CLUB, 3 & 4 STUART CRESCENT, N22 5NJ (PAGES 13 - 72)

**Proposal:** Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings. Demolition of three storey front projection, demolition and re-construction of existing 2<sup>nd</sup> floor of 'Social Club' building and change of use of first floor from Community use to C3 (Residential) with balcony areas and internal re-configuration of existing 5 no. residential units within 3 & 4 Stuart Crescent and creation of an additional 9 no. residential units with associated landscaping works and parking.

**Recommendation:** GRANT

### 9. HGY/2021/2283 AND 2284 - PRINTWORKS NOS. 819-829 HIGH ROAD, N17 8ER (PAGES 73 - 302)

**Proposal:** Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for a residential-led, mixed-use development comprising residential units (C3), flexible commercial, business and service uses (Class E), a cinema (Sui Generis), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to flexible residential (C3), cinema (Sui Generis), and commercial, business and service uses (Class E).

**Listed building consent:** Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, facade and related external works, internal alterations, and associated works.

**Recommendation:** GRANT

### 10. HGY/2021/2882 - LAND ADJOINING REMINGTON ROAD AND PULFORD ROAD, N15 (PAGES 303 - 416)

**Proposal:** Redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/

recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.

**Recommendation: GRANT**

**11. UPDATE ON MAJOR PROPOSALS (PAGES 417 - 432)**

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.

**12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 433 - 456)**

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 22 November 2021 to 10 December 2021.

**13. NEW ITEMS OF URGENT BUSINESS**

**14. DATE OF NEXT MEETING**

To note the date of the next meeting as 24 January 2022 (provisional).

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Head of Legal & Governance (Monitoring Officer)  
River Park House, 225 High Road, Wood Green, N22 8HQ

Thursday, 30 December 2021



## **MINUTES OF PLANNING SUB COMMITTEE MEETING HELD ON MONDAY, 6TH DECEMBER, 2021, 7.00 - 9.25 PM**

**PRESENT:** Councillor Sarah Williams (Chair), Councillor Sheila Peacock (Vice-Chair), Councillor Dhiren Basu, Councillor Luke Cawley-Harrison, Councillor Peter Mitchell, Councillor Julia Ogiehor, Councillor Reg Rice, Councillor Viv Ross, and Councillor Yvonne Say.

**In attendance:** Councillor Bob Hare, Highgate ward councillor

### **1. FILMING AT MEETINGS**

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

### **2. PLANNING PROTOCOL**

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

### **3. APOLOGIES**

Apologies for absence were received from Councillor Gina Adamou, Councillor Emine Ibrahim, and Councillor Liz Morris.

Councillor Julia Ogiehor was present as substitute for Councillor Liz Morris.

### **4. URGENT BUSINESS**

There were no items of urgent business.

### **5. DECLARATIONS OF INTEREST**

Councillor Luke Cawley-Harrison noted that he would be speaking as a ward councillor in relation to item 8, HGY/2021/2718 - Stanhope Road Bridge, Stanhope Road, N6 5DE. He confirmed that he would not be taking part in the discussion or voting on this item and would leave the room after his submission, whilst the application was being discussed.

### **6. MINUTES**

#### **RESOLVED**

That the minutes of the Planning Sub-Committee held on 1 November 2021 and 8 November 2021 be confirmed and signed as a correct record.

## 7. PLANNING APPLICATIONS

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

## 8. HGY/2021/2718 - STANHOPE ROAD BRIDGE, STANHOPE ROAD, N6 5DE

*Cllr Cawley-Harrison moved to the public seating area.*

The Committee considered an application for the construction of a new footbridge with associated ramp, stepped access, and landscaping, involving demolition of the existing bridge.

Laurence Ackrill, Planning Officer, introduced the report and responded to questions from the Committee:

- The Committee enquired about the heritage significance of the Victorian railway bridge. The Principal Conservation Officer explained that there were different levels of designation and that this structure had local, not national importance, and was a non-designated heritage asset. It was noted that the bridge had symbolic value but had been significantly altered over time and had lost some of its character. It was also noted that the bridge needed to be used regularly by a number of users and that the retention of the existing bridge would have serious health and safety implications. It was highlighted that the most important heritage asset for the site was the conservation area, which was a nationally designated heritage asset, and that the loss of the bridge would secure better and safer use of the conservation area.
- In relation to the location of the ramp, it was noted that seven additional areas had been considered. It was explained that the slope and topography of Stanhope Road meant that it was not considered viable to locate the ramp in the northwest corner of the site. It was added that the applicant might be able to provide further information about this process.

Cathy Meeus spoke in objection to the application. She stated that she did not object to the replacement of the bridge but was objecting to the loss of green space, the location of the ramp, and the significant destruction of trees and vegetation. It was noted that the Friends of the Parkland Walk challenged the use of this location for new entrance infrastructure, particularly in the context of climate change and biodiversity policies. It was stated that the council had failed to review alternative access options and had not provided these options as part of the consultations with other groups, including wheelchair users. Cathy Meeus added that the Friends of the Parkland Walk position had been supported in a petition signed by 450 people. It was suggested that the accesses at Holmesdale Road, Blythwood Road, and Oxford Road could be upgraded and would provide better accessible entrance options. It was also proposed that a long access path could be included on the southwest of the site, with wheelchair access provided elsewhere.

Cathy Meeus commented that the experts involved in judging the suitability of the proposal were part of the council or the applicant team and were not independent. It was also stated that the Planning Sub Committee had visited the site but it was felt that objectors should have been present to provide an alternative view. It was added that the proposals were considered to be in conflict with several key policies and that planting replacement trees offsite did not address the loss of trees in Parkland Walk.

Giovanna Iozzi spoke in objection to the application. She stated that the council had a net zero goal for carbon emissions and that mature trees should be valued. It was noted that, following some recent works in Parkland Walk, a significant number of trees had been lost. She noted that there were a number of benefits to preserving trees, including flood prevention, absorption of carbon dioxide, animal habitats, and soil filtering. It was stated that Parkland Walk was not a park but was a corridor and nature reserve and it was felt that it should have a special degree of care. It was commented that, as a result of the proposal, several mature trees would be removed, including the locally loved oak, the 'monster tree'. Attention was drawn to the strength of public feeling against this application and it was highlighted that the provision of street trees would not be an appropriate replacement.

It was noted that Haringey Council had stated that a five metre area around the entrances to the bridge should be kept clear of trees but it was questioned whether this was based on any ecological advice. It was stated that other boroughs were providing better ecological protection, such as the Tower Hamlets green bridge to replace connecting roads to Mile End Park. Giovanna Iozzi commented that the biodiversity net gain figures were flawed and that the habitat survey had been undertaken out of the optimal season. It was asked that the current proposal was rejected and replaced with a more creative and forward thinking alternative. It was suggested that the council should work with specialist ecologists in order to put nature at the centre of the designs.

Cllr Hare spoke in objection to the application. He queried the choice of the footpath route on the southeast side of the site. It was noted that a gently sloping path up the bank, which was already informally marked by people using this route, would be a suitable alternative and would allow oak 105 to be retained. It was added that the oak, alongside the high wall abutting the cottage, would prevent viewing both into and out of the cottage; Cllr Hare stated that he had pursued this suggestion with the officer but this had not been accepted. It was noted that the briefings to councillors did not include this option or the option on the southwest corner.

In relation to biodiversity, Cllr Hare queried the accuracy of the suggestion that habitat units would increase by 13.04% and noted that all information provided should be carefully examined. It was queried whether disability compliance was required and how this was balanced against the damage to the park; it was also enquired whether any demand analysis had been undertaken with disability organisations. Cllr Hare stated that the proposals were very unpopular locally and he suggested three conditions. Firstly, he asked that a report was provided on the two gently sloping path options. If this suggestion was impractical, he asked that a report was provided on a combination of stepped access between the landings of the proposed zigzag path to obviate the need for the southwest corner path. Cllr Hare also requested that native

ivy be planted on the wing walls to deter graffiti, benefit biodiversity, and for visual greening, in addition to the proposed planting.

Cllr Cawley-Harrison spoke in objection to the application. He explained that trees were routinely cut down but that the level of objection in this case was unique which demonstrated the significance of these mature trees, particularly the oak which could be classified as a Grade A tree. He noted that the council had declared a climate emergency in 2019 which included the protection of trees, biodiversity, and unique green spaces such as Parkland Walk. In addition to the removal of trees, Cllr Cawley-Harrison stated that the designs were still flawed. It was noted that the design included an urbanised, concrete ramp which would replace the existing, natural-style steps and which would not be sympathetic to the surroundings. It was felt that the design process provided little consideration of alternative designs to mitigate the issues raised by objectors, such as a longer access path in top left quadrant, southeast quadrant, an access point beyond the formal outline of the development, or an access path underneath and within the bridge.

Cllr Cawley-Harrison stated that the bridge surface would be made of concrete and extend far beyond the bridge at a level higher than the existing path and would put further trees in jeopardy of removal. He noted that this would result in the loss of five additional trees and, although this was mentioned in the tree report, it was noted mentioned in the committee report. It was commented that the report explained that the oak and its root plate would be at risk due to this surfacing but it was stated that this was specific to the proposed surfacing and could be mitigated with vaulted surface or grid filter. Cllr Cawley-Harrison asked the Committee to refuse the application based on its failure to comply with policy DM19 and the strength of residents' views.

In response to the points raised in the objections and subsequent questions, the following responses were provided:

- In relation to the question of whether disability compliance was necessary or whether it could be provided offsite, the Head of Development Management noted that both the applicant and the Local Planning Authority had equalities obligations. It was stated that there were strong policy presumptions in favour of providing accessibility.
- Cathy Meeus stated that there were three alternative areas where useful wheelchair access could be provided and could give meaningful access to Parkland Walk, rather than a high specification ramp.
- Some members of the Committee enquired whether wheelchair access at the alternative locations would also need to be built to the same specifications as the proposed ramp. Cathy Meeus commented that the alternative locations mentioned had a more amenable gradient and location and would result in less destruction of trees and green space.
- It was noted that the oak tree, or monster tree, was covered in Russian vine and it was queried whether the tree would survive in several years. The Principal Tree and Conservation Manager explained that Russian vine did not kill trees but it did suppress their growth and degrade their quality and health. It was commented that the oak tree was covered in the vine which had caused branches to come out of the tree top sporadically and it was not considered that the tree was in good

health. It was added that, if the tree was to be retained, the vine would need to be completely removed and the tree would need to be monitored.

*At this point, Cllr Cawley-Harrison left the room.*

Simon Farrow, applicant team, addressed the Committee. He explained that extensive studies had revealed that the current bridge structure was unsuitable and every effort had been made to ensure that the new bridge design responded to the local environment and local needs. It was noted that there had been pre-application conversations with the council, councillors, and local groups which had informed the simple but attractive design. It was stated that the proposal had a sustainable design with a 120 year life expectancy and would maximise the public realm, including accessibility and useability.

It was explained that several options had been studied against the set criteria and an assessment had concluded that the current proposal was the most suitable and would improve access for all, including wheelchair users. Simon Farrow acknowledged the concerns and objections raised, particularly the loss of trees but it was stated that a balance had to be struck between the need to replace the bridge, design standards for ramps and steps, and the protection of biodiversity. It was noted that the mature oak would be removed due to its proximity to the bridge and the resulting change in levels. However, it was explained that the proposal would concentrate the access works and minimise the impacts of development on other trees. It was added that the landscaping designs would result in a 10% net gain in biodiversity and would provide additional street trees and it was considered that the development would increase biodiversity overall.

The applicant team and officers responded to questions from the Committee:

- In relation to the options explored for the access ramp, Sam Neal, Project Manager, stated that multiple options had been assessed. It was highlighted that there was an evaluation matrix for this assessment which was informed by the results of a public consultation in 2020. It was noted that sustainability and biodiversity had been allocated additional weighting based on the results of this consultation. It was added that the issues considered as part of the assessment included overlooking, personal safety, natural surveillance, and the potential conflict between those cycling and walking. Sam Neal noted that multiple options were considered but that, in a number of locations, the topography of the land meant that the zigzag path or ramps required would have involved removing an excessive number of trees. It was added that, due to the location of the T105 oak tree, it was already affected by the construction of the bridge and the proposal therefore minimised the impact on trees and provided improved accessibility.
- It was confirmed that it was planned to retain the felled oak tree on site for other uses, such as a natural barrier to prevent footpath degradation and to improve biodiversity and to create a natural habitat.

Following a vote with 6 votes in favour and 2 votes against, it was

**RESOLVED**

To GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.

*Cllr Cawley-Harrison did not take part in the voting and re-entered the room at the end of the item.*

**9. HGY/2020/3186 - UNIT 7, UNICORN WORKS, 21-25 GARMAN ROAD, N17 0UN**

The Committee considered an application for the erection of two-storey replacement light industrial unit.

It was noted that there had been a final revision to the parking which had been included in the addendum that was circulated to the Committee and published online.

Tania Skelli, Planning Officer, introduced the report and responded to questions from the Committee:

- It was noted that there were expected to be 18 employees across the units and it was enquired why 36 long stay cycle units were proposed. It was also noted that there appeared to be some discussion about parking and it was enquired how the number of parking spaces had been calculated. It was commented that, as the units would be separate, it was unlikely that the unit occupiers would be able to co-ordinate service deliveries.
- The Head of Development Management explained that there had been a previous building on site and an established position so there had been a balance between the applicant's expectation on floor space and modernising the standards and layout. The Transport Planning Officer noted that the existing parking arrangements were quite congested and that work had been undertaken with the applicant to agree on a layout that worked well and complied with the London Plan parking standards. It was explained that the proposal was to have three loading bays to respond to the needs of the development and two parking spaces.
- In relation to parking, Mr Upadhyay, applicant, stated that he had occupied unit 3 on the site for 20 years. He noted that it had been possible to park four cars in front of the unit if required so there was potentially room for 12 parking spaces across the front of the units.
- It was highlighted that the completion date for the section 106 legal agreement, noted in part 3 of the recommendations, should read 18/01/2022 rather than 18/01/2021.
- The Head of Development Management stated that the recommendation was to grant planning permission, subject to conditions, the amended drawing, and the amendment of the date relating to the completion of the section 106 legal agreement from 2021 to 2022.

Following a vote, it was

**RESOLVED**

1. To GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and

informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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.
3. That the section 106 legal agreement referred to in resolution (1) above is to be completed no later than 18/01/2022 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in his sole discretion allow; and
4. That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
5. Not applicable.
6. That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided, the planning permission be refused for the following reasons.
  1. *The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team 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 Local Plan 2017 Policies SP8 and SP9.*
  2. *The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport, by reason of its lack of travel plan would significantly exacerbate pressure for onstreet parking spaces in surrounding streets, prejudicing the encouragement of alternative transport modes and would be detrimental to the amenity of local residents. As such, the proposal is contrary to SP7 of the Local Plan 2017 and Policy DM13 of the Development Management Development Plan Document 2017.*
  3. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*
  4. *The proposed development, in the absence of a legal agreement to secure a construction management plan, by reason of its lack of measures to ensure the*

*free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such, the proposal is contrary to Policies SP7 of the Local Plan 2017 and Policy DM13 of the Development Management Development Plan Document 2017.*

7. In the event that the Planning Application is refused for the reasons set out in resolution (6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations; and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

## **10. PRE-APPLICATION BRIEFINGS**

The Chair referred to the note on pre-application briefings and this information was noted.

## **11. PPA-2021-0022 - ASHLEY ROAD DEPOT, ASHLEY ROAD, LONDON, N17 9LZ**

The Committee considered the pre-application briefing for the demolition of buildings and redevelopment of the site to provide approx. 275 new dwellings (min. 50% for social rent) in buildings of between four and thirteen storeys, two commercial units, 41 car parking spaces, new pedestrian/cycle routes, landscaping and public realm improvements.

Cllr Rice noted that the land in this case was owned by Haringey Council and enquired whether it was a conflict of interest for the case officer to be a member of Haringey Council staff. He stated that it would be better for the case to be presented by an external person. The Head of Development Management noted that the case officer would present the case and then the applicant team would deliver a 15 minute presentation on the application; this was an accepted position where the applicant was the council.

The applicant team and officers responded to questions from the Committee:

- It was confirmed that pitched roofs were no longer proposed within the application.
- It was noted that the site had a sunken petrol tank to service vehicles and it was enquired what measures would be taken to ensure that the land was uncontaminated. The applicant team noted that the previous owner had only recently vacated the site and that, after the proper studies had been undertaken,



further information would be reported back to the Committee. It was added that there was provision in the cost plan for decontamination.

- The applicant team explained that the existing wall around the north and west of the site would be taken down, except for some sections of the wall which would be retained in order to preserve existing trees. It was explained that this would create some new public realm to replace the existing, narrow, concrete path.
- It was noted that the council owned the land and it was enquired whether 100% social housing could be provided. The applicant team stated that about 62.5% of the habitable rooms would provide social housing. It was explained that this scheme also provided larger, family, social housing units which met an important need in Haringey but that this made it more challenging to meet the required levels of financial viability.
- In relation to amenity, it was enquired whether Down Lane Park would be counted towards the amenity in the application as a number of developments in the area had used the park in their amenity calculations. The applicant team explained that the proposal would meet the required standards for playspace on the site, including integrating play into the landscape, and it was important that the site worked well for the community. It was added that there was a desire for the residents to use and activate the park as well.
- The applicant team confirmed that the relevant child density calculations had been undertaken and this would inform the play strategy. It was also clarified that there were three, communal, amenity spaces which were located in areas A and B, as well as in the podium garden at first floor level, above the integrated parking in Building C. It was added that all family homes would have a private amenity space as front and rear gardens. It was also noted that there would be amenity space in the routes around the site, including greening of the route and Sustainable Drainage Systems (SuDS) rain gardens. It was commented that there was no intention to have amenity on roof tops but these areas would likely have solar panels and air source heat pumps.
- In relation to refuse, it was noted that the applicant team had carefully considered movement across the site and had produced vehicular movement and refuse movement diagrams. It was explained that there would be refuse storage in each building to reduce any issues with refuse across the landscape of the site. As part of the refuse strategy, it was explained that refuse lorries would be able to access the roads within the site, via collapsible bollards, for collections.
- The report suggested that the social rent units would have deck access and members expressed concerns about the safety of this. The applicant team noted that there would be limited use of deck access to serve approximately four doors but these would enable the scheme to achieve dual aspect for the units.
- In relation to tenure distribution, it was explained that there was a mix of social rented and market sale homes throughout the site but that all units would be delivered to the same quality. It was added that the social rented units were generally the family homes which were in the lower rise buildings and reflected the homes on the other side of the street. It was explained that this worked better for management and maintenance but also for the families themselves.
- The Committee asked about the safeguarded waste site. It was noted that the Ashley Road Depot had been closed as part of a strategic decision on waste management and that the small recycling facility had been relocated to the Western Road facility near Alexandra Palace.

- It was enquired whether any of the blocks had mixed tenure. The applicant team explained that, purely from a service charge perspective, individual floors generally did not have mixed tenures. In this scheme, the taller buildings were generally for outright sale and these would require more maintenance and lift access which would result in additional service charges. It was added that all of the communal and social spaces were shared.
- Some members noted that other applications on council land had proposed 100% social rent. It was enquired whether the sale of homes would be funding the development and whether it would be possible to provide additional intermediate units to have a better, overall blend of tenures. The applicant team noted that there would be some subsidy from the sale of homes on site. It was accepted that additional intermediate units could be provided but it was noted that this was a matter of judgement and would reduce the number of larger, family homes.
- It was noted that the Committee had previously expressed concerns about shared pedestrian and vehicle streets as they were considered to be unsafe. The applicant team explained that this area was primarily a space for cyclists and pedestrians but that some vehicular access was required for disabled parking and essential vehicle access. It was noted that there would be bollards and the surface would not be fully shared between cars and other users; it was considered to be a safe route and the applicant was discussing the details with the Highways Team.
- In relation to a query about the wider facilities, such as schools and GPs, the applicant team understood that some provision was being developed in the area but it was noted that this would form part of the considerations for the main application.
- It was noted that there was reference to a 'special building' and it was enquired what this would contain. The applicant team explained that this building was considered to be special as it was located in a prominent position near the park and on a main thoroughfare. The exact nature of the ground floor was a work in progress but it was anticipated that it would be a space for community use, such as a café or shop.
- Some members noted that it was important to encourage active travel and suggested that fewer car parking spaces could be provided by the scheme.
- It was enquired whether any changes had been made following the initial feedback from community engagement. The applicant team noted that a number of amendments had been made in response to comments, including some reductions in scale and massing and the movement of the five storey building deeper within the site. There had also been some feedback about the non-residential uses which the applicant team would try to bring forward.
- In relation to the pathway from the area to the Tottenham Marshes, the applicant team explained that this was outside of the site boundary and was not within the scope of the application. It was noted that the applicant team wished to influence improvements in the area and were working closely with the Regeneration Team who were looking at the wider area.
- The applicant team confirmed that the building in the southeast of the site was due to be demolished as part of the scheme. It was noted that the building was not locally listed and would be difficult to retain as it was set back from the street. It was commented that the materials from the building would be re-used within the public realm on site.

- The Committee enquired about the standard of Passive House and London Energy Transformation Initiative (LETI) credentials. The applicant team explained that testing was currently underway and that the design of the buildings was crucial to obtaining Passive House certification. It was noted that there was a need to undertake additional testing in response to any design changes. It was also commented that finalising the orientation of the buildings would be the first priority and then the building fabric would be considered. It was noted that there would be triple glazing and that the southern facades would have additional glazing to optimise compliance with Passive House.
- The Committee suggested that it would be useful to clarify the diagram which showed the distribution of council homes and market sale homes as the existing grid suggested that the buildings had mixed tenures; it was suggested that additional block names or letters could be used.
- It was noted that there was a policy to give priority for council homes to local residents within 250 metres. The applicant team stated that there were no known council tenants within this area. It was believed that priority would then be given to existing tenants and wheelchair users but that the detail of the policy would have to be confirmed.

The Chair thanked the applicant team for attending.

## **12. UPDATE ON MAJOR PROPOSALS**

Cllr Ogiehor stated that a number of residents had expressed concerns about Cranwood House (HGY/2021/2727) in relation to the size of the proposal and its protrusion onto Muswell Hill Road. It was enquired whether these concerns had been taken into account in the amended proposals. The Head of Development Management stated that there had been no substantial amendments since the application had been submitted but that this would be a question for the applicant team. It was noted that the application was currently being assessed and was likely to be presented to the Planning Sub Committee in January.

### **RESOLVED**

To note the report.

## **13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS**

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

### **RESOLVED**

To note the report.

**14. NEW ITEMS OF URGENT BUSINESS**

There were no items of urgent business.

**15. DATE OF NEXT MEETING**

It was noted that the date of the next meeting was 10 January 2022.

CHAIR: Councillor Sarah Williams

Signed by Chair .....

Date .....

Planning Sub Committee – 10 January 2022

Item No. 8

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****1. APPLICATION DETAILS****Reference No:** HGY/2021/2031**Ward:** Woodside**Address:** Wood Green Social Club, 3 & 4 Stuart Crescent, N22 5NJ

**Proposal:** Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings. Demolition of three storey front projection, demolition and re-construction of existing 2<sup>nd</sup> floor of 'Social Club' building and change of use of first floor from Community use to C3 (Residential) with balcony areas and internal re-configuration of existing 5 no. residential units within 3 & 4 Stuart Crescent and creation of an additional 9 no. residential units with associated landscaping works and parking.

**Applicant:** Cramer Bryanston Investments Ltd**Ownership:** Private**Case Officer Contact:** Matthew Gunning**Site Visit Date:** 24/08/2021

1.1.1 This application is being referred to the Planning Sub Committee for a decision at the request of a ward Cllr and as agreed with the Chair.

**1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

1. The proposal would retain a community use on site of a better quality, more flexible and suitable for a range of community uses.
2. The proposed scheme is of acceptable design quality and of a scale sensitive to context and provides an acceptable quality of accommodation for future occupiers.
3. The development is considered to have a broadly neutral effect on the character and appearance to this part of the conservation area, ensuring it is preserved, with any harm identified of a very low magnitude and sufficiently outweighed by the benefits of providing 9 additional residential units as well as improved community facility on site.
4. The proposal will improve the appearance of the site, specifically the works to the main building facing Stuart Crescent which will be given a contemporary up to date design as well as the improvements to the locally listed building.
5. The layout and orientation of the buildings and separation distances to neighbouring properties are acceptable and would protect the amenities of neighbouring occupiers.

6. The development makes appropriate provision for on-site parking and the existing access is suitable to serve the development.
7. The development makes for appropriate reductions in carbon emissions, through the provision for on-site renewable energy with the re-use of large parts of the existing building.
8. The scheme represents a sustainable approach to embodied carbon.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

**Conditions** (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction management plan (CMP)
- 5) Construction Environmental Management Plan (CEMP)
- 6) Green walls
- 7) Roof restrictions as balconies
- 8) Central Satellite dish
- 9) Hard and soft landscaping
- 10) Cycle Parking
- 11) Details of balustrades
- 12) Electric vehicle provision
- 13) Section 278 Agreement
- 14) Retention of parking spaces
- 15) Fit out of community use
- 16) Part M4(2) Accessible and adaptable dwellings
- 17) Land contamination
- 18) Site specific geotechnical investigations and method statement for construction of basement works
- 19) Qualified engineer to oversee construction of basement works
- 20) Removal of permitted development rights
- 21) Hours of use / community
- 22) Waste collection

### **Presumption in Favour of Sustainable Development**

- 2.3 In the event that members choose to make a decision contrary to the officer recommendation (that the proposed development accords with the development plan overall), it will be necessary to consider the presumption in favour of sustainable development in the NPPF. This is because the Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.

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3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
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5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION
9. PLANNING CONDITIONS & INFORMATIVES

**APPENDICES:**

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| Appendix 1 | Planning Conditions and Informatives                       |
| Appendix 2 | Plans and Images   |
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| Appendix 4 | Representations from neighbouring residents                |



3. PROPOSED DEVELOPMENT AND LOCATION DETAILS



Figure 1: -Site Location



Figure 2: – Existing Social Club Building and top floor flat



**Figure 3: – Existing Social Club (Locally Listed) Building – flats at first floor**

### **Proposed development**

3.1 This is an application for the following works, some of which relate to structures to the rear of the site, others to the main club building, with some also related to No's 3 & 4 Stuart Crescent which form part of the application site:

- Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings;
- Refurbishment of existing building including the demolition of the three storey front projection and side wing,
- Replacement of the existing 2<sup>nd</sup> floor of the Social Club building and change of use of first floor from (Community use) to C3 (Residential) with balcony areas;
- Internal re-configuration of the 5 existing residential units within Nos 3 & 4 Stuart Crescent
- Provide of a total of 14. residential units with:
- Associated landscaping works to the front on Stuart Crescent and the inner courtyard and parking area using existing vehicular access.

- 3.2 In total there would be 14 residential units, representing an increase of 9 from the existing 5 units. A Community use of 452 sqm would remain on site at ground floor level and ancillary space would be retained at lower ground floor level for services and storage.

### **Site and Surroundings**

- 3.3 The site comprises of two separate buildings, 3 & 4 Stuart Crescent, with a corridor linking them internally to function as one building. The main use of the building was 'Wood Green Labour Club' before it closed in January 2021, but equally there is some residential accommodation on site.
- 3.4 The main building on site is a three-storey building faced in red brick with bright blue painted bays and large blue windows. The building has a slate clad second floor level and a flat roof, as well as garages situated to the rear. This building is identified as a detractor within Trinity Gardens Conservation Area.
- 3.5 The other building on site is a two-storey Victorian property, known as Sterling House. This is a locally listed building and is constructed of London Stock Brick with a slate roof, along with white painted canted bay windows at ground floor level.
- 3.6 Trinity Gardens Conservation Area is centred on a relatively small geographical area consisting of a number of sub areas. The site is located approximately 300m to the north of Wood Green Town Centre. The site is located within a PTAL 6a.
- 3.7 The rear of the site adjoins the rear gardens of Nos: 15-21 Ewart Grove.

### **Relevant Planning and Enforcement history**

- 3.8 There is no relevant planning history in relation to the site.

## **4. CONSULTATION RESPONSE**

- 4.1 The responses below were received following consultation on the application:

- LBH Transport Officer
- LBH Building Control
- LBH Conservation Officer

## **5. LOCAL REPRESENTATIONS**

- 5.1 The application has been publicised by way of press notice and a site notice displayed in the vicinity of the site and 116 letters. 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: 11 (including 4 follow up objections following amendments)

Objecting: 11

Supporting: 0

5.2 The following local groups/societies made representations:

- None

5.3 The following Councillor(s) made representations:

- Cllr Mark Blake – object regarding concerns about density, proximity/boundary issues and parking.

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

1. Overlooking and loss of privacy;
2. Overbearing impact;
3. Noise and disturbance;
4. Impact on trees;
5. Impact on the character of the area;
6. Loss of light;
7. Density of development;
8. Loss of community facility;
9. Lack of consultation (Officer Comment: public consultation was carried out in accordance with the Council's Statement of Community Involvement. Although encouraged, there is no requirement for the applicant to consult with local residents prior to the formal submission of minor development proposals);
10. Basement development.

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development;
2. Design and impact on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Transport considerations;
7. Trees and landscaping;
8. Basement development;
9. Energy and sustainability and
10. Other considerations.

## **Principle of development**

### Housing delivery

#### *National Policy*

- 6.2 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It 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.
- 6.3 Paragraph 69 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.

#### *London Plan*

- 6.4 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.
- 6.5 Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.6 Policy H2A 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.
- 6.7 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

#### *Local Plan Policy*

- 6.8 The Haringey Local Plan Strategic Policies DPD, 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 in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.

- 6.9 The Development Management DPD (2017) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.
- 6.10 The scheme would facilitate the construction of residential units in a location close to public transport and local facilities, including the provision of family sized units. The proposal would be in line with the overarching objectives of adopted policy in delivering additional housing in the borough, subject to consideration of all other relevant policies of the development plan, as discussed below.

Loss of social infrastructure floor space

- 6.11 Policy DM49 of the Council's Development Management DPD 2017 states that the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. Where a development proposal may result in the loss of a facility, evidence will be required to show that the facility is no longer required in its current use, the loss would not result in a shortfall in provision of that use and the existing facility is not viable in its current use and there is no demand for any other suitable community use on the site.
- 6.12 A letter has been provided by the president and secretary of the Wood Green Social Club and it is clear from the information provided within that letter that the day to day running of the Club was not viable and had not been so for a significant period of time. Measures had been taken in an attempt to revive the club without success as membership numbers had continued to decline, even prior to the Covid 19 pandemic.
- 6.13 Competition from more modern facilities within the locality have added to the difficulties in running the Club as well as the necessary cost of modernising the existing accommodation. While the proposal would result in a reduction in the floor space of the community use, the scheme leaves the ground floor to continue in such a use. As such this provides space for a replacement community facility at a smaller more manageable scale. Whilst an occupier of this space has not yet been secured, this has been designed to be a flexible and an attractive space to enable the long-term viability of the site and to secure a community use of an appropriate scale that can function and co-exist in close proximity to residential accommodation on and adjacent to the site. A condition is recommended to be imposed to secure the community space is delivered, namely it is fitted out prior to the occupation of the residential units.

- 6.14 The existing facility is particularly large for a community space and therefore a reduction in space would reduce the running costs through reduced rent and business rate charges for potential future occupiers. The upper first floor area of the social club building has been used sparingly as a function room and therefore in reality it is just the ground floor which has been used in the more recent years as a community space. It is reasonable to anticipate that a more appropriately scaled community use could operate from this space. As such, the proposal would not result in the unacceptable loss of a community facility and through the improvements to the building the development here can serve to enhance the provision of community facilities within the locality.
- 6.15 Overall, the proposed alterations involving a change of use to part of the application site from community use to residential would not result in the total loss of a community use on this site. The changes would help to secure the modernisation of the building and re-provision of a better quality and more flexible space suitable for a range of community uses.

**Design and impact on the character and appearance of the conservation area**

- 6.16 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 ‘Delivering good design’ states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 6.17 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey’s sense of place and identity. DPD Policy DM1 ‘Delivering High Quality Design’ requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.
- 6.18 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council’s approach to the management, conservation and enhancement of the Borough’s historic environment.
- 6.19 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.

- 6.20 Stuart Crescent, to the east of Crescent Gardens, is fronted by a range of residential dwellings and commercial premises of varying design and appearance. A narrow curving residential street, it forms the eastern boundary to Crescent Gardens and is characterised in part by the dense vegetation and mature trees lining its western side. The opposite side of the Crescent is fronted by Victorian villas which are interspersed with modern blocks of flats, including a Health Centre and the Wood Green Social Club building.
- 6.21 The Trinity Gardens Conservation Area Character Appraisal highlights that the Wood Green Labour Club is an unattractive three-storey building and is considered to detract from the character and appearance of the conservation area in its current form. The adjacent building, 'Sterling House', No. 4 Stuart Crescent, is a two-storey Victorian property and is a locally listed building.

#### Main building facing Stuart Crescent

- 6.22 The proposal involves the demolition and re-construction of the existing 2<sup>nd</sup> floor to the building as well as the removal of the three-storey front projection. The replacement 2<sup>nd</sup> floor will be set back and pulled in from its sides so as to differentiate it from the floors below. The elevations to the main form of the building would be finished in a masonry paint with the front elevation having a distinctly different fenestration pattern compared to the existing. These changes to the building mean that its composition and aesthetic substantially change. The removal of the 2<sup>nd</sup> storey front projection and set back of the 2<sup>nd</sup> floor, in particular helps reduce the overall visual dominance of the building in the street.
- 6.23 Concerns were raised by the Council's Conservation Officer with regards to the appropriateness of the changes to the front elevation fenestration, the use of railings and colour choice associated with the rendering of the current brick. Amendments were made to the scheme to respond to these concerns which is now considered to be acceptable by Planning Officers, therefore meaning that the overall upgrade in the appearance of the building serves to negate some of the harm associated with its current impact as a detractor within the conservation area. The frontages to the site would see improvements to the hard surfaced frontage, by way of soft-landscaping measures.
- 6.24 Overall while accepting the changes here are not the only potential response to the site, they do give the current main building facing Stuart Crescent a



contemporary and up to date design, serving to upgrade and improve the townscape and character to this part of the conservation area. A comprehensive redevelopment of the site with the removal of this current building would be in some ways preferable, however Officers cannot insist on this, meaning the improvements to the building represent an acceptable design response and coupled with the improvements to the frontage of the site, serve to better integrate the building within the street, as such representing modest enhancements to the character and appearance to this part of the conservation area.

- 6.25 A condition is imposed to secure further design detail in relation to the front elevation as well as details in relation to materials, as such allowing Officers to consider in more detail certain key aspects of the design and the appropriateness and quality of the materials.

#### Sterling House

- 6.26 The locally listed building, 'Sterling House' at No. 4 Stuart Crescent would be retained and refurbished. A new front boundary wall constructed and soft landscaping introduced, serving to improve the appearance of this building and would enhance the character and appearance of the street and this part of Trinity Gardens Conservation area.

#### Backland/ Infill development

- 6.27 The nature of this part of the development means it must be assessed in relation to policy DM7 'Development on Infill, Backland and Garden Land Sites'. This policy in meeting the design expectations of Policies DM1 and DM2, requires development proposals for infill sites to have at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces. The following criteria (listed a. to g. below) are required to be met:
- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
  - b. Provide a site specific and creative response to the built and natural features of the area;
  - c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
  - d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
  - e. Retain and provide adequate amenity space for existing and new occupants;
  - f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and
  - g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.

- 6.28 The mews dwellings to the rear would make use of the differing site levels across the site, where there is currently existing lower ground and ground floor accommodation. The mews dwellings would be part single, part two and part three storey in height above ground floor level and would be of a contemporary design, faced in London Stock Brick, vertical cedar cementitious boarding, zinc standing seam roofs and white glazed tiles around the rear courtyards. The use of London Stock brick is in response to the locally listed building and broader character of this area.
- 6.29 The maximum height of mews 3 & 4 would be 0.5m lower than that of the existing and social club building, while mews units 1, 2 & 5 would be a whole storey lower in height (approximately 3.6m lower). Mews 1-4 would incorporate a chamfered element with the main bulk stepped back from the shared boundary, reducing the visual scale of the units in relation to properties to the rear. Mews 5 would be no more than two-storeys above ground level.
- 6.30 This part of the scheme is considered to relate appropriately and sensitively to the nature of the site and surrounding area and as discussed further on in this report will not adversely affect the amenity of neighbouring occupiers. It is considered to be a site specific and creative use of this under-utilised piece of land meaning a mews typology is acceptable here.
- 6.31 The nature of the site here is one that is already hard surfaced and covered by built form. The site and the immediate area surrounding is also one of tight urban development with purpose-built apartment buildings and Victorian housing particularly evident in this immediate locality. The current nature of the site therefore means that there are site specific circumstances which mean the development would not be out of character.
- 6.32 The proposed bulk and mass to some of the mews units has been amended during the application process. Whilst the resultant mews buildings would be larger than the current rear parts of the existing building, the design quality of the mews units, the deep nature of the site and the separation distance from the rear of the locally listed building mean the design can successfully integrate into its surrounds. In comparison to the current configuration to the site, the works to the rear of the site serve to improve the rear of the locally listed building by removing structures/ hard surfacing and providing a garden space.

Overall impact on the character and appearance of the conservation area

- 6.33 Overall, the development would have a broadly neutral effect on the character and appearance of the conservation area ensuring it is preserved, with certain individual elements viewed to improve (enhance) its character and appearance and the setting of the locally listed building (a heritage asset). Any harm identified would be of a low magnitude mindful of the current configuration and nature of the site, which would be sufficiently outweighed, in line with the NPPF, by the benefit

of providing 9 additional residential units in a sustainable and accessible location as well as by the benefits associated with providing an improved community facility.

- 6.34 In determining this application, special attention has been given to the desirability of preserving or enhancing the character or appearance of the conservation area in accordance with s72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

### **Standard and quality of residential accommodation**

- 6.35 London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.
- 6.36 In assessing the proposal against minimum space standards the scheme meets such requirements, with the unit sizes set out below. The minimum standards prescribed for individual rooms, as per the London Housing Design Guide, also conform to standards.
1. Minimum of 53m<sup>2</sup> for 1 bedroom, 2 person units (50m<sup>2</sup> required)
  2. Minimum of 66m<sup>2</sup> for 2 bedroom, 3 person units (63m<sup>2</sup> required)
  3. Minimum of 75m<sup>2</sup> for 2 bedroom, 4 person units (70m<sup>2</sup> required)
  4. Minimum of 145m<sup>2</sup> for 3 bedroom, 6 person units (108m<sup>2</sup> required)
  5. Minimum of 177m<sup>2</sup> for 4 bedroom, 8 person units (124m<sup>2</sup> required)
- 6.37 The proposed units would largely be dual aspect and would benefit from sufficient levels of outlook and daylight. All units would benefit from amenity space by way of roof terraces, courtyard areas and communal amenity areas. The units are also designed to provide adequate floor to ceiling heights. There would be a small number of habitable rooms at lower ground floor level to the mews houses, served by generous lightwells to provide for sufficient daylight levels. The future occupiers of such units would benefit from accommodation on different floors, so would not be solely reliant on this accommodation at lower ground level as their only habitable space.
- 6.38 A small number of the residential units would be located directly above the proposed community use, as is the current situation within the site (up until the closure of the club). Mindful of this historic arrangement as well as the update to the fabric of the building and associated background noise levels, it is considered that a new community use is unlikely to cause noise and disturbance to the residents of the new units. The transmission of noise between floors and possibility of noise nuisance will be mitigated through the need to comply with building

regulations in terms of sound insulation. It is also pointed out that there is no evidence that the club use caused nuisance to neighbours nearby when it was open. Overall, it is viewed that the living environment that would be available for residents of the proposed units would not be prejudiced by the activities and use of the community space on site.

#### Housing mix

- 6.39 Policy DM11 of the Development Management DPD states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes, which include larger and family sized units.
- 6.40 The proposal involves the re-configuration of existing flats on site and creation of new units. The 14 units proposed, include a mix of 1, 2 and 3 bedroom units. The 7 family sized units would be located within 4 Stuart Crescent and the mews to the rear, with the smaller 1 & 2 bedroom units located within the main building at No. 3, above the community use. There are currently 5 residential units on site with no existing family sized (3 bedroom +) units, so the proposal results in a substantial increase in the number of family units.

#### **Inclusive access**

- 6.41 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.42 The dwellings at 'Sterling House' would have level access, and the 5 mews dwellings to the rear would be subject to a condition requiring them to be M4(2) adaptable dwellings, with such units benefiting from disabled parking provision on site.
- 6.43 The redevelopment of the existing building does not include provision of a lift given that a substantial part of the works involve reconfiguring an existing building making it impractical to include. Paragraph 4.2.9 of the London Plan 2021 Policy H2 'Small sites', states that homes that are not on the ground floor in relation to minor developments can comply with the M4(1) standard; which does not require step-free access, where provision of step-free access would be unfeasible. As such, mindful of the specific nature and configuration of this site such an arrangement is considered to be acceptable.

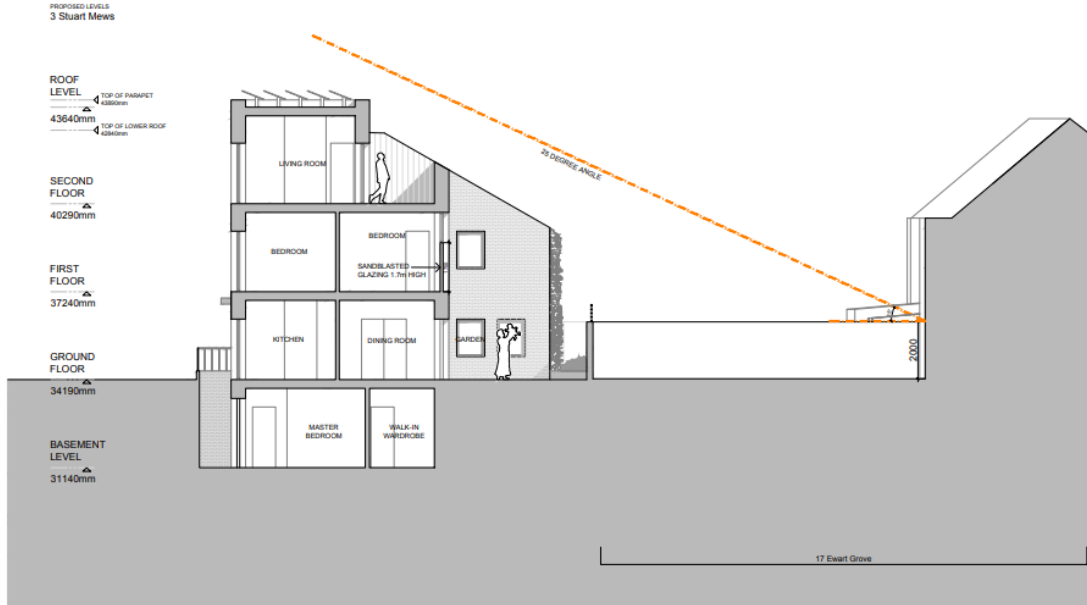
- 6.44 The community use would have level access and could accommodate wheelchair accessible facilities internally and this would be required as part of building regulations.

### **Impact on neighbouring amenity**

- 6.45 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.46 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.
- 6.47 The application site is bounded to the south/rear by residential gardens to properties along Ewart Grove. There are also blocks of flats either side of the site at No. 5 Stuart Crescent to the west and Colab Court to the east.

### Impact on Ewart Grove

- 6.48 There is an existing high brick boundary on site which bounds the rear gardens of Nos. 13-21 Ewart Grove, ranging in height between 3.1m (next to Nos 13 & 15) to 4.6m (next to No 21). The distances between the application site and that of the closest ground floor windows would range from between 17m (Nos. 13 & 15) to 10.5m (No. 21).
- 6.49 The Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide", states that where the angle in a section between an existing window and a proposal is less than 25 degree, there will not be a noticeable loss of daylight and no further, more detailed assessment is required. The applicants' cross section drawings to properties along Ewart Grove demonstrate that a line drawn from 2m above the natural ground level to houses to the rear of the site opposite to the edge of the roof of the proposed mews dwellings would have an angle of less than 25 degrees. This means that the application proposal will not result in any noticeable loss of daylight to neighbours. Mindful of the position of these neighbouring properties on Ewart Grove due south-east of the application site, there will be no significant impact on sunlight or through overshadowing to these properties/ gardens.



**Figure 4: – Cross section of closest habitable room windows along Ewart Grove to tallest part of proposal.**

- 6.50 Following concerns from neighbours, the proposed dwelling situated to the rear of Nos. 13 & 15 Ewart Grove (Mews 5) has been amended to reduce the width of the first-floor element to address neighbour concerns. This element would extend above the height of the existing wall by approximately 2.7m and would be treated in a different material to break up its visual bulk. It would be located on the rear boundary to Nos. 13 & 15, with both of those properties having relatively long gardens (approximately 17m, taking account of rear extensions), therefore this element would not appear unacceptably overbearing or a result in a perceived sense of enclosure to an extent that would harm the residential amenity to those neighbouring occupiers.
- 6.51 Objections have been raised in relation to the loss of views and harm to outlook. The development to the rear of the site would change the visual relationship between the current large club building on site and these residential properties who back onto the site. A new arrangement however does not equate to harm, rather with this needing to be examined in detail, in terms of outlook, light and aspect, taking account of the current arrangement. A private view is of course not a material planning consideration. As discussed below the volume and form of the mews units to the rear is adequately broken down to avoid it being overbearing or overly dominant with an acceptable separation between the development, specifically in relation to the higher elements, so as not to be harmful to conditions of outlook and aspect.
- 6.52 It is noted that the gardens to Nos. 17 to 21 are somewhat shorter in depth than Nos. 13 and 15, ranging from between approximately 12m (No. 17) to 10m (No. 21). The development would see the existing high wall bounding those gardens

demolished and replaced with a fence of a lower height. There would be two 'rear wing' sections that would be slightly higher than the existing boundary wall (approximately 80cm higher), however, these elements would include living walls to help soften this appearance. The 'rear wings' located to the rear of No. 21 would be no higher than the existing boundary wall. Overall, these elements would appear less visually overbearing than the existing site circumstances involving the high rear boundary wall.

- 6.53 The 'rear wings' of the building are stepped away from neighbouring rear gardens with the height increasing the further away from the common boundary with the gardens to these properties on Ewart Grove. The tallest parts of the mews dwellings would be located just over 6 metres from the rear boundary. This sufficiently off-sets the visual bulk of the proposed development to achieve an acceptable relationship.
- 6.54 It is noted that concerns have been raised in relation to overlooking and loss of privacy to properties along Ewart Grove. However, amendments have been provided to provide screening to the upper floor terraces, specifically screens to a height of 1.45m. Given the terraces are set back 6m behind the common boundary, views down from these would be sufficiently oblique so as not to result in unacceptable levels of overlooking or loss of privacy. Details of the screens are to be secured by way of a condition.
- 6.55 The first-floor windows to mews units 3 & 4 have been amended to include 'sandblasted glazed panels' up to 1.7m in height in relation to the internal floor level of those rooms. This would effectively result in the windows being 'high level', as such obscuring/ minimising views across toward the first-floor windows to No. 17 Ewart Grove. The first-floor windows of mews units 1 & 2 would be obscured by the rear boundary treatment and there are no rear facing windows to mews unit 5.
- 6.56 In terms of noise and disturbance from the community use in relation to neighbouring properties, this element of the scheme is now condensed solely to the ground floor level of the main building to the front of the site. Given the floor area would be smaller than the existing, this element of the scheme would be likely to reduce levels of noise and disturbance to neighbouring occupiers compared to the historic use. It is pointed out that a condition is being imposed in relation to the hours of use of the new community use so as to protect neighbouring amenity. The new arrangement of having residential units backing on to existing residential garden along Ewart Grove is a better more compatible arrangement to protect amenity when it comes to minimising noise and disturbance.
- 6.57 There would be upper floor terrace areas to the mews facing the rear gardens along Ewart Grove. Given the relatively modest scale of these areas and the inclusion of privacy screens, such features would not increase levels of noise and disturbance, beyond existing background noise levels associated with existing garden areas in this immediate locality.

Impact on Stuart Crescent & Caleb Court

- 6.58 As highlighted above, the proposal has been amended to reduce the width of the dwelling (Mews 5) which is also located to the rear of No. 5 Stuart Crescent. The first-floor element would be set away from the garden area to that property by over 5 metres, there is also an access passage in between the application site and the garden area to No. 5. It is also noted that within the garden area to No. 5 there is a large tree, which serves to help off-set the visual impact associated with the development.
- 6.59 Given the set back from the boundary the additional height and volume associated with the end mews unit would not be harmful to the residential amenity in relation to the dwelling/ garden it backs onto. The windows facing towards the rear of No. 5 would serve a stairwell and internal corridor and would be required to be obscure glazed / non-openable as secured by way of a planning condition so as not to result in overlooking or loss of privacy. The adjoining flat roof area to Mews dwelling No. 5 would also be conditioned to restrict its use as a terrace area and rather as per the submitted drawings would be covered by rooflights and PV panels.
- 6.60 Similarly, whilst the top floor to the main building at No. 3 would extend further back, it would be set back from the front building line by 1.3m and from the side elevation building line facing Colab Court by 1.35m. There are small, non-habitable room windows within Colab Court that face the application site. However, the scale of the building would not result in a significantly more overbearing impact on those neighbouring occupiers compared to the existing building on site.
- 6.61 There would be no directly facing windows toward the rear or front habitable rooms of Colab Court or No. 5 Stuart Crescent. The proposed external terraces would not provide views toward neighbouring habitable room windows or garden areas significantly over and above what can be seen from existing vantage points from dwellings within the locality or from the public highway.
- 6.62 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with the policies outlined above.

**Transport considerations**

Car parking

- 6.63 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and



- T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.64 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.
- 6.65 The Council's Transportation Team has been consulted and advises that the application site has a Public Transport Accessibility Level (PTAL) of 5/6a, which denotes excellent connectivity to public transport services. The site is located in the Wood Green Outer CPZ, operating Monday-Saturday, 08:00-18:30.
- 6.66 Vehicular access to the site would be retained from the existing crossover located to the north of 3 Stuart Crescent. Pedestrian access to residential units and the community space would be gained directly from Stuart Crescent, and pedestrian access to the proposed rear residential units on Stuart Mews would be from both the shared pedestrian/cycle/vehicular access road along the northern side of 3 Stuart Crescent and the gated pedestrian passageway along the southern side of 4 Stuart Crescent. Vehicle swept paths have been provided and show vehicles could easily manoeuvre in and out of the proposed on-site wheelchair-accessible spaces.
- 6.67 A total of 5 parking spaces are proposed, including 2 lower ground floor spaces within the building and 3 spaces re-provided from the front of the site to the rear, which free up space for improving the appearance to the frontage of the site. Such spaces would be accessed via the existing vehicular access. One space is to be allocated to the community use while two of the disabled parking spaces will be specifically allocated. The application form states that one space would be fitted with an active electric vehicle charging point, which would be in line with London Plan (2021) electric vehicle charging infrastructure requirements.
- 6.68 The London Plan maximum residential parking standards state that developments within areas of PTAL 5 – 6 should be car free. However, given that the site as existing comprises of off-street car parking spaces, the proposal would be utilising existing site arrangements and it would be unreasonable to request the removal of these spaces in this circumstance.
- 6.69 Based on the proposed unit mix and the local car ownership data for households within the Woodside Ward and that 5 off-street car parking spaces are to be retained, it is not expected that the additional residential units would increase parking demand significantly more so than what the existing use at the site could generate. Whilst Transport Officers have suggested that the development would qualify for being designated as a 'car free' development, such an increase in car parking demand from a scheme of this scale would be within the normal daily

variation of on street parking levels at this location. In addition, given the high PTAL and the provision of generous cycle parking spaces, it is likely that future occupiers would use more sustainable modes of transport. Therefore, it is considered unreasonable to request that car parking permits be restricted by the applicant entering into a Section 106 Agreement for that purpose.

### Cycle Parking

- 6.70 Based on the proposed residential unit mix, a minimum of 27 long-stay and 2 short-stay cycle parking spaces for the future residents and their visitors would have to be provided. The proposals are for 32 residential long-stay spaces in dedicated cycle stores at lower ground floor level, which is in accordance with the London Plan (2021) standards. The location of the 2 short-stay spaces is not specified but is expected to be publicly accessible and should be shown on the plans accordingly.
- 6.71 As for the proposed community space, based on 452sqm, a minimum of 2 long-stay and 5 short-stay spaces should be provided. One long-stay space is currently proposed but the London Plan requires that a minimum of 2 long-stay spaces be provided, where the application of the minimum standards would result in a lower provision. It is understood that the community long-stay provision would be located within the unit whereas the community short-stay provision would be provided to the front of the site, in the public realm. A condition is to be attached to ensure that the proposed spaces are in line with the London Cycling Design Standards.
- 6.72 The adequacy of the long-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.

### Trip Generation

- 6.73 The Council's Transport Officers have advised that the trip generation methodology and assessment are acceptable.

### Delivery and Servicing Arrangements

- 6.74 The proposed delivery and servicing arrangements will be very similar to the existing arrangements, with the number of vehicles generated by delivery and servicing activity expected to be low. Specifically, deliveries to the site will continue to be undertaken on-street as with the existing situation. Loading will take place either on the yellow lines in front of the site or within permit parking bays to the south of the site on Stuart Crescent. The residential element of the development is expected to generate approximately 2 deliveries per day (based on a ratio of 10 – 13 deliveries per 100 units per day), some of which will be linked to other deliveries in the local area already using the highway network for parking. The

majority of such deliveries are expected to be undertaken by small to medium sized vehicles e.g. Transit-style vans.

#### Refuse and Recycling Storage and Collection Arrangements

- 6.75 The proposal would involve the use of bulk waste containers within the building at ground floor level. The plans show the location of the waste containers to be located no further than 10 metres from the point of collection on the public highway, where the nearest point where the vehicle could safely access them. This would be in accordance with the Council's waste management guidance.

#### Construction

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

#### **Trees and landscaping**

- 6.77 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.
- 6.78 DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.
- 6.79 There are no trees located on the application site itself and as such the proposal does not result in the loss of trees. It is noted that there are trees on adjoining sites that partly overhang the site boundary. As such, it is likely that minor pruning works would be required to facilitate the development. Given the existing built form on the site and existing foundations, differences in levels etc, the root spread of the closest trees will have been inhibited by such built form, meaning the impact of demolition and construction works here on such trees will be very limited.
- 6.80 A number of trees are proposed to be planted within the application site, including along the street frontage; full details of which are to be secured by way of a soft-landscaping scheme as per a condition to be imposed.

#### **Basement development**

- 6.81 Development Management DPD (2017) policy DM18 states that basement extensions should not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions; or adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity.
- 6.82 The proposed mews dwellings to the rear would make use of the differing site levels across the site where there are existing lower ground floor areas to create lower ground floor accommodation with lightwells. A Basement Impact Assessment (BIA) has been submitted as part of the application, which has been reviewed by the Council's Building Control Team who are satisfied that subject to conditions the BIA would mitigate the impacts of the basement development.
- 6.83 In the case of the construction here and impact on the structural stability of adjoining properties, the form of basement development and its size is not considered complex. Other legislation, Party Wall Act and Building Regulations, will provide further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. The necessary party-wall agreements with adjoining owners would need to be in place prior to commencement of works on site.
- 6.84 In summary the information submitted to the LPA provides a sufficient level of assurance that the works here can be carried out successfully without affecting adjoining properties and their gardens. A condition will be imposed to ensure that the structural side of the basement/ lower ground floor works are overseen by a suitably qualified chartered engineer.

### **Energy and sustainability**

- 6.85 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.
- 6.86 DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.
- 6.87 The scheme is centred around optimising the re-use of large parts of the existing building, No. 3, which in itself represent significant reductions in embodied carbon and is an embrace of the circular economy principle.

- 6.88 The proposed new build mews houses to the rear of the scheme and new roof extension to the 2nd floor of No.3, will make use of air source heat pumps for hot water generation and space heating combined with 2-stage heat-pumps to deliver high-grade heat energy to radiators. In addition, photovoltaic panels will be applied to the roofs of both the new build terrace houses and new roof extension to No.3.
- 6.89 The information submitted as part of an 'energy and sustainability statement' indicate that the resulting development would be more energy efficient and sustainable than the existing, achieving over a 65% reduction in CO2 emissions. This would be achieved by incorporating renewable technologies such as the use of air source heat pumps and the installation of PV panels to roof areas.
- 6.90 A condition is being imposed requiring the energy efficiency measures/features and renewable energy technology as outlined in the energy report to be installed and operational prior to the first occupation of the development, so as to ensure it meets the identified 65% CO2 reduction.
- 6.91 Overall, the proposed development would exceed the Local Plan Policy requirements of a 35% reduction, with the requirements of relevant planning policies met here.

#### **Other considerations**

- 6.92 This application is subject to the Housing Delivery Test. The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result the LPA is now subject to the 'presumption in favour of sustainable development' and paragraph 11d of the NPPF is relevant. The Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Nevertheless, the proposed development has been found to be in accordance with development plan policies and therefore consideration of para 11(d) is not required in this instance.

#### **Conclusion**

- 6.93 The proposed development involving the retention of the community use (although with a reduced floor space) is considered acceptable, with such a space considered acceptable in terms of its size and quality to support different community uses.
- 6.94 The scheme would provide an acceptable quality of residential accommodation for future occupiers, in specific delivering some family sized units in a sustainable and accessible location; with importantly such residential accommodation enabling and securing the repair and refurbishment of the building to provide space for a continued community use.

- 6.95 The design of the proposed mews buildings, extensions and alterations are considered to be acceptable in the context of the existing building, as such collectively serving to broadly have a neutral effect on the character and appearance to this part of the conservation area, ensuring it is preserved; with certain individual elements serving to improve the appearance of the site.
- 6.96 Any harm identified to the character and appearance to this part of the conservation area is of a very low magnitude and is sufficiently outweighed by the benefit of providing 9 additional residential units and an improved community facility on site.
- 6.97 The siting, volume and design of the mews buildings as well as the separation distances to neighbouring properties are considered to be satisfactory to protect the amenities of the neighbouring occupiers.
- 6.98 The development makes appropriate provision for on-site parking and the existing access is suitable to serve the development. The development makes for appropriate reductions in carbon emissions, through the provision for on-site renewable energy with the re-use of large parts of the existing building also representing.
- 6.99 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 £ 48,379.45 (799 sqm x £60.36) and the Haringey CIL charge will be £183,690.10 (799 sqm x £229.90 (index rated)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index and Haringey's Annual CIL Rate Summary. An informative will be attached advising the applicant of this charge.

## **8. RECOMMENDATION**

GRANT PERMISSION subject to conditions

Registered No. HGY/2021/2031

Applicant's drawing No.(s) 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL01, 02102 PL03, 02106 PL03, 04101 PL02, 04102 PL02, 04103 PL01, 04104 PL03, 04105 PL03, 04106 PL02, 05101 PL01, 05102 PL03, 05103 PL02, 05104 PL01, 05105 PL02, 05106 PL04, E1119-ESS-01 & Transport Statement.



## Appendix 1: Planning Conditions and Informatives

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

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

2. The approved plans comprise drawing nos: 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL01, 02102 PL03, 02106 PL06, 04101 PL02, 04102 PL02, 04103 PL01, 04104 PL03, 04105 PL03, 04106 PL02, 05101 PL01, 05102 PL03, 05103 PL02, 05104 PL01, 05105 PL03, 05106 PL04, E1119-ESS-01 & Transport Statement. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. No development shall take place until the following details and materials in relation to the buildings to be adapted and new buildings hereby permitted have been submitted to and approved in writing by the local planning authority:
  - a) Details including drawings in section and elevation at a scale of 1:20 or 1:10 where appropriate, to show the proposed window frames, glazing bar detail, doors, balconies, railings and fixings, boundary walls and gates;
  - b) Samples and manufacturer's details of all materials to be used in the external surfaces of the altered buildings and new buildings, including a brick sample panel and roofing materials. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. No development shall take place, including any works of demolition, until a Construction Management Plan, to include details of:
  - a) parking and management of vehicles of site personnel, operatives and visitors
  - b) loading and unloading of plant and materials



- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

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

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

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

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays and Bank Holidays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

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

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the site;

- v. Timing of deliveries to and removals from the site (to avoid peak times, as agreed with Highways Authority, 0700 to 900 and 1600 to 1800, where possible);
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition and construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

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

- i. Mitigation measures to manage and minimise construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details with relevant Air Quality Mitigation Measures. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

6. No development shall commence until details of a scheme for a "vegetated" or "green" wall(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy G5 of the London Plan 2021 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2017 and Policies DM21 and DM12 of The Development Management DPD 2017.

7. No part of any structure hereby granted shall be used as a roof terrace or balcony, other than those areas specified / shown on the approved plans as amenity spaces.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

8. Prior to the residential occupation of the development, details of a Central Satellite Dish/Receiving System for the development hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

Reason: To protect the amenity of the locality.

9. Prior to the first occupation of the development, a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

10. Prior to the first occupation of the development, details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 37 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

11. Before the development hereby permitted is commenced details of the terrace balustrades and obscure glazing at a minimum of 1.45m shall be submitted to and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first occupation of the development and the details shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

12. Prior to occupation of the development hereby approved, 20% of car parking shall be provided with electric vehicle charging infrastructure, with a further 80% allocated for passive provision.

Reasons: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy T6.1 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2017.

13. Prior to the first occupation of the development, the developer shall enter into an agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the necessary section of redundant crossover across the footway into the site and to reinstate the public footpath at this location.

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

14. The garages and parking spaces shown on the approved drawings shall be permanently retained and used in connection with the dwellings (4x) and Community use (1x) forming part of the development without the prior approval in writing by the local planning authority.

Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained in accordance with the approved plans consistent with Policy T6.1 of the London Plan 2021 and Policy DM32 of The Development Management DPD 2017.

15. Prior to the occupation of the residential units hereby permitted, the applicant (or successor in title) shall have fitted out completely the ground floor community use unless otherwise agreed in writing with the Local Planning Authority.

Reason: The specific circumstances of this site and the development approved require the re-provision of a space for community use.

16. Prior to the first occupation of the 5 Mews dwellings hereby approved, the 5 Mews dwellings shall be constructed in accordance with Building Regulations Part M4(2). Evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time.

17. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority.

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

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

18. Notwithstanding the information submitted with the application no development shall take place until the result of site specific geotechnical investigations and a method statement for the construction of the basement, including a plan for structural monitoring of adjoining properties and gardens has been submitted to and approved in writing by the local planning authority.

The Method Statement shall also demonstrate that the predicted Burland Scale at the time of the construction phase is no more than Burland Scale 1. The development thereafter shall be carried out in accordance with this approved methodology and detail.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017.

19. The basement works hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by

the Council prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith and retained for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy.

20. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, outbuildings, means of enclosure (walls/fences), shall be erected 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 consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

21. The community use hereby permitted shall not be operated before 09:00 hours or after 22:00 hours Monday to Friday, before 09:00 hours or after 22:00 hours Saturdays and before 09:00 hours or after 22:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Policy DM1 of The Development Management DPD 2017.

22. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

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

**INFORMATIVE: Land Ownership**

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

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday  
and not at all on Sundays and Bank Holidays.

**INFORMATIVE: Party Wall Act**

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

**INFORMATIVE: Community Infrastructure Levy**

Based on the information given on the plans, the Mayoral CIL charge will be £48,379.45 (799 sqm x £60.36) and the Haringey CIL charge will be £183,690.10 (799 sqm x £229.90 (index rated)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index and Haringey's Annual CIL Rate Summary. An informative will be attached advising the applicant of this charge.

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

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

**Appendix 2: Plans and Images**



**Figure 5: –Site Location Plan**



**Figure 6: –Basement floor**





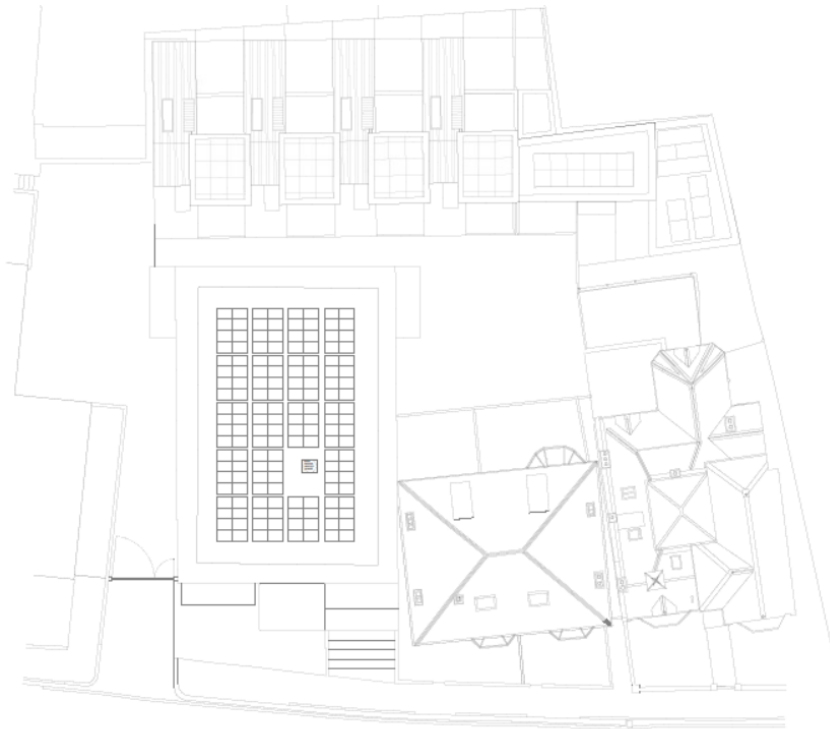
**Figure 7: -Lower Ground Floor**



**Figure 8: -Ground Floor**



**Figure 9: -First Floor**



**Figure 10: -First Floor**

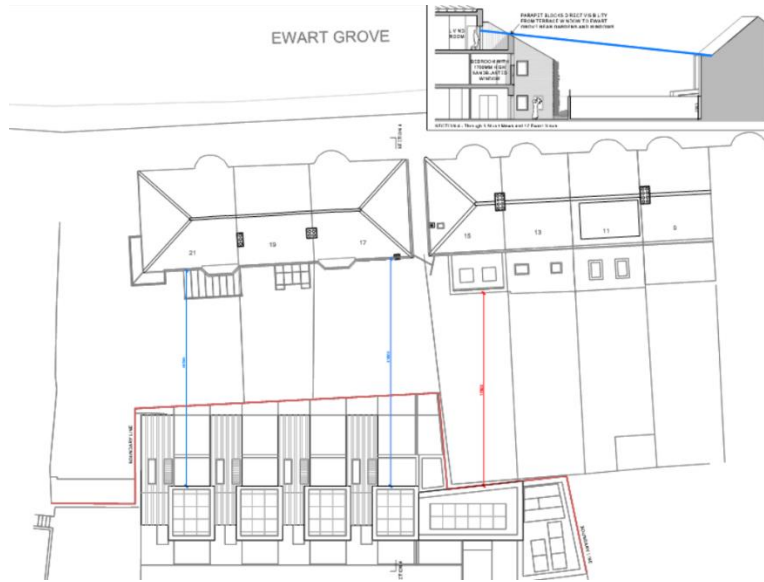


Figure 11: –Distances/ relationship to Ewart Grove properties



Figure 12: –Front elevation on Stuart Crescent

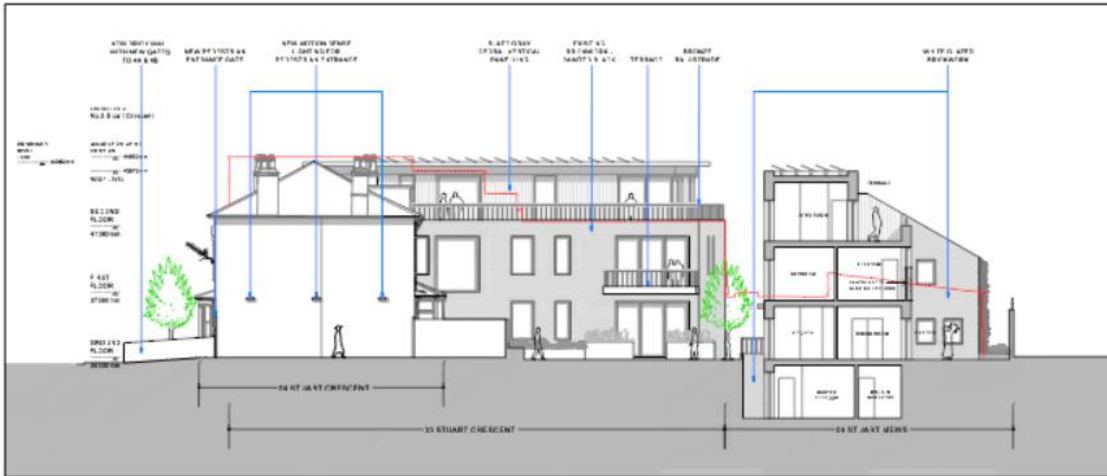


Figure13: - Side Elevations/ cross sections

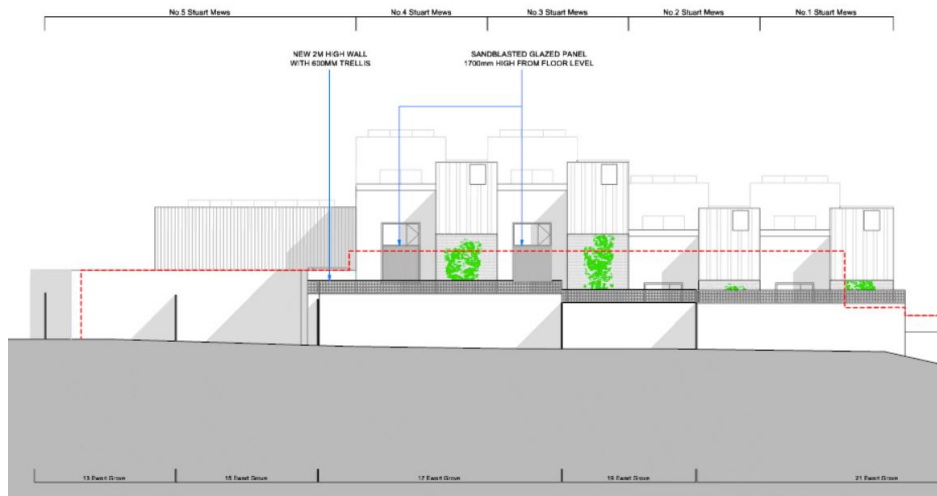


Figure14: - Mews units/ rear elevation viewed from Ewart Grove properties



Figure15: - Mews units inner facing elevation

### Appendix 3: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response												
<b>INTERNAL</b>														
<b>Transportation</b>	<p>I have reviewed the above application, based on the Transport Statement and plans provided, and by taking account of the pre-application advice given to the applicants (PRE/2020/0233). My comments are as follows, which should be reviewed by the applicant's transport consultant. I will set out recommended planning conditions and obligations when I am happy that my queries have been satisfied.</p> <p>Development Proposals</p> <p>A total of 14 residential units are proposed, which would be a net gain of 9 units. Additionally, the proposals include 452sqm of community space, which represent a net reduction of 1,019sqm compared to the existing site. The proposed residential unit mix is as follows.</p> <table data-bbox="583 1036 1020 1247"> <thead> <tr> <th>No. of Units</th> <th>No. of Bedrooms</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>1</td> </tr> <tr> <td>4</td> <td>2</td> </tr> <tr> <td>5</td> <td>3</td> </tr> <tr> <td>2</td> <td>4</td> </tr> <tr> <td>Total: 14</td> <td>-</td> </tr> </tbody> </table> <p>Proposed Access</p>	No. of Units	No. of Bedrooms	3	1	4	2	5	3	2	4	Total: 14	-	<p>Noted and addressed in the report.</p> <p>One car parking space is to be allocated to the community use.</p> <p>The width of the southern gated pedestrian passageway would only be 800mm, but this is restricted by the existing locally listed building.</p> <p>A section 278 agreement to re-instate the footway outside the site has been attached by way of condition.</p> <p>A condition is to be attached to ensure 20% and 80% of residential spaces should have active and passive electric vehicle charging infrastructure.</p> <p>Details of cycle parking is to be secured by way of condition.</p> <p>The proposed bin store would be within 10m of the public highway</p> <p>A Construction Management Plan is to be secured by way of a condition.</p>
No. of Units	No. of Bedrooms													
3	1													
4	2													
5	3													
2	4													
Total: 14	-													

Stakeholder	Question/Comment	Response
	<p>Vehicular access to the site would be retained from the existing crossover located to the north of 3 Stuart Crescent. Pedestrian access to residential units and the community space would be gained directly from Stuart Crescent, and pedestrian access to the proposed rear residential units on Stuart Mews would be from both the shared pedestrian/cycle/vehicular access road along the northern side of 3 Stuart Crescent and the gated pedestrian passageway along the southern side of 4 Stuart Crescent.</p> <p>The width of the southern gated pedestrian passageway should be indicated on the plans, as it looks narrow. In accordance with Inclusive Mobility (2005), the restricted width should not be less than 1,000mm and should extend for no more than 6m at a width of 1,000mm. Therefore, the applicant should mark up the plans and demonstrate compliance in that location. The accessway along the north of 4 Stuart Crescent also looks narrow. Though it is understood it would be private access to the rear garden of the adjacent property, widths should be clarified.</p> <p>Vehicle wept paths have been provided and show vehicles could easily manoeuvre in and out of the proposed on-site wheelchair-accessible spaces.</p> <p>Highway Works</p> <p>A Section 278 agreement would be required to remove the existing crossover serving the hardstanding area in front of 3 Stuart Crescent and reinstate the footway and</p>	

Stakeholder	Question/Comment	Response
	<p>kerbline. Parking from the site frontage would be removed.</p> <p>Car Parking</p> <p>A total of 5 disabled parking spaces are proposed, including 2 new spaces and 3 spaces reprovided from the front of the site. It is unclear in the Transport Statement whether all proposed car parking spaces are for future disabled residents and whether that means 5 of the proposed residential units are designated as wheelchair-accessible. If not, there may be an on-site parking overprovision. This should be clarified. At least one space should be allocated to the community use.</p> <p>The application form states that one space would be fitted with an active electric vehicle charging point. In line with the London Plan (2021), 20% and 80% of residential spaces should have active and passive electric vehicle charging infrastructure, respectively. Depending on the final proposed on-site car parking provision (to be clarified), the number of active and passive charging points must comply with London Plan policy.</p> <p>The site's PTAL is 5/6a, which denotes excellent connectivity to public transport services. The site is located in the Wood Green Outer CPZ, operating Monday-Saturday, 08:00-18:30. As such, in line with Policy DM32: Parking of the Development Management DPD, the proposed development would qualify for a car-free status. The Council would not issue any occupiers of the new units with on-street resident parking permits due to their</p>	



Stakeholder	Question/Comment	Response
	<p>car-free nature. The Council would use legal agreements to require the landowners to advise all occupiers of the car-free status of the new units.</p> <p>Cycle Parking</p> <p>Based on the proposed residential unit mix, a minimum of 27 long-stay and 2 short-stay cycle parking spaces for the future residents and their visitors would have to be provided. The proposals are for 32 residential long-stay spaces in dedicated cycle stores at lower ground floor level, which is in accordance with the London Plan (2021) standards. The location of the 2 short-stay spaces is not specified but is expected to be publicly accessible and should be shown on the plans accordingly.</p> <p>As for the proposed community space, based on 452sqm, a minimum of 2 long-stay and 5 short-stay spaces should be provided. One long-stay space is currently proposed but the London Plan requires that a minimum of 2 long-stay spaces be provided, where the application of the minimum standards would result in a lower provision. It is understood that the community long-stay provision would be located within the unit whereas the community short-stay provision would be provided to the front of the site, in the public realm. The proposed quantum should be explicitly indicated on the plans.</p> <p>It appears that all cycle parking spaces are proposed to be provided in the form of Sheffield stands, which is supported. In line with the London Cycling Design Standards, Sheffield stands should be spaced at a</p>	

Stakeholder	Question/Comment	Response
	<p>minimum of 1m between centrelines. When adjacent to a wall, the minimum distance between the stand and the wall should be 600mm.</p> <p>The external doors granting access to the cycle stores should be 2m wide at least, and cyclists should not have to pass through more than two doors to access each internal cycle storage area, with any internal door at least 1.2m in width. Access to the long-stay cycle stores should be granted by means of a fob, pass or keypad for security and management reasons. Supporting facilities for community employees are recommended, including changing rooms, lockers (one for each long-stay space) and shower facilities.</p> <p>The adequacy of the long-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.</p> <p>Trip Generation</p> <p>The trip generation methodology and assessment are acceptable.</p> <p>Delivery and Servicing Arrangements</p> <p>The proposed delivery and servicing arrangements are acceptable as they are in line with the existing arrangements and the number of vehicles generated by</p>	

Stakeholder	Question/Comment	Response
	<p>delivery and servicing activity is expected to be low, with short dwell times.</p> <p>Refuse and Recycling Storage and Collection Arrangements</p> <p>The Transport Statement does not explain what the proposed waste storage and collection arrangements are. However, waste stores are proposed at lower ground floor level. Adherence to the standards should be demonstrated on the plans by indicating the maximum pull distance of bins between the stores and the rear of a collection vehicle on the public highway. In the case of eurobins, that maximum distance is 10m. For wheelie bins, that distance increases to 25m. It is assumed that the waste stores would not serve the properties at 4 Stuart Crescent, for which kerbside collections would be undertaken, but this should be clarified.</p> <p>Construction</p> <p>A Construction Logistics Plan was requested at pre-application stage but has not been provided as part of the submitted documents.</p> <p>As a result, a Construction Management Plan (CMP) would be required and secured by planning condition, include a Construction Logistics Plan (CLP). The purpose of the CMP is to help the developer minimise the construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site,</p>	

Stakeholder	Question/Comment	Response
	<p>whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team.</p> <p>The document covers a number of management considerations, including community liaison, transport (traffic routes, traffic volume, access and egress, delivery times, loading and unloading, highway interventions etc.) and environmental (noise, vibration, dust, air quality, emissions, contamination, waste and material, ecology etc.) impacts and mitigation measures.</p> <p>The CMP outlines the methodology for each phase of the planned demolition and construction works, as well as the anticipated timescales. It must give consideration to any cumulative impacts arising from local construction activity. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.</p> <p>The CMP must follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and Transport for London's latest Construction Logistics Planning Guidance.</p>	
<b>Building Control</b>	<p>Stuart Crescent: The desktop BiA is generally satisfactory for your requirements, however if you were minded to approve, I would add the following pre commencement conditions: 1. Full soil/site investigation to be provided to justify assumptions made; 2. Method of monitoring adjacent buildings to be provided; and 3. Construction Management plan to be provided.</p>	<p>Noted and conditions added to the cover the elements raised.</p>

Stakeholder	Question/Comment	Response
<p><b>Conservation Officer</b></p>	<p><u>The site</u></p> <p>The application site includes properties at nos. 3 and 4 Stuart Crescent. The site is located within the Trinity Gardens Conservation Area. No. 4 is a locally listed building while no.3 has been identified as a negative contributor to the conservation area.</p> <p>Neighbouring properties (outside the application site) at nos. 5, 6 and 7 are also locally listed.</p> <p>The Trinity Gardens Conservation Area is defined principally by the openness provided by three principal public open spaces - Trinity Gardens, Nightingale Gardens and Crescent Gardens - each of townscape and historic interest, which together provide the setting for public buildings and places of worship as well as the setting for houses dating from the early to late 19th century.</p> <p>Stuart Crescent follows the pre-existing curve of the east side of Crescent Gardens forming a continuous backdrop to the open space when seen from the High Road. There is a diversity of residential dwellings and commercial premises of varying origin and appearance with some early houses from c1860-70 surviving, although the central section consists of larger scaled modern blocks.</p>	<p>Comments noted and addressed within the report.</p> <p>It is accepted that there would be less than substantial harm to the conservation area from the increase in scale of the buildings to the rear of the site. However, this would be outweighed by the public benefits of the proposal, as discussed in Section of the report relating to 'Design and impact on the character and appearance of the conservation area.'</p> <p>The applicant has provided amendments to the scheme facing on to Stuart Crescent.</p> <p>The materials to the top floor addition to No. 3 Stuart Crescent would be subject to condition to ensure that these are appropriate and high quality.</p> <p>The level of glazing to the front of that building has been reduced, following the introduction of window surrounds.</p> <p>The extent of areas including balcony railings has been reduced, following the inclusion of a raised brick parapet.</p> <p>The proposed material to the main building would now involve brick / painting to match</p>

Stakeholder	Question/Comment	Response
	<p>White Hart Lane is lined with properties of varying origin and appearance. Nos. 1-47 White Hart Lane, to the north-west of the application site, is a long, three-storey, late-Victorian terrace, built in brown stock brick with painted cement dressings. The terrace is of modest architectural quality and retains a level of cohesion despite some small-scale alterations. It makes a positive contribution to the conservation area and has group value with the Victorian houses opposite in Stuart Crescent.</p> <p>The rear gardens of the properties along Stuart Crescent and the eastern side of White Hart Lane meet the rear gardens of the properties on the western side of Ewart Grove. Ewart Grove is lined with small-scale residential properties, mostly of Edwardian, inter-war and late 20th century origin.</p> <p>Despite the age of construction, there is some consistency in terms of height, scale and site layout in relation to the historic residential properties that survive in the area. The majority of the properties are two to three storeys high, mostly constructed of stock brick, set behind small front gardens with more spacious rear gardens.</p>	<p>that of the existing brickwork within the building.</p> <p>The proposed additional window to No. 4 Stuart Crescent has been removed to preserve the original façade in that location. Details of the materials to be used in the rear façade would be subject to condition.</p> <p>The front and rear garden areas are shown as hard-standing, but this would be subject to a condition relating to hard and soft-landscaping measures where open, soft-landscaped areas can be introduced.</p> <p>The front garden boundary wall would be re-built. The applicant has amended this to be more reflective of the style of front boundary walls found within the locality. This would also be subject to a condition requiring further details.</p>

Stakeholder	Question/Comment	Response
	<p>Modern development in the area includes over-scaled blocks of poor quality design and materials. This includes the Wood Green Social Club at no. 3 Stuart Crescent, within the application site, which occupies an unattractive three-storey building, constructed in red brick with bright blue painted bays and large blue windows. The building has a slate clad second floor level and a flat roof and is attached to a number of structures to the rear of various sizes and styles. Due to its excessive mass and scale but also its poor-quality design and materials, no. 3 is considered to detract from the character and appearance of the area.</p> <p>The neighbouring building, also within the application site, no. 4 Stuart Crescent (known as 'Sterling House'), is a two-storey Victorian house, constructed of London stock brick with a slate roof. No. 4 forms a group with nos. 5,6 and 7. Whilst they have all been altered to some degree, Nos. 4-7 remain as good examples of the mid-to-late 19<sup>th</sup> century houses once typical of the area. The locally listed property at no. 4 has been altered to some extent but overall, it retains its historic character and appearance.</p> <p>Any new development should retain and unveil the original positive qualities of the conservation area and</p>	

Stakeholder	Question/Comment	Response
	<p>aim to restore original features, forms of development and spatial relationships between buildings and sites.</p> <p><u>Proposal</u></p> <ul style="list-style-type: none"> <li>• Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings;</li> <li>• Demolition of three storey front projection;</li> <li>• Demolition and re-construction of existing top floor of Social Club building;</li> <li>• Internal and external alterations at property at no. 4 Stuart Crescent; and</li> <li>• Associated landscaping works and parking.</li> </ul> <p><u>Comments</u></p> <p><i>Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings</i></p> <p>The existing structures to the rear of no. 3 are of excessive scale, poor quality construction and materials. Their proposed demolition is welcome as it would declutter the site and restore to some extent the original site layout.</p> <p>The replacement of the existing rear extensions with new buildings could be acceptable in principle here, given the presence of numerous and extensive structures to the</p>	



Stakeholder	Question/Comment	Response
	<p>rear of the site. However, it should be taken as an opportunity to improve the layout of the site and its relationship with the neighbouring properties. Any new buildings would need to remain subservient to no. 3 and the surrounding principal houses that face onto the main streets, including the locally listed building no.4 to 7 Stuart Crescent and the two-storey properties facing onto Ewart Grove. The new houses would need to be subservient in height, mass and scale but also in overall character, restoring as much of the original garden areas as possible, and allowing the main, original houses to be appreciated.</p> <p>As part of this application, the proposed new housing would be taller than the properties facing onto Ewart Close and almost as tall as the locally listed property at no. 4. The proposed footprint of the proposed houses would cover most of the original garden area of the site and similarly to the existing structures, would continue to cover part of the rear gardens at nos. 4 and 5. However, part of the rear garden at no. 4 would be restored as open green garden space. The proposed design and materials for the new housing appears too complex, particularly the east elevations, and not in keeping with the surrounding Victorian properties. Due to its height and mass, but also its design, the proposed new housing would detract from the character of the area and cannot be supported from a conservation perspective.</p>	

Stakeholder	Question/Comment	Response
	<p><i>Demolitions and alterations to no. 3</i></p> <p>Property at no. 3 is over-scaled and incongruous with the neighbouring Victorian properties. Therefore, its replacement with something of a more appropriate scale and massing and architectural treatment, would benefit the character and appearance of the area. This application does not take the opportunity to completely redevelop the site, instead the main building is retained and extensive changes to it are proposed.</p> <p>The demolition of the existing three-storey front projection at no. 3 is welcome. The demolition and reconstruction of the existing top floor at no. 3 could be acceptable in principle, subject to the design and materials of the new floor. Overall, the reconfiguration of the main block should aim to respect the established character of the area and the height, mass and scale of the original buildings that survive. The proposed design does not need to imitate the design of the historic properties however, it would need to take them into consideration and be informed by a contextual study and analysis. Large areas of glazing and balconies are very uncharacteristic of the area which is defined by semi-detached Victorian properties (nos. 4 to 7) and terraced housing with symmetrical proportions (Nos. 1-47 White Hart Lane).</p>	

Stakeholder	Question/Comment	Response
	<p>As proposed, the reconfigured no. 3 would continue to be of a considerable size, introducing unoriginal and uncharacteristic elements and materials such as extensive areas of glazing and balconies, dark and contrasting elevations. The refurbished building would continue detract from the character and appearance of the area and cannot be supported from a conservation point of view.</p> <p><i>Works in relation to no. 4</i></p> <p>The property at no. 4 is locally listed and retains most of its original character and appearance. Any changes to the property and its site would need to be based on a thorough understanding of its historic development and surviving historic fabric. The application does not include any detailed information about the locally listed property, no historic background or assessment of its significance is provided.</p> <p>As part of the proposals, some of the rear garden space of no. 4 would be reinstated as an open garden space. In the visuals submitted, it appears that this garden area would be covered with hardstanding instead of soft landscaping as it would have been originally.</p>	

Stakeholder	Question/Comment	Response
	<p>Undertaking works to the front garden of the site, including the rebuilding of the non-original front boundary wall and the provision of soft landscaping is acceptable in principle from a conservation perspective. However, the proposed front garden wall does not seem to be based on an understanding of the design of the original front wall of the property or any surviving original front walls in the area.</p> <p>The proposed alterations to the front and rear facades of the building are very intrusive and totally unjustified. They would considerably change the appearance of the building without taking into consideration its history and original appearance. Therefore, they are not considered appropriate and cannot be supported from a conservation perspective.</p> <p><u>Conclusion</u></p> <p>While some elements of the proposals could be acceptable in principle, subject to detailed design and materials, the majority of the proposed works are not acceptable and should be reconsidered and redesigned. Works to the locally listed building should be clearly and convincingly justified. The height and scale of the proposed new houses and their design and materials; the design and materials of the reconfigured no. 3; as well as the unjustified changes at the locally listed no. 4</p>	

Stakeholder	Question/Comment	Response
	<p>would not respect the character and appearance of the conservation area and the locally listed building. Property at no. 3 would continue to detract from the character and appearance of the conservation area.</p> <p>Therefore, the proposals cannot be supported from a conservation perspective.</p>	

#### Appendix 4 Representations from neighbouring residents

Overlooking and loss of privacy	The closest upper floor windows within the development above the rear boundary fence line facing Ewart Grove would consist of 1.7m high obscure glazed elements. The upper floor terrace areas to the Mews development would include privacy screens to prevent direct views toward rear garden areas and windows to properties along Ewart Grove and the details of these are subject to condition 11.
Overbearing impact	The 'rear wings' of the building are stepped away from neighbouring rear gardens with the height increasing further away from the common boundary with the gardens to these properties on Ewart Grove. The tallest parts of the mews dwellings would be located just over 6 metres from the rear boundary. This sufficiently off-sets the visual bulk of the proposed development to achieve an acceptable relationship.

	<p>The rear elevation of the rear wings facing Ewart Grove would include 'green walls' to off-set the visual impact when viewed from those properties.</p>
Noise and disturbance	<p>Condition 4 requires a Construction Management Plan/Logistics Plan to be submitted which would ensure that disruption resulting from construction is minimised. This will safeguard residential amenity, reduce congestion, and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.</p> <p>The proposal would result in the reduction of the community use floor space and would introduce residential units backing onto existing residential units. The level of noise created by the development in close proximity to existing residential gardens would be similar to that of the use of existing adjoining residential garden areas used for residential amenity purposes.</p>
Impact on trees	<p>No trees on the site are to be removed. It is likely that minor pruning works to trees on adjoining sites would be required to facilitate the development, but would not compromise the long term health of the trees. Given the existing built form on the site and existing foundations, differences in levels etc, the root spread of the closest trees will have been inhibited by such built form, meaning the impact of demolition and construction works here on such trees will be very limited.</p>
Impact on the character of the area	<p>It is accepted that some harm would be caused to the character and appearance of the conservation area through the increase in scale on some parts of the application site. However, this would be 'less than</p>

	substantial' harm and would be outweighed by enhancements made to the street frontage along Stuart Crescent and the public benefits of the provision of additional housing stock.
Loss of light	Cross sections provided show that the proposal, in relation to existing rear windows along Ewart Grove, would not break a 25 degree line from these windows, and therefore there will not be a noticeable loss of daylight and no further, more detailed assessment is required. Those properties are also due south-east of the application site and would therefore be less impacted upon in terms of sunlight.
Density of development	<p>The site is already heavily covered with built form. Whilst some sections of the built form would increase in height, the overall footprint of the built form would be reduced from that of the existing site.</p> <p>The scale of the development is considered appropriate for the urban characteristics of the surrounding area.</p>
Loss of community facility	The proposed alterations would not result in the total loss of the community facility. The reductions in the floor space would allow for the community use to be retained on a smaller, more manageable and of an appropriate scale within a largely residential area.
Lack of consultation	Public consultation was carried out by the Local Planning Authority in accordance with the Council's Statement of Community Involvement. Although encouraged, there is no requirement for the applicant to consult with local residents

	prior to the formal submission of a minor development proposals.
Basement development	The applicant has submitted details regarding a Basement Impact Assessment. The Council's Building Control Team have reviewed the details and consider them sufficient for the purposes of complying with Policy DM18 of the Council's Development Management DPD, subject to conditions. Conditions 18 & 19 have been attached.



Planning Sub Committee – 10 January 2022 Item No. 9

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference Nos:** HGY/2021/2283 & 2284      **Ward:** Northumberland Park

**Address:** Printworks, Nos. 819-829 High Road, N17 8ER

**Proposal:** Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for a residential-led, mixed-use development comprising residential units (C3), flexible commercial, business and service uses (Class E), a cinema (Sui Generis), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to flexible residential (C3), cinema (Sui Generis), and commercial, business and service uses (Class E).

Listed building consent: Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, facade and related external works, internal alterations, and associated works.

**Applicant:** Goods Yard Tottenham Limited.

**Ownership:** Private

**Case Officer Contact:** Philip Elliott

**Site Visit Date:** 23/07/2021.

**Date received:** 06/08/2021 **Last amended:** 23/12/2021.

**Plans and Document:** See Appendix 09 to this report.

- 1.1 The applications have been referred to the Planning Sub-Committee for decision as the planning application is a major application that is also subject to a s106 agreement.

### SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is a well-designed, residential-led mixed-use scheme providing a range of residential accommodation (C3), flexible commercial, business and service uses (Class E), and a cinema (Sui Generis).
- The proposed scheme safeguards industrial uses on the Peacock Industrial Estate

- The proposed scheme allows for an incremental delivery of comprehensive proposals for site allocation NT5, in accordance with Policy NT5 requirements and guidelines and the adopted High Road West Masterplan Framework.
- The scheme would deliver a mix of dwelling sizes, including family sized homes, and would include 7 Low Cost Rented homes at London Affordable Rents and 23 Shared Ownership homes, representing a 35.4% provision of affordable housing by habitable room.
- The layout and design of the development optimises the potential of the site, provides acceptable levels of open space given its location, and respects the scale and character of the surrounding area and the amenity of neighbours.
- The architectural quality of the proposal is high, and the proposed height and form minimise impacts on the surrounding area and heritage assets.
- The proposal secures the future of the Listed Buildings at Nos. 819-821 High Road and the locally listed 823-827 High Road and improves their immediate setting. The 'less than substantial harm' to the wider setting and significance of a number of heritage assets would be outweighed by the significant public benefits that the proposed scheme would deliver.
- Financial contributions towards social infrastructure and CIL payments mean the proposed scheme would make a proportionate and reasonable contribution to the infrastructure that is needed to support growth.

## 2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability 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 and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 10/03/2022 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow.
- 2.3 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 is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That the Committee resolve to GRANT Listed Building Consent and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the Listed Building Consent and impose conditions and informatives.

- 2.5 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission and/or Listed Building Consent) 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.

**Conditions Summary – Planning Application HGY/2021/2283** (the full text of recommended conditions is contained in Appendix 01 of this report).

- 1) 5-year time limit
- 2) Approved Plans & Documents
- 3) No demolition of No. 829 High Road until contract let to build the Printworks Block.
- 4) Photographic survey
- 5) Basement Impact
- 6) Accessible Housing
- 7) Cinema/Commercial Units - Ventilation/Extraction
- 8) Cinema/Commercial Units - Café/restaurant Opening Hours
- 9) Cinema/Commercial Units – BREEAM (PRE-COMMENCEMENT)
- 10) Cinema/Commercial Units – Noise Attenuation
- 11) Noise Attenuation – Dwellings
- 12) Detailed Fire Statement
- 13) Landscape Details
- 14) Trees & Planting – 5-year Replacement
- 15) Biodiversity
- 16) External Materials and Details – Printworks Buildings
- 17) External Materials and Details – Nos. 823-827 High Road
- 18) No new Plumbing on outside of Nos. 823-827 High Road
- 19) No new Grilles on outside of Nos. 823-827 High Road
- 20) Living roofs
- 21) Ground Floor Western Boundary Details
- 22) Energy Strategy
- 23) Overheating (Non-residential)
- 24) Future overheating (Dwellings)
- 25) Energy Monitoring
- 26) PV Arrays
- 27) Secured by Design
- 28) Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)
- 29) Stage II Written Scheme of Investigation of Archaeology
- 30) Foundation Design – Archaeology (PRE-COMMENCEMENT)
- 31) Land Contamination – Part 1 (PRE-COMMENCEMENT)
- 32) Land Contamination – Part 2
- 33) Unexpected Contamination

- 34) Road Safety Audit – Brunswick Square (PRE-COMMENCEMENT)
- 35) Basement Vehicular Access Control Arrangements
- 36) Car Parking Design & Management Plan
- 37) Cycle Parking Details (PRE-COMMENCEMENT)
- 38) Delivery and Servicing Plan
- 39) Residential Waste Management Plan
- 40) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 41) Public Highway Condition (PRE-COMMENCEMENT)
- 42) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 43) Management and Control of Dust (PRE-COMMENCEMENT)
- 44) Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)
- 45) Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)
- 46) Impact Piling Method Statement (PRE-COMMENCEMENT)
- 47) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 48) Telecommunications
- 49) Evidence of operational public hydrants/suitable alternatives

**Informatives Summary – Planning Application HGY/2019/2283** (the full text of Informatives is contained in Appendix 01 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Discharge Precluded
- 10) Composition of Written Scheme of Investigation
- 11) Disposal of Commercial Waste
- 12) Piling Method Statement Contact Details
- 13) Minimum Water Pressure
- 14) Paid Garden Waste Collection Service
- 15) Sprinkler Installation
- 16) Designing out Crime Officer Services
- 17) Land Ownership
- 18) Network Rail Asset Protection
- 19) Site Preparation Works

**Conditions Summary – Listed Building Consent Application HGY/2021/2284** (the full text of recommended conditions is contained in Appendix 02 of this report).

- 1) 5-year time limit.
- 2) Development to be in accordance with approved plans and documents.
- 3) Contract to complete works to be in place prior to demolition.
- 4) Matching materials
- 5) Hidden historic features
- 6) Redundant plumbing, mechanical & electrical services
- 7) Making good redundant plumbing, mechanical & electrical services
- 8) Approval of details, including method statements (various)
- 9) Masonry cleaning
- 10) No new plumbing
- 11) No new grilles

**Informatives Summary – Listed Building Consent HGT/2019/2284** (the full text of Informatives is contained in Appendix 02 to this report).

- 1) Working with the applicant
- 2) External materials to be approved pursuant to Planning Permission (HGY/2021/2283)

### **Section 106 Heads of Terms:**

#### *Affordable Housing*

- 1) **Affordable Housing** – Affordable Housing Scheme to be submitted for approval prior to commencement of development:
  - a. Minimum of 35.4% by habitable room (75 habitable rooms)
  - b. Minimum of 40% by habitable room (86 habitable rooms) if sufficient grant is available
  - c. Tenure mix – 60% Intermediate (Shared Ownership) Housing and 40% Low Cost Rented Housing
  - d. LB Haringey to be offered first rights to purchase up to [4] Low Cost Rented homes
  - e. Low Cost Rent homes to be London Affordable Rent – or Social Rent where LBH purchases Low Cost Rent homes.
  - f. Low Cost Rent homes to be London Affordable Rent – or where LB Haringey purchases Low Cost Rent, the first [2] to be at Social Rent
  - g. Quality standards and triggers for provision (no more than 25% of Market Units occupied until 50% of Affordable Units delivered, no more than 50% of Market until 100% of Affordable Units delivered).
  - h. Location of different tenures (in Printworks Building)
  - i. Affordable housing residents to have access to the same communal amenity and play space as Market housing.

### **2) Affordability**

- a. Weekly London Affordable Rent levels to be in accordance with the Mayor of London's Affordable Homes Programme (2016-2023) as follows: 1-Bed - £161.71, 2-Bed £171.20, 3-Bed - £180.72 and 4-bed - £190.23.
- b. Intermediate homes to be Shared Ownership - sold at the minimum 25% share of equity and rental on the unsold equity up to 2.75%
- c. Approve plan for marketing homes to households living or working in:
  - o Haringey with max. annual income of £40k for 1 and 2-bed homes and £60k for 3-bed homes (index linked) – for 3 months prior to and 3-months post completion of each phase
  - o London with max. annual incomes of £90k (Index Linked) not until after 6 months of completion of each phase
  - o Provided that annual housing costs for each home do not exceed 28% of the above relevant annual gross income limits

### 3) Viability Review Mechanism

- a. Early Stage Review if not implemented within 2 years.
- b. Break review – review if construction is suspended for 2 years or more

### 4) Infrastructure Provision – Financial contributions (£192,125):

- a) Library - £52,004.
- b) Community Space - £47,670.
- c) Publicly Accessible Open Space - £92,451 (to connect the Printworks site effectively to Peacock Gardens and to aid its delivery).

Subject to review if an approved scheme is liable to pay an increased Borough CIL levy above the base rate of £15 per square metre (indexed), so that if CIL liability increases, the infrastructure contribution will decrease by a corresponding amount.

### *Transportation*

- 5) **Future Connectivity & Access Plan** – setting out how the development shall be constructed to allow for potential future pedestrian, cycling and vehicular access across the development to and from adjacent land (Peacock Industrial Estate).
- 6) **Percival Court resurfacing** - Works to resurface Percival Court within the application site and for the length of the application site up to the High Road.
- 7) **Car Capping** – No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.
- 8) **Car Club Contributions** - Two years' free membership for all residents and £50.00 per year credit for the first 2 years; and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms)

including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years.

- 9) **Residential & Commercial Travel Plans** comprising:
- a) Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan)
  - b) Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, to every new household.
  - c) £3,000 for monitoring of the travel plan initiatives.

10) **Highways Agreement** – See Section 278 Agreement Heads of Terms.

*Employment and Training*

11) **Employment & Skills Plan** - Including Construction apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD).

12) Commitment to being part of the borough's **Construction Partnership**.

*Carbon Management and Sustainability*

13) **Future connection to District Energy Network**

- a) Submission of Energy Plan for approval by LPA
- b) Ensure the scheme is designed to take heat supply from the proposed DEN (including submission of DEN Feasibility Study)
- c) Design of secondary and (on-site) primary DHN in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.
- d) Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.

14) **Carbon offsetting**

- Payment of an agreed carbon offset amount (residential & non-residential) plus 10% management fee on commencement.

*Telecommunications*

15) **Ultrafast broadband infrastructure** and connections to be provided.

*Construction*

16) Commitment to **Considerate Contractors Scheme**.

*Monitoring*

17) Based on 5% of the financial contribution total and £500 per non-financial contribution.

### **Section 278 Highways Legal Agreement Heads of Terms**

18) Works to widen Brunswick Square public highway

19) Works to link in with High Road public highway

20) Works to resurface Brunswick Square for the length of the application site up to the High Road

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

### **Presumption in Favour of Sustainable Development (PFSD)**

- 2.7 In the event that members choose to make a different decision to that recommended it will be necessary to consider the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF). This is because the Council's delivery of housing over the last three years has been substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.
- 2.8 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 and Listed Building Consent applications be refused for the following reasons:

#### **Planning Application**

- i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.
- ii. In the absence of a legal agreement securing financial contributions towards infrastructure provision (community space, library, and publicly accessible open space realm), the scheme would fail to make a proportionate contribution towards the costs of providing the infrastructure needed to support the comprehensive development of Site Allocation NT5. As such, the proposals are contrary to London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM48.



- iii. In the absence of legal agreement securing 1) a residential Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures, 3) and car club contributions the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.
- iv. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.
- v. In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
- vi. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

### **Listed Building Consent**

- i. In the absence of a planning permission for the proposed change of use of the ground floor and conversion of the upper floors to housing, the proposed removal of historic fabric and internal and external alterations would be unnecessary and unacceptable. As such, the proposal is contrary to London Plan Policies HC1, Strategic Policy SP12 and DM DPD Policy DM9.

2.9 In the event that the Planning Application and Listed Building Consent Applications are refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission and associated Listed Building Consent which duplicates the Planning Application and Listed Building Consent provided that:

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

2.10 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to refuse 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.

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- 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
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- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

## **APPENDICES:**

- Appendix 1: Planning Conditions & Informatives
- Appendix 2: Listed Building Consent Conditions & Informatives
- Appendix 3: Images of the site and proposed scheme
- Appendix 4: Internal and External Consultee representations
- Appendix 5: Planning Sub-Committee Minutes 24 May 2021
- Appendix 6: Development Management Forum 25 May 2021
- Appendix 7: Quality Review Panel Report 15 December 2020
- Appendix 8: Quality Review Panel Report 18 May 2021
- Appendix 9: Plans and Documents List

### 3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

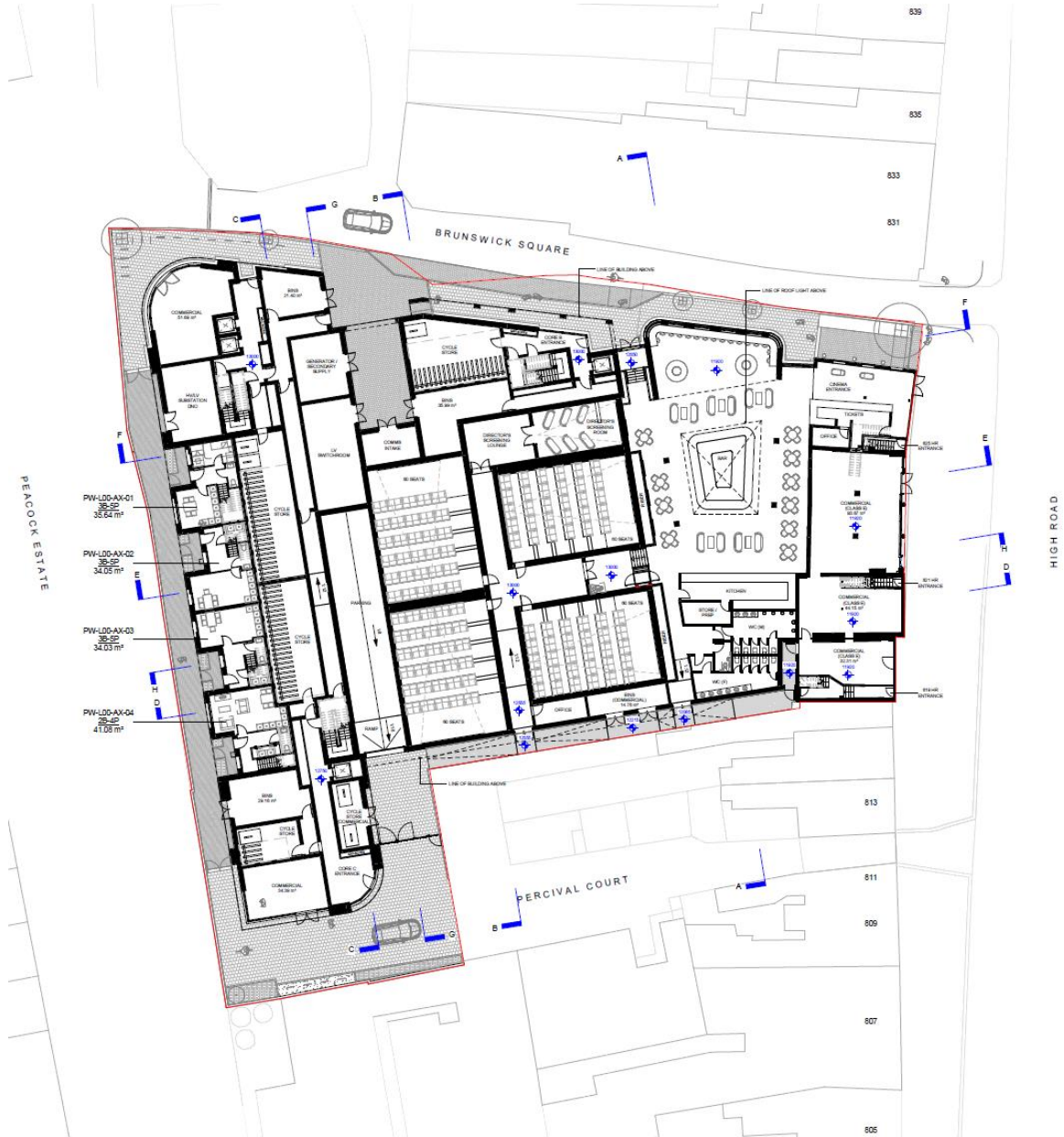
#### Proposed Scheme

- 3.1. The proposal consists of two applications for full planning permission for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for a residential-led, mixed-use development comprising residential units (C3), flexible commercial, business and service uses (Class E), a cinema (Sui Generis), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to flexible residential (C3), cinema (Sui Generis), and commercial, business and service uses (Class E)
- 3.2. And Listed building consent: Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, facade, and related external works, internal alterations, and associated works.

#### *Layout & Access*

- 3.3. Cleared land to the rear of the retained and altered frontage buildings would be redeveloped in a series of new buildings based around two courtyards and provide active frontages to Brunswick Square, Percival Court and (pulled back from the boundary by between 2.8 and 3.1m) the existing Peacock Industrial Estate and future development of this as part of the wider development of the High Rad West Site Allocation.
- 3.4. The first covered courtyard immediately to the west of the High Road frontage buildings would form part of the proposed cinema space, accessed from Brunswick Square. The second open courtyard would provide private communal open and play space for the proposed homes that would front it – with access also to proposed homes in a smaller block fronting Brunswick Square.
- 3.5. A small basement car parking area would sit under the western part of the proposed Printworks Building, accessed from Percival Court. The buildings would extend from two storeys at its High Road frontage to a maximum 7 storeys at the north-west corner, with the remainder of the proposed scheme being at lower heights – notably 6 storeys in the south-west corner, 4 storeys along the western boundary between these corner blocks, and 2/3 storeys rising from the rear of the High Road properties.

Figure 01: Proposed layout



### *Buildings and uses*

- 3.6. The proposal includes the change of use of the ground floor of the existing High Road buildings to form part of a proposed cinema (*Sui generis*) and the conversion of the upper floors to a different number and mix of residential apartments. The proposed cinema and ancillary spaces would extend back into the site and there would be a number of flexible commercial units (Use Class E) at ground floor, with new housing above.

Table 01: Proposed land uses and parking provision.

Total floorspace	10,036sqm (GIA)
Residential	23 x 1-bed 35 x 2-bed 13 x 3-bed 1 x 4-bed
	72 homes 6,517sqm (GIA)
4 x screen cinema ( <i>Sui generis</i> )	1,246sqm (GIA)
Commercial (Use Class E)	283sqm (GIA)
Ancillary & parking	1,936sqm (GIA)
Open Space	1,164sqm and 200sqm play space
Car parking	Residential: 8 accessible spaces (0.11 spaces per home) in basement
Cycle parking	136 long-stay residential spaces, 26 x short-stay commercial spaces (11 Sheffield Stands in public realm and 4 secure covered cycle stores)

### *Building heights*

- 3.7. The proposed mansard roof extension would increase the height of Nos. 819 to 821 High Road behind the parapet by approx. 2.95m, with the proposed chimney breasts and pots rising approx. 4.5m from the existing flat roof.
- 3.8. The proposed new buildings at the rear of the retained and altered frontage buildings would be of various heights, increasing from the High Road back towards the western boundary as follows:
- 3-storeys on to Brunswick Square;
  - 3 to 4-storeys on to Brunswick Square;
  - 6 to 7-storeys on to Brunswick Square;
  - 4 to 6-storeys on to Percival Court; and
  - A central 5-storey section facing Peacock Industrial Estate to the west.
- 3.9. These heights are illustrated in Figure 02 below:

Figure 02: Proposed building heights (looking southeast)



*Demolition and alterations*

- 3.10. The proposed scheme involves the demolition of the locally listed No. 829 High Road in order to create a wider Brunswick Square public highway, together with the demolition of existing buildings and structures to the rear of the frontage buildings at Nos. 819 to 829 High Road.
- 3.11. The proposal also includes internal and external alterations to Nos. 819 to 821 High Road (for which Listed Building Consent is also sought), including reinstatement of a hipped roof, demolition works to the rear, façade and related external works and internal alterations and associated works. The proposed high road frontage is illustrated in Figure 03 below:



Figure 03: View looking west from the Northumberland Park & High Road junction



### The Site and Surroundings

- 3.12. The site comprises Nos. 819-829 High Road which range from 2 to 4-storeys in height and front the High Road. Nos. 819-821 are statutorily Listed (Grade II) and 823-829 are locally listed. All existing buildings are within the North Tottenham Conservation Area.
- 3.13. To the rear of the High Road, the site comprises a range of rear extensions, a large industrial shed-like extension to the Royale Banqueting Suite at Nos. 819-821 High Road and a fenced hard surface car parking yard area. All of these lie outside of the Conservation Area.
- 3.14. The site comprises a mix of PTAL 4 and 5, being immediately adjacent to local bus routes on the High Road, and c. 260m from White Hart Lane Overground Station to the south-west, c. 1km from Northumberland Park railway station.

### Surroundings

- 3.15. Brunswick Square to the north is a narrow public highway (3m at its narrowest point) which provides access to Peacock Industrial Estate to the west, as well as to a wedding decoration business and sign business on the ground floor of buildings to the north and the homes at the rear of Nos. 841-843 High Road. Residential flats above Nos. 831-833 High Road face directly south towards the site.



- 3.16. The High Road to the east is outside the designated Local Centre but includes a range of shops and other uses at ground floor and housing above. Nos. 831-833 High Road is identified as a 'negative contributor' to the Conservation Area and statutory Listed Buildings (Grade ii) are directly opposite on the east side of the road (Nos. 814 and 816-819).
- 3.17. To the south lie Nos. 813-817 High Road (locally listed buildings) and beyond this is Percival Court, a narrow private road. Percival Court is a private shared access lane which creates a non-signalised junction with the High Road, within an Advanced Cycle Stopline on the High Road approach arm. It is 2.78m wide at its narrowest point but widens out to the west, where it forms a boundary to the site. It does not provide through access in its current form but is used by the existing properties to its north and south. It connects with the rear of the site in its south-west corner
- 3.18. To the west of the site is the Peacock Industrial Estate (accessed via White Hart Land and Brunswick Square). Immediately to the west of the site is the Estate's access and parking area, with 2-storey industrial and warehousing units approx. 16-19m from the boundary. Existing occupiers of the nearest units include a car repair garage, window and door manufacturer and bakery.

*Existing Land Uses*

- 3.19. The site currently accommodates a number of uses based in buildings fronting the High Road and premises to the rear. These include 3 x health and beauty businesses (hairdressers, barbers, and nail bar), a bridal gown shop and a photography shop and the La Royale Banqueting Suite.
- 3.20. The Banqueting Suite hosts weddings, birthday celebrations, christenings, charity fundraisers, gala balls, Christmas parties, and corporate events. The venue has capacity for between 500 and 600 people. It has a frontage onto High Road (Nos. 819 and 821) and also has a large single-storey industrial shed-like extension at the rear, with a large surface car park.
- 3.21. In addition, there are also 13 x residential flats (which are understood to be occupied on a short-term leasehold basis) on the upper floors of the High Road buildings, mainly comprising studio and one-bedroom properties.
- 3.22. All existing uses/occupiers on-site would be displaced as a result of the proposals.
- 3.23. Table 02 below sets out the existing uses on the site:

Table 02: Existing uses

Use (Use Class)	Existing Floorspace (GIA)
Hairdressers, barbers, nail bar ( <i>Sui Generis</i> )	98sqm
Barbers, bridal gown Shop & photography shop (Class E)	232sqm
Banqueting Suite ( <i>Sui generis</i> )	1,942sqm
13 x residential flats (Class C3)	502sqm
	2,774sqm

### Relevant Planning and Enforcement History

#### The Site

- 3.24. The use of No. 819-829 as a commercial “Banqueting Suite” was granted planning permission in November 1992 (HGY/1992/1059) (No. 819 High Road) and February 1994 (HGY/1993/0497) (No. 821 High Road). Most recently, this building was granted permission for a two-storey extension at ground and first floor in December 2005 (HGY/2005/1997).
- 3.25. A flexible change of use was granted under the Prior Approval process (HGY/2017/2925) at No. 823 High Road in October 2017. This changed the use of this property from office to a vape/e-cigarette shop on a temporary basis until October 2019.
- 3.26. An Environmental Impact Assessment (EIA) Screening Opinion (HGY/2021/1902) issued in July 2021 confirmed that a scheme very similar to the application scheme was not EIA Development.
- 3.27. High Road West (HGY/2021/3175) – current hybrid application for:  
 (1) outline component comprising the demolition of existing buildings and for the creation of a new mixed-use development including residential (Use Class C3), commercial, business and service (Use Class E), leisure (Use Class E), community uses (Use Class F1/F2) and *Sui Generis* uses together with the creation of a new public square, park and associated access, parking and public realm works with matters of layout, scale, appearance, landscaping and access within the site reserved for subsequent approval; and  
 (2) detailed component comprising Plot A including the demolition of existing buildings and the creation of new residential floorspace (Use Class C3) together with landscaping, parking, and other associated works.

#### Wider Area

- 3.28. 807 High Road – Planning permission granted in September 2021 (HGY/2021/0441) for the demolition of the existing buildings and the erection of a replacement building up to four storeys to include residential (C3), retail

(Class E, a) and flexible medical/health (Class E, e) and office (Class E, g, i) uses; hard and soft landscaping works including a residential podium; and associated works.

- 3.29. Land at rear of Nos. 841-843 High Road (HGY/2021/1704), Certificate of Lawful Use (Existing) granted in August 2021 for the use of the property as five self-contained flats.
- 3.30. Goods Yard - Planning permission (HGY/2018/0187) granted on appeal, against non-determination, in June 2019 for a residential-led mixed use redevelopment comprising up to 316 residential units, 1,450sqm of employment (B1 use), retail (A1 use), leisure (A3 and D2 uses) and community (D1 use) uses.
- 3.31. Depot – Planning permission (HGY/2019/2929) and Listed Building Consent (HGY/2019/2930) granted in September 2020 for the conversion of Nos. 867-869 High Road and redevelopment of the rest of the site for a residential led mixed-use scheme with up to 330 residential units (class C3), 270sqm of retail/café use (Use Class A1/A3), area of new public open space, landscaping and other associated works.
- 3.32. Goods Yard & Depot – Planning permission resolved for refusal in November 2021, the GLA was content for the LPA to determine the case itself and the application was refused on 21/12/2021 (HGY/2021/1771) for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use. An appeal was lodged with the Planning Inspectorate on 22/12/2021
- 3.33. Northumberland Terrace – Planning permission (HGY/2020/1584) and Listed Building Consent (HGY/2020/1586) granted in April 2021 for the erection of a four-storey building with flexible A1/A2/A3/B1/D1/D2 uses and change of use and alterations and extensions to a number of existing buildings (Nos. 799 to 814 High Road).
- 3.34. **Consultation and Community Involvement**
- 3.35. The applicant's Statement of Community Involvement (SCI) sets out the consultation it undertook in April and May 2021, at pre-application stage. This includes: letters, adverts in 2 x local newspapers and leaflet to 4,400 local residents and businesses inviting comment on emerging proposals and publicising two webinars; a dedicated section on the applicant's website with information about the emerging proposals and a feedback from and 2 x

webinars, with 8 and 34 attendees. Emerging proposals were also discussed at an applicant's regular Business and Community Liaison Group.

- 3.36. In total, 5 people responded formally using an online feedback form and 11 people provided written comments by email. Comments included 3 mainly positive responses in relation to public spaces and 3 mainly positive responses in relation to mix of uses. There were 2 negative comments in relation to proposed density and 2 negative comments in relation to impact on services. There were 2 comments in relation to heritage (1 positive and 1 negative). Others visited the consultation website (2,195 unique site visitors) and downloaded PDF 'exhibition boards' with detailed information for each site (109 times for the Printworks site) (09/06/21 statistics).
- 3.37. Emerging proposals were considered by Haringey's Quality Review Panel (QRP) on 15 December 2020 and 18 May 2021. The QRP Reports following these reviews are attached as Appendices 7 and 8.
- 3.38. Emerging proposals were presented to the Planning Sub-Committee at pre-application stage on 24 May 2021. The minutes of this item are attached as Appendix 5.
- 3.39. Emerging proposals were presented at a Development Management (DM) Forum on 25 May 2021. A summary of comments made at the Forum are attached as Appendix 6.

4. **CONSULTATION RESPONSE**

4.1. The following were consulted regarding the applications:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design Officer
- LBH Local Lead Flood Authority/Drainage
- LBH Economic Regeneration
- LBH Education (School Places Planning)
- LBH Emergency Planning and Business Continuity
- LBH Health in all Policies
- LBH Housing
- LBH NHS Haringey
- LBH Planning Policy
- LBH Pollution
- LBH Tottenham Regeneration
- LBH Transportation
- LBH Tree Officer
- LBH Waste Management

External Consultees

- Affinity Water
- Arriva London
- Environment Agency
- Georgian Group
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- Historic England
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- National Grid
- NHS Clinical Commissioning Group
- Residents Associations (Cannon Road RA, Headcorn, Tenterden, Beaufoy & Gretton RA, Northumberland Park RA, Love Lane Residents Association & Love Lane RA (TAG))
- Thames Water
- Tottenham Civic Society
- Tottenham CAAC
- Transport for London

- Tree Trust for Haringey
- UK Power Networks

4.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in Appendix 4.

Internal:

**Building Control (HBC)** – No objection – HBC are satisfied that the design intent approach adopted by the applicant is entirely appropriate to the proposed development and neither HBC nor LFB have any outstanding concerns. We therefore support the planning application in fire safety terms.

**Carbon Management** – The proposed scheme would achieve a reduction of 63% carbon dioxide emissions (SAP2012 carbon factors) on site and connect to the Decentralised Energy Network, which is supported. Appropriate planning conditions have been recommended following a range of clarifications and amendments to improve the fabric efficiencies and reduce overheating risk.

**Conservation Officer** – The proposed redevelopment together with the proposed refurbishment of the listed and locally listed buildings that significantly contribute to the street frontage of the Conservation Area, and the landscaped reconfiguration of Brunswick Square - would largely conserve the significance of the listed and locally listed buildings, would enhance the quality of this part of the Conservation Area and would significantly enhance the setting of both listed and locally listed buildings.

These heritage and public benefits would outweigh the low level of less than substantial harm to the significance of the Conservation Area resulting from the erection of new, larger buildings at the back of the High Road and the proposed demolition of the locally listed building at 829 High Road.

**Design Officer** – These proposals are a well thought through and elegantly designed response to this site, that will play a part, along with other neighbouring sites also anticipated to be redeveloped, like this proposal in accordance with the adopted masterplan, as it continues to evolve, in accordance with changed priorities and conditions, to contribute to a more sustainable, viable, inclusive, and appealing North Tottenham community.

**Lead Local Flood Authority** – The applicant has followed the London Plan hierarchy and the proposed SuDS features are acceptable subject management and maintenance being secured.

**Pollution** – No objection, subject to conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction Environmental Management Plans.

**Public Health** – Various comments on housing quality and design, access to open space and nature, air quality, noise and neighbourhood amenity, accessibility and active travel, crime reduction and community safety, access to work and training, social cohesion and lifetime neighbourhoods and minimising the use of resources.

**School Places Planning** – Satisfied that there is sufficient school capacity – no specific comments.

**Transportation** – Following satisfactory responses to queries, no objection subject to recommended conditions and s106 obligations.

**Tree Officer** – No comment received.

**Waste Management** – No objections to the proposed waste arrangement given the constraints of the site.

External:

**Cadent Gas** – There is gas apparatus within the site and advice is given to the developer over the necessary liaison with and consents from the company.

**Health & Safety Executive (HSE)** – The HSE originally commented on the planning application on the 20th of August 2021, advising they had “Significant Concern”. Following the submission of further information including confirmation from both Haringey Building Control (“HBC”) and the London Fire Brigade (“LFB”) that the proposed development was entirely appropriate from a fire safety perspective, in their opinion, HSE issued a second response on 2nd December 2021, amending their comments and advising “Some Concern”. This response raises three points:

1. Length of the horizontal run of the dry fire main.
2. Distance of travel for firefighters from the Percival Court entrance.
3. Query whether two fire hydrants are useable.

(Officer note – further detail is provided in section 6.20 and a condition has been attached to ensure the relevant fire hydrants are useable)

**Historic England** – No comment – the Council should seek the views of your specialist conservation advisers, as relevant.

**Historic England – Archaeological Service (GLAAS)** – Recommend that a Stage 1 Written Scheme of Investigation is secured by planning condition.

**London Fire Brigade** – I have reviewed the information and can confirm that the fire brigade would be happy with the fire fighting access with the system proposed. Further detail is provided in section 6.20.

**Metropolitan Police (Designing Out Crime Officer)** – No objection in principle, subject to a planning condition requiring a ‘Secured by Design’ accreditation to be achieved for each building before the building is occupied and the inclusion of an informative.

**NHS Clinical Commissioning Group** – A planned health centre as part of the THFC stadium development is not guaranteed. In advance of this opening, further capacity is needed, and Somerset Gardens Family Health Centre could help. There is no guarantee that CIL receipts will be allocated towards increasing capacity – hence a s106 contribution of £35,845 is requested (based on HUDU Planning Contributions Model).

**Thames Water** – Waste - no objections subject to conditions

**TfL** – Support for car free and the proposed level of cycle parking. Road Safety Audit required for Brunswick Square. Request for a proportionate % contribution of delivery of NT5 masterplan impacts on transport network – specifically impacts on bus network.



## LOCAL REPRESENTATIONS

5.1. On 9 August 2021, notification was sent to the following:

- 525 Letters to neighbouring properties
- 2 site notices erected in the vicinity of the site

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

No of individual responses: 4.

Objecting: 1.

Supporting: 1.

Others: 2.

5.3. The main issues raised in representations from adjoining occupiers are summarised below.

Objections:

- Tottenham Conservation Area Committee has serious reservations about the proposed loss of No. 829 High Road.

Support:

- Scheme will contribute to the regeneration of Tottenham.

Other:

- Cannon Road Residents' Group supports the applicant's view that the Le Royale Banqueting Suite is not a 'community use' and queries the assessment that flood risk is low (particularly in relation to the proposed basement).
- Cllr Bevan notes the lack of observations from the Conservation Officer.

## 6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
2. Policy Assessment
3. Affordable Housing
4. Development Design
5. Residential Quality
6. Social and Community Infrastructure
7. Child Play Space
8. Heritage Conservation
9. Impact on Amenity of Adjoining Occupiers
10. Transportation and Parking
11. Energy, Climate Change and Sustainability
12. Flood Risk, Drainage and Water Infrastructure
13. Air Quality
14. Trees
15. Urban Greening and Ecology
16. Waste and Recycling
17. Land Contamination
18. Basement Development
19. Archaeology
20. Fire Safety and Security
21. Equalities
22. Conclusion

### 6.2 Principle of the development

#### 6.2.1 *Policy Background*

6.2.2 The current National Planning Policy Framework NPPF was updated in July 2021. 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.

#### 6.2.3 *The Development Plan*

6.2.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) and the London Plan (2021).

6.2.5 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the AAP. The application site is located within a strategically allocated site - NT5 (High Road West). A key

policy requirement of the site allocation is that proposed development within NT5 should accord with the principles set out in the most up-to-date Council-approved masterplan. This is the High Road West Masterplan Framework (HRWMF), which is discussed in detail below.

- 6.2.6 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open question about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications.

*The London Plan*

- 6.2.7 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.

*Upper Lea Valley Opportunity Area Planning Framework*

- 6.2.8 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.
- 6.2.9 The OAPF notes the redevelopment of the High Road West area is supported by a comprehensive masterplan. The OAPF sets out the ambitions for the High Road West area to become a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development.

*The Local Plan*

- 6.2.10 The Strategic Policies DPD sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations development plan document (DPD) and Tottenham Area Action Plan (AAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

*Strategic Policies*

6.2.11 The site is located within the Northumberland Park Area of Change as per Haringey's Spatial Strategy Policy SP1. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.2.12 SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

#### *Tottenham Area Action Plan*

6.2.13 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations.

6.2.14 The AAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including North Tottenham, which comprises Northumberland Park, the Tottenham Hotspur Stadium and the High Road West area.

#### *NT5 Site: High Road West*

6.2.15 The site allocation for the wider area (NT5 – High Road West) covers approx. 11.69ha and calls for a master planned, comprehensive development creating a new residential neighbourhood (with a net increase of 1,200 dwellings) and a new leisure destination for London. The residential-led mixed-use development is expected include a new high-quality public square and an expanded local shopping centre, as well as an uplift in the amount and quality of open space and improved community infrastructure.

6.2.16 The NT5 site allocation contains site requirements, development guidelines and sets out the steps for undertaking estate renewal. These are set out below. The application of relevant site requirements, development guidelines and estate renewal steps to the application site is set out in the sections following.

#### NT5 Site Requirements

- The site will be brought forward in a comprehensive manner to best optimise the regeneration opportunity.
- Development should accord with the principles set out in the most up-to-date Council-approved masterplan.
- Creation of a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes of a mix of tenure,

type, and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).

- Creation of a new public square, connecting an enhanced White Hart Lane Station, and Tottenham High Road, to complement the redeveloped football stadium.
- New retail provision to enlarge the existing local centre, or create a new local centre, opposite to and incorporating appropriate town centre uses within the new stadium, including the new Moselle public square. This should complement not compete with Bruce Grove District Centre.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses that provide seven day a week activity.
- Improve east-west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lee Valley Regional Park.
- The site lies within the North Tottenham Conservation Area and includes listed and locally listed buildings. Development should follow the principles under the 'Management of Heritage Assets' section of the APP.
- Where feasible, viable uses should be sought for existing heritage assets, which may require sensitive adaptations and sympathetic development to facilitate.
- Deliver new high-quality workspace.
- Increase and enhance the quality and quantity of community facilities and social infrastructure, proportionate to the population growth in the area, including:
  - A new Learning Centre including library and community centre;
  - Provision of a range of leisure uses that support 7 day a week activity and visitation; and
  - Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

#### NT5 Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area.
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Re-provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces.
- This could be achieved by workspaces with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- This central portion of the site is in an area of flood risk, and a Flood Risk

Assessment should accompany any planning application.

- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, and open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies which could include courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character and the greater heights and density of the new stadium. This needs to be carefully considered given the height differential between the existing historic High Road uses and future stadium development.
- Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework (HRWMF).
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- The Moselle runs in a culvert underneath the site [*although not this part*] and will require consultation with the Environmental Agency.

6.2.17 The THFC Stadium is the first stage of wider regeneration, and the intention is for it to be fully integrated within the comprehensive regeneration of High Road West and Northumberland Park. The priority is to ensure that on match and non-match days, the area is lively and attracts people to make the most of the stadium development, the High Road, and wider urban realm improvements that will take place as part of this development. Provision is therefore proposed for new community facilities and leisure orientated retail development to further build and cement the area's reputation as a premier leisure destination within North London.

#### *High Road West Master Plan Framework (HRWMF)*

6.2.18 Policy AAP1 (Regeneration and Master Planning) indicates that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. To ensure comprehensive and coordinated development is achieved, masterplans will be

required to accompany development proposals which form part of a Site Allocation included in the AAP.

6.2.19 The current approved High Road West Master Plan Framework (HRWMF) is that prepared by Arup in September 2014. This highlights opportunities for improvement and change in the subject area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops could be provided. The HRWMF also helps to demonstrate how the growth and development planned for High Road West could be delivered through strategic interventions over the short to longer term.

6.2.20 The Council has entered into partnership with Lendlease who has submitted a planning application (HGY/2021/3175) for alternative proposals in the same Site Allocation (including the for part the application site).

6.2.21 Other development plan designations include:

- North Tottenham High Road Conservation Area and an Archaeological Priority Area;
- Locally Listed Buildings (823 - 829 High Road);
- Grade II Listed Building (819-821 High Road);
- Northumberland Park Growth Area;
- Family Housing Protection Zone;
- A defined Tall Buildings Growth Area; and
- Critical Drainage Area.

6.2.22 The site is in an edge-of-centre location, being outside of (but directly opposite) the Tottenham High Road Local Shopping Centre boundary.

### 6.3 Policy Assessment

#### *Principle of Comprehensive Development*

6.3.1 Policy AAP1 (Regeneration and Master Planning) makes clear that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. It goes on to state that to ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP and that applicants will be required to demonstrate how any proposal:

- a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider AAP;
- b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
- c) Optimises development outcomes on the site

- 6.3.2 Policy DM55 states: “Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”.
- 6.3.3 Policy NT5 makes clear that ‘development should accord with the principles set out in the most up-to-date Council approved masterplan’, which as discussed above, is the approved HRWMF prepared by Arup in September 2014. This is therefore an important material consideration when determining planning applications.
- 6.3.4 Paragraph 4.6 of the AAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the Tottenham AAP Area whilst enabling the component parts of a site allocation to be developed out separately. The various sites north of White Hart Lane are expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.
- 6.3.5 Paragraph 4.9 of the AAP states that a comprehensive approach to development will often be in the public interest within the Tottenham AAP area. It goes on to state that whilst incremental schemes might be more easily delivered, the constraints proposed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability.
- 6.3.6 Although the HRMF seeks to ensure that the site is brought forward in a comprehensive manner, the phasing provisions of the HRWMF explicitly recognise existing land ownership. Indeed, Phase 1A (Cannon Road area) was delivered independently. This acknowledgement that component parts of site allocations may be progressed separately (subject to them not prejudicing the delivery of the Site Allocation and HRWMF) was confirmed by the Goods Yard Appeal Decision in June 2019 and again by the Council’s decision to grant permission for the extant Depot consent in September 2020.
- 6.3.7 The applicant is proposing to develop four parts of Site Allocation NT5 that it owns (this site, the Goods Yard, the Depot, and No. 807 High Road). This application is supported by a masterplan that demonstrates that the development of the site could be satisfactorily developed without prejudicing the delivery of the wider Site Allocation NT5. The applicant is understood to have had some discussions with adjoining landowners and the Council’s development partner, Lendlease, which is bringing forward planning proposals for the majority of Site Allocation NT5 (including the western part of this site, to the rear of the High Road frontage).



*Principle of Provision of Housing*

- 6.3.8 London Plan Policy H1 sets a 10-year target (2019/20-2028/29) for the provision of 522,870 new homes across London as a whole and 15,920 for Haringey.
- 6.3.9 Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 6.3.10 The Tottenham AAP identifies and allocates development sites with the capacity to accommodate new homes. The wider High Road West area is allocated in the AAP (NT5) as an appropriate place for residential development alongside a mix of other uses and the AAP calls for a minimum of 1,400 homes and a net increase of 1,200 homes. Of the 1,400 dwellings anticipated, 222 homes have already been developed in the form of the Cannon Road housing area (HGY/2012/2128). This leaves 1,178 dwellings still to be provided.
- 6.3.11 Given the above, the principle of the provision of new homes on the site (alongside a mix of other uses) is acceptable. The proposed scheme would deliver 72 new homes and result in the loss of 13 existing homes. The proposals would therefore result in a net gain of 59 homes and make a small but welcome contribution towards delivering the outstanding requirement for Site NT5 and the borough's overall 10-year housing target.

*Loss of Existing Housing*

- 6.3.12 London Plan Policy H7 makes clear that loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.
- 6.3.13 The proposed scheme would deliver a net increase of approx. 6,015sqm (GIA) of residential floorspace or 59 homes. As such, the loss of the existing 13 homes would be acceptable in principle.

*Loss of Banqueting Suite*

- 6.3.14 Local Plan Policy DM49 resists the loss of social and community facilities without replacement, (with the definition including education/training facilities, health facilities, community halls, places of worship and pubs). London Plan Policy S1 resists the loss of social infrastructure, with supporting paragraph 5.1.1 listing "health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities".
- 6.3.15 Policy SP10 seeks to protect and enhance Haringey's town centres, according to the borough's town centre hierarchy and Policy DM41 promotes new retail spaces in town centres. Policy DM44 seeks to manage changes of use shops in

non-designated shopping frontages retain active frontages and ensure that there is adequate alternative shopping facilities nearby. AAP Site Allocation NT5 seeks to enlarge the existing North Tottenham Local Centre or create a new local centre and include leisure uses.

- 6.3.16 The existing banqueting suite can accommodate up to approx. 600 people and is a place of celebration, ceremony and mourning that (outside of Covid restrictions) enables large numbers of friends and relatives to mark significant life events. However, whilst it could be considered to provide a 'distinctive use with a public benefit', it comprises a private commercial *Sui Generis* use that is not publicly accessible to the wider community and operates solely as a commercial business which is available for hire for private events. As such, officers do not consider that it comprises a community facility or piece of social infrastructure and that it is not protected by policy. The Cannon Road Residents Group has written to support this view and to point out the disturbance that the existing use causes.

*Loss of Retail Uses*

- 6.3.17 The site falls outside of the defined North Tottenham Local Centre and outside of a potential expanded Local Centre around a new Moselle Square (referred to in the HRWMF). Officers are satisfied that there is adequate retail provision in the existing nearby Local Centre and that proposals would retain appropriate active commercial uses on the ground floor of the High Road. As such, the potential loss of retail floorspace is considered acceptable.

*Principle of Proposed Cinema Use*

- 6.3.18 AAP NT5 Site Allocation includes the aspiration to create a new leisure destination for London and the Site Requirements for NT5 seek the "provision of a range of leisure uses that support 7 day a week activity and visitation." The Site Guidelines for NT5 includes: "Larger commercial and leisure buildings should be located within close proximity to the new public square linking the station to the stadium."

The HRWMF, which pre-dates the AAP, focuses Local Centre expansion around Moselle Square and explicitly refers to a potential cinema (4,420sqm) as part of the mix. However, this is not a fixed requirement.

- 6.3.19 The site is outside of the Tottenham High Road North Local Shopping Centre, as defined in Policy DM43 and the Policies Map and whilst DM DPD Appendix C Table 5 refers to the extension of the local shopping centre in line with Policy NT5, the Council has not formally reviewed the boundaries of this Local Centre yet. Local centre boundaries are being considered as part of the emerging New Local Plan process. The extent of the existing local centre is shown in Figure 04 below:

Figure 04: Tottenham High Road North Local Shopping Centre (in pale blue)



6.3.20 A cinema is a “main town centre use” (as defined by the NPPF) and policy at all levels promotes a ‘town centre first’ approach for such uses. The site falls outside of the currently defined Local Centre boundary. However, Site Allocation NT5 is supportive of both ‘town centre’ and ‘other’ uses, alongside “requiring” new leisure and cultural and leisure uses to deliver a new leisure destination.

6.3.21 Whilst making clear that it does not consider one is strictly necessary, the applicant’s submitted Planning Statement includes an assessment of the availability of sites for a cinema in sequentially preferable locations – namely within the Local Centre and a Moselle Square public space between White Hart Lane Station and the stadium. In summary, this concludes that:

- a) the current Local Centre does not include vacant sites that are capable of accommodating the proposed cinema, and;
- b) Moselle Square does not yet exist (it currently forms part of the Love Lane Estate and would need to be delivered following the granting of a planning permission) and cannot be considered to be an 'available' site. It goes on to state that the application site is in a highly accessible 'edge of centre' location (the next sequentially preferred location) and that there are no alternative edge-of-centre sites which could be considered to be more assessable.

6.3.22 It should be noted that whilst the current planning application for the wider High Road West site (HGY/2021/3175) seeks permission for a cinema use (up to 3,000sqm (GEA). There is no commitment to include such a use and it is not included as part of the Illustrative Scheme.

6.3.23 The proposed 4 x screen cinema would be an appropriate use of the ground floor of the site, be of an appropriate scale, provide an active frontage to the High Road and help meet the leisure requirement of the Site Allocation. It would also complement the approved 'cultural quarter' on the other side of the High Road (at Northumberland Terrace, Nos. 798 to 808 High Road) in Site Allocation NT4. In the absence of an available sequentially preferable location within Site Allocation NT5, the proposed use is considered acceptable.

#### *Principle of Proposed Flexible Commercial Uses*

6.3.24 Tottenham AAP Policy NT2 states the Council will support development which increases job density and therefore helps to meet the employment needs of the Borough and enables small firms to start up, and grow, in flexible industrial space. Site Allocation NT5 establishes indicative development capacities for commercial (4,350sqm) and town centre uses (11,740sqm) (16,090sqm overall).

6.3.25 The principles of the HRWMF seek to create a net increase in jobs and business opportunities in the area through an increase in commercial space and provision of a range of workspaces. The principles of the plan also seek to provide a range of retail and commercial units to encourage a greater mix and wider retail offer.

6.3.26 The proposed scheme includes 283sqm (GIA) of flexible commercial floorspace use (Class E). This, together with the proposed cinema, is considered to make a proportionate contribution to NT5 allocated requirements for commercial uses and is generally consistent with guidance in the HRWMF.

6.3.27 S106 planning obligations are also recommended to secure the implementation of an approved Employment and Skills Plan to maximise employment and training opportunities for residents from the development (including during the construction phase).

#### *Principle of the Development – Summary*

6.3.28 The provision of a residential-led mixed-use scheme comprising housing, a cinema and other commercial uses is acceptable in principle. The incremental development of Site Allocation NT5 is acceptable in principle, providing that the proposed development does not prejudice the future development of other parts of the Site, Allocation, or frustrate the delivery of Site Allocation NT5 or wider area outcomes sought by the site allocation.

6.3.29 It is considered reasonable to give a 5-year planning permission, rather than the standard 3-years. The Goods Yard and Depot extant consents allow for an implementation period of between 4 and 5-years and a 5-year life for any new permission would give more time for the applicant to work constructively with the Council's development partner Lendlease over development of land to the north of White Hart Lane.

*Dwelling Unit Mix*

6.3.30 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 Council's Development Management DPD adopt a similar approach.

6.3.31 Policy DM11 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. A key principle around homes set out in the HRWMF is provision for a mix of housing sizes, types and tenures.

6.3.32 The overall proposed dwelling mix is set out in Table 03 below:

Table 03: Proposed dwelling mix

<b>Bedroom Size</b>	<b>No. of Units</b>		<b>% by unit</b>
1 bed 2 person	23		31.9%
2 bed 3 person	26	35	48.6%
2 bed 4 person	9		
3 bed 4 person	1	13	18.1%
3 bed 5 person	11		
3 bed 6 person	1		
4 bed 6 person	1		1.4%
<b>Total</b>	<b>72</b>		<b>100%</b>

6.3.33 The proposed dwelling mix has a relatively high proportion (19.5%) of family sized housing and is not considered to represent an unacceptable over-concentration of 1- and 2-bedroom units given the site location and is generally consistent with the AAP approach to deliver smaller units in close proximity to public transportation and HRWMF principles. An assessment of the suitability of the dwelling mix as it relates to affordable housing is contained in the section below.

6.3.34 The proposed scheme would deliver 19.5% family homes, which is considered acceptable given the characteristics of the site and the proposed scheme. Dwelling mix for the proposed affordable housing is discussed below.

## 6.4 Affordable Housing

### *Policy Background*

6.4.1 London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H5 identifies a minimum threshold of 35% (by habitable room) affordable housing, whereby applications providing that level of affordable housing, with an appropriate tenure split, without public subsidy, and meeting other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor, can follow the 'fast track route' set out in the SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review. The minimum required of affordable housing in order to take advantage of the threshold approach increases to 50% for 'industrial land'.

6.4.2 London Plan Policy H7 and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and share ownership being the default tenures), and the remaining 40% to be determined in partnership with the Local Planning Authority and the GLA.

- 6.4.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%.
- 6.4.4 Policy AAP3 sets out the affordable tenure split (DM13 A[b]) in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation.
- 6.4.5 Site Allocation NT5 includes the requirement to create a new residential neighbourhood through increased housing choice and supply, with a minimum 1,400 new homes (1,178 net given the built Cannon Road scheme) of a mix of tenure, type, and unit size (including the re-provision of existing social rented council homes, the offer of alternative accommodation for secure tenants, and assistance in remaining within the area for resident leaseholders from the Love Lane Estate).
- 6.4.6 Haringey's Housing Strategy 2017-22 (and Haringey's Intermediate Housing Policy statement 2018) provide guidance on the preferred tenure mix for affordable housing across the borough in order to deliver the overall aims of the Local Plan and meet housing need.
- 6.4.7 Revisions to the Housing Strategy agreed by Cabinet in February 2019 set out that the Council's preference for General Needs affordable housing is Social Rent or London Affordable Rent and the preference for intermediate rented housing is London Living Rent or Discount Market Rent, at rent levels equivalent to London Living Rent.

*Amount, type, location, and phasing of Affordable Housing*

- 6.4.8 The relevant requirements of London Plan Policy H5 (C) are met as follows:
- The proposed tenure split meets the required relevant tenure split (see below);
  - The proposed scheme would meet other relevant policy requirements and obligations – including financial contributions towards community facilities and social infrastructure (Community Space, Library and Public Realm) as called for in the Site Requirements of Site Allocation NT5.
  - The applicant has committed to increase the amount of affordable housing to 40% (by habitable room) if grant is made available - taking account of the Mayor's strategic target.
- 6.4.9 Overall residential component. The overall residential accommodation is set out in Table 04 below:

Table 04: Proposed residential accommodation

Tenure	Units	Hab Rooms	% Hab Rooms
Private	49	137	64.6%
Affordable	23	75	35.4%
Total	72	212	100%

6.4.10 Tenure Split: The scheme proposes 40% Low-Cost Rent and 60% Intermediate by habitable room as set out in Table 05 below.

Table 05: Proposed Affordable Housing Tenure Split

Tenure	Units	Hab Rooms	% Hab Rooms
Low-Cost Rent	7	30	40%
Intermediate	16	45	60%
Total	23	75	100%

6.4.11 Unit Size Mix: The scheme proposes a mix of affordable housing unit sizes including 58.2% family sized (3 bed+) Low-Cost Rent homes.

6.4.12 Wheelchair accessible homes: The proposals include 11% of homes designed to meet Building Regulation M4 (3) ('Wheelchair User Dwellings'). These proposed homes are distributed across tenures as set out in Table 06 below. The proposed Wheelchair User Dwellings would be accessed via cores 3 and 5, which both have entrances from Brunswick Square

Table 06: Proposed Wheelchair User Dwellings by tenure

	Total
Market	5 (10.2%)
Low-Cost Rent	1 (14.3%)
Intermediate	2 (12.5%)
	8 (11.1%)

6.4.13 Distribution: The affordable housing would be located off the High Road in the proposed Printworks Building. The applicant's Affordable Housing Statement does not break down the indicative distribution by affordable tenures (Low Cost Rent and Intermediate).



Table 07: Proposed Tenure Distribution:

<b>Building*</b>	<b>Market</b>	<b>Affordable</b>	<b>Total</b>
Printworks Building	42	20	62
High Road Building	6	0	6
Independent Access	1	3	4
	49	23	72

6.4.14 Design & Management: All proposed homes have been designed so they are 'tenure blind' and there would be no discernible difference in external appearance of homes in different tenures. The proposed affordable homes would be managed by a Registered Provider of Affordable Housing and be able to access the same amenities and open space and the scheme has been designed to ensure estate service charges are as affordable as possible, whilst allowing all residents the right to access on-site amenities.

6.4.15 Phasing & Delivery: The scheme would be phased to ensure that all of the proposed affordable housing is delivered before all of the market housing is occupied.

6.4.16 Grant Funding: If grant becomes available, the provision of affordable housing on-site would be increased to up to 40% Affordable Housing. The exact amount, location, tenure, and unit mix of any additional affordable housing to be provided on-site would need to be agreed with the LPA.

#### *Affordability*

6.4.17 The proposed Low Cost Rent homes would be London Affordable Rent, apart from where the Council took up the option to purchase. The Council purchased homes would be at Social Rent, if required by the Council to support its estate renewal objectives.

6.4.18 London Affordable Rent is a form of Affordable Rent, for legal and regulatory purposes, but whereas nationally the cap on Affordable Rent is no more than 80% of market rent, the Mayor does not consider 80 per cent of market rent to be genuinely affordable in most parts of London.

6.4.19 Once let, London Affordable Rent homes would be subject to rent-setting guidance issued by the Social Housing Regulator and will be subject to the annual one per cent rent reductions up to 2020. Providers will be able to re-let at up to the applicable benchmark level, uprated annually, or at an otherwise agreed level, as appropriate and in line with legislation and Regulator guidance. The benchmark rents do not include service charges, which may be charged in addition. Rents for London Affordable Rent homes have to be set in accordance with the Social Housing Regulator's Affordable Rent guidance. The landlord of these homes must be registered with the Social Housing Regulator.

6.4.20 The proposed Intermediate homes would be Shared Ownership. The units would be sold at the minimum 25% share of equity and rental on the unsold equity up to 2.75%. In line with the current London AMR the income threshold would not exceed £90,000. It is proposed that units would target a range of incomes dependent on the unit size and will prioritise those who live and/or work in the borough. It is recommended that s106 planning obligations ensure that marketing of the proposed Shared Ownership homes prioritises households living or working in Haringey with maximum annual incomes lower than the maximum £90,000.

*Viability Review*

6.4.21 In accordance with London Plan Policy H5, it is recommended that s106 planning obligations secure an Early-Stage Viability Review. It is also recommended that these secure a Development Break Review – requiring a review if an approved scheme were implemented, but then stalled for 30 months or more. These reviews would enable the provision of affordable housing to increase up to 40% (by habitable room) subject to future market conditions and delivery timescales.

*Contribution towards regeneration*

6.4.22 A key NT5 site requirement is the re-provision of existing Social Rented Council homes arising from the potential demolition of the Love Lane Estate. The requirements of NT5 in respect of the form of affordable housing are therefore different from those in other parts of the Borough. In order to facilitate the comprehensive redevelopment of the NT5 site and facilitate estate renewal, the application site will need to provide a proportionate quantum of Social Rented housing to address any loss on the Love Lane Estate as required by London Plan Policy H8.

6.4.23 As agreed as part of the s106 discussions in the recent Goods Yard/Depot application (HGY/2021/1771), the applicant would offer Haringey first refusal of the Low Cost Rented homes but at the equivalent value of London Affordable Rent. The applicant has offered 100% of all Low Cost Rented homes (7 total) on this basis.

*Affordable Housing - Summary*

6.4.24 Officers consider that both the amount and type of proposed affordable accommodation are acceptable, subject to approval of details and Early and Development Break viability Reviews.

**6.5 Development Design**

*Policy Background*

- 6.5.1 The recently published NPPF (July 2021) makes beauty and placemaking a strategic national policy, includes an expectation that new streets are tree-lined and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in the National Design Guide (January 2021) and, where relevant, National Model Design Code (July 2021).
- 6.5.2 Local Plan Policy SP11 and Policy DM1 are relevant to the design of developments. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials, and architectural detailing. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe, and easy to use.
- 6.5.3 London Plan Policy D9 requires that tall buildings are only developed in locations that are identified as suitable in Development Plans. It goes on to set out a number of visual, functional, and environmental impacts of tall buildings that should be considered in planning decisions.
- 6.5.4 The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).
- 6.5.5 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Strategic Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. Policy AAP6 states that, in line with DM6, Tottenham Hale and North Tottenham as growth areas have been identified as being potentially suitable for the delivery of tall buildings.
- 6.5.6 The HRWMF sets out the principle that tall buildings will only be considered in parts of the masterplan area where existing character would not be affected adversely by the scale, mass, or bulk of a tall building. The HRWMF envisages a "legible tall building spine" that descends from Brook House to create an appropriate heritage setting for statutorily listed and locally listed assets.
- 6.5.7 The HRWMF also sets the principles that tall buildings should be located to minimise overshadowing of adjacent development and used as part of a way-finding and movement strategy (for example located towards the end of east-

west routes). Key views of the stadium should be considered and maintained in the profile of buildings.

#### *Quality Review Panel Comments*

- 6.5.8 Haringey's Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 15 December 2020 and 18 May 2021). A summary of QRP comments from these reviews and an officer response to this is set out in Table 08 below.

Table 08: Summary of QRP comments & officer response:

<b>QRP Comment</b>	<b>Officer Response</b>
<i>The 8-storey building at the back of the site at 819-829 High Road appears detrimental to the historic character of the area and should be rethought to address the more human scale of its context.</i>	The scale of the building has been reduced
<i>The panel welcomes the re-use and repair of the heritage buildings, particularly those along the High Road, and the commitment to understand their history. These heritage assets should underpin the character of the scheme, especially for the 819-829 High Road site, and should inform the buildings' massing.</i>	Noted. The proposals would deliver public benefits through re-use and repair and the scheme staggers in height away from these buildings to minimise harm.
<i>Further consideration should be given to the demolition of part of the locally listed building at 823-829 High Road. This extension contributes to the character of the Conservation Area and its removal will impact on the street frontage.</i>	Whilst this is acknowledged, this demolition is required to enable fire fighting access. This building is also of a lower quality to the rest of the terrace and efforts would be made to reintroduce a sense of its presence through the gateway installation.
<i>The scheme should explore ways of enhancing the existing historic alley leading to Brunswick Square, without demolition to widen this to become a street.</i>	As above, this was considered but would not be possible due to other important requirements. Efforts have been made in the design to minimise the harm of this loss.
<i>The proposed roof extensions and Herald Yard development on the 819-829 High Road site should be sympathetic to the adjacent heritage buildings. There is not yet enough information to judge how</i>	The proposal has finessed the designs and reached a sympathetic conclusion that maximises the opportunities from the development whilst also

<i>successful this element of the scheme will be.</i>	delivering on other aims and objectives of the plan such as the preservation of heritage assets and their setting.
<i>In the Masterplan, public realm, and landscape design section of the 2<sup>nd</sup> review: This will be particularly relevant to the design of Brunswick Square. If the width of the space is increased by removing part of the building adjacent and setting back the building line, then this provides opportunities for a special landscape design approach in this important space that provides a key link between the High Road and the site. Consideration of the potential uses of this space would be welcomed, as this would help to define and enliven this important piece of public realm.</i>	The applicant has committed to funding the resurfacing of the square and indicated their proposed landscaping strategy. Furthermore, efforts have been made to activate the elevations onto Brunswick Square and design layouts, so they protect internal privacy.

#### *Site Layout & guidance in the HRWMF*

6.5.9 The HRWMF sets out the following relevant layout principles:

- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces;
- Create attractive north-south links behind the High Road which connect public parks and squares, key public buildings, and the station;
- Complement the scale of the proposed street layout with appropriate building heights;
- Incorporate a range of residential typologies including courtyard blocks of varying heights and terraced housing;
- Demonstrate clear definition of fronts and back of buildings, public and private open spaces, and active street frontages; and
- Enhance the heritage value contribution of the High Road, reinforcing its fine grain and diversity of retail offer alongside improvements High Road frontages.

6.5.10 Officers consider that the Printworks application is generally based on the above layout principles as follows:

- It provides active frontages to Brunswick Square (to the north) and Percival Court (to the south);
- It allows for a future north-south route along its western boundary;
- It includes appropriate building heights (discussed further below);

- It includes courtyard blocks, albeit that the proposed fully enclosed courtyard is different from the open-sided courtyard envisaged);
- Buildings would have clear backs and fronts; and
- It would retain and refurbish the two Listed Buildings and most of the locally listed buildings on the High Road – although it would involve the demolition of the locally listed building at No.829 and the widening of Brunswick Square (discussed in detail under Heritage Conservation).

6.5.11 Figure 38 in the HRWMF sets out an overall indicative masterplan. The Goods Yard and Depot extant schemes have interpreted this and THFC’s latest indicative masterplan revises this further as proposed in the Goods Yard-Depot application (HGY/2021/1771), which the Committee has resolved to refuse. Figure 05 below sets out an extract from the HRWMF and the THFC’s indicative masterplan. This shows that the layout of Printworks application scheme is broadly in accordance with the HRWMF masterplan in terms of how it would address Brunswick Square, Percival Court and the western boundary of the site.

Figure 05: HRWMF Figure 38 & THFC indicative masterplan:



*Site Layout & the Interim Condition (with Peacock Industrial Estate)  
Relationship with existing and future development*

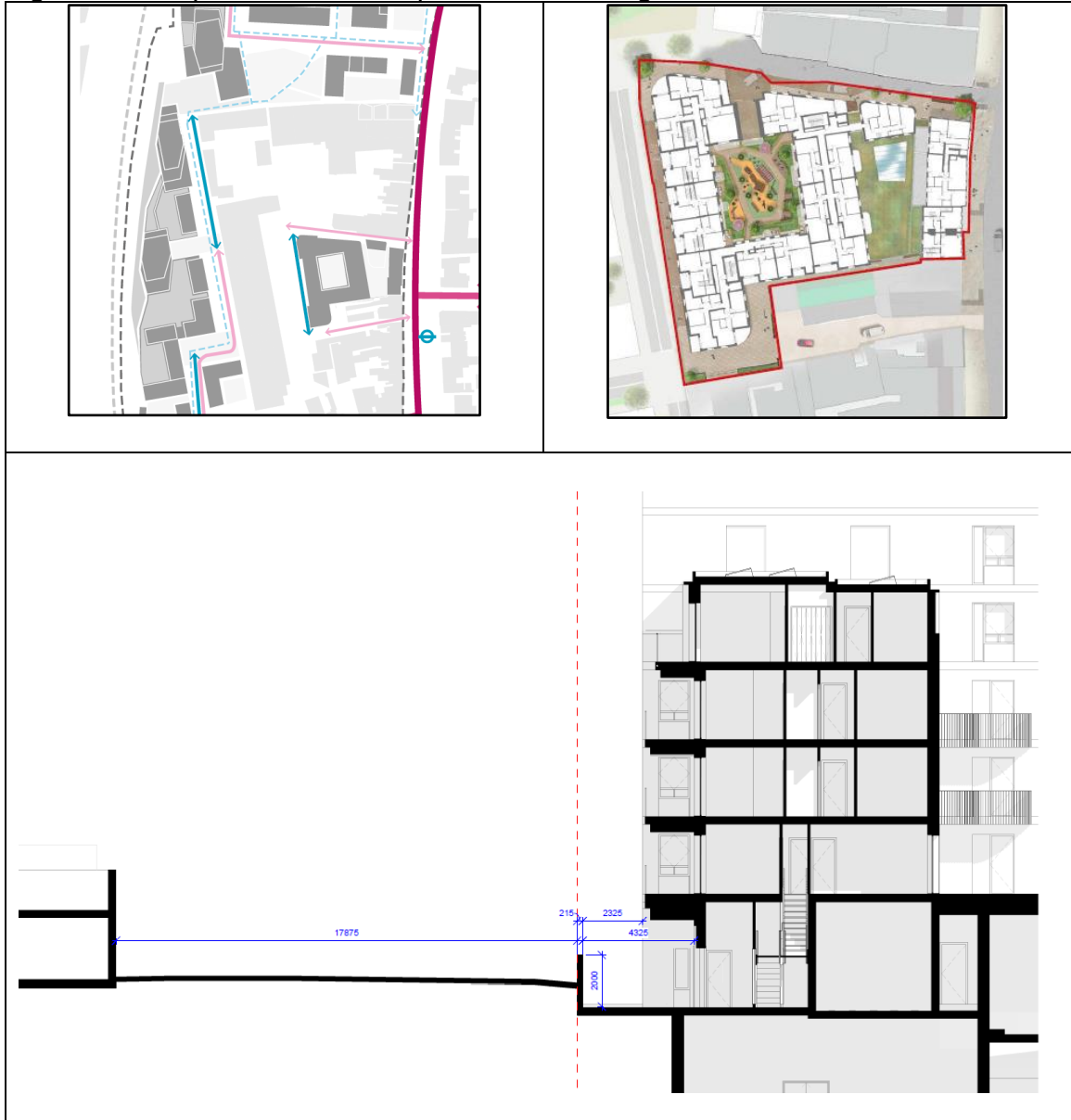
6.5.12 The Agent of Change principle set out in London Plan Policy D13 places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. In other words, the onus is on the applicant to demonstrate that its proposed development would not prejudice the continued operation of the existing nearby industrial and warehousing uses on the Peacock Industrial Estate. This principle can be extended to other matters – such as outlook, privacy and daylight and sunlight.

6.5.13 Figure 06 below sets out an extract from THFC’s indicative masterplan in the Interim Condition (with Peacock Industrial Estate in place), the proposed Printworks layout and a cross section showing the relationship between the

existing Peacock Industrial Estate and the western edge of the site. This shows that proposed homes in the western part of the Printworks building would be:

- Set back between 2.8 and 3.1m from the site boundary (Peacock Mews);
- Set down 0.8m below the level of the Peacock Industrial Estate car parking area (with a 2m high boundary wall); and
- Set back approx. 18-21m from the industrial/warehousing units.

Figure 06: Proposed relationship with the existing Peacock Industrial Estate:



6.5.14 There would be ground floor commercial units at the northern and southern ends of the western arm of the proposed Printworks building, with 4 x duplexes at ground and first floor in the middle (meaning that there would be no ground floor

bedrooms) with flats on Levels 02 to 06. All but one proposed home along this boundary would be dual aspect and officers consider that all of these proposed homes would have an acceptable outlook, daylight, and internal noise environment in the Interim Condition (as discussed further under Residential Quality below).

6.5.15 Officers are satisfied that the location, use and layout of the proposed buildings (together with the proposed boundary wall) would result in an acceptable relationship between proposed new homes and existing industrial estate and ensure an acceptable level of residential amenity for new residents which should not prejudice the continued operation of the existing uses.

#### *Development Density*

6.5.16 London Plan Policies H1 and D3 make clear that development must make the best use of land by following a design-led approach that optimises the capacity of sites (and no longer refers to a density matrix as a guide). The policy states that a design-led approach requires consideration of design options to determine the most appropriate form of development that responds at a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2). In doing so it identifies a number of requirements in relation to form and layout, experience and quality and character.

6.5.17 A key principle of the HRWMF is to achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels.

6.5.18 The proposed scheme would have a density of 734hr/ha (248 units/ha) based on a site area for density purposes of 0.29ha. For comparison, the density of the refused Goods Yard & Depot scheme (HGY/2021/1771) was 1,116 habitable rooms/ha (353 units/ha). The following issues are assessed in different sections of this report:

- Form and Layout – Development Design;
- Experience – (safety, security, inclusive design, housing quality and residential amenity) – Development Design, Residential Quality, Impact on Amenity of Adjoining Occupiers and Fire Safety & Security;
- Quality and character – Development Design;
- Neighbour amenity – Impact on Amenity of Adjoining Occupiers;
- Transport infrastructure – Transportation & Parking;
- Green infrastructure– Trees and Urban Greening & Ecology; and
- Social infrastructure – Social & Community Infrastructure.

6.5.19 In summary, the assessment in the above sections finds the proposed scheme to be acceptable, subject to securing necessary mitigation and officers are satisfied



that the proposed amount of development does optimise the site's potential to deliver new homes and jobs as part of a new higher density neighbourhood.

*Amount, location, and type of Open Space*

6.5.20 London Plan Policies D1-D3 and D8 calls for high-quality public realm that takes account of environmental issues, including climate change, and provides convenient, welcoming, and legible movement routes and stresses the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages, and minimising inactive frontages. Policies DM2 and DM3 reflect this approach at the local level.

6.5.21 Local Plan Policy DM12 calls for proposed housing in areas of especially poor residential environmental quality to provide landscaping, trees and, where possible, additional open space. However, whilst the site is almost entirely within the White Hart Lane Area of Open Space Deficiency (as identified in Figure 4.1 of the Development Management DPD), it is less than 1 hectare in size and so Policy DM20 does not require the creation of additional publicly accessible open space.

6.5.22 A development guideline in Site Allocation Policy NT5 and a key principle of the HRWMF is the production of a net increase in the amount and the quality of public open space. The HRWMF identifies broad building typologies to frame open space, and the Site Allocation calls for the creation of open space in addition to the creation of a legible network of east-west streets that connect into the surrounding area and the existing lanes off the High Road. The HRWMF proposes 39,400sqm of open space in total (including publicly accessible open space, children's play space, five-a-side playing pitch and allotments), compared to 21,000 sqm of open space in the NT5 site area currently (an increase of 80%).

6.5.23 The proposed scheme includes provision for 1,164sqm of open space in total (excluding private balconies and terraces), as follows:

- Brunswick Square - public highway/public realm (additional approx. 245sqm);
- Percival Court - private street (approx. 322sqm) (this would become public realm in the masterplan scenario);
- Peacock Mews – private communal space (approx. 130sqm);
- Podium Communal Amenity Space (Level 01) (approx. 370sqm) (including 200sqm of play space); and
- Communal Amenity spaces (Levels 04 & 06) (approx. 97sqm).

6.5.24 The site measures 0.36ha, or 3.33% of the Site Allocation NT5 area (11.69ha). The proposed provision of 1,164sqm of open space amounts to 2.95% of the overall area called for in the HRWMF but as discussed in more detail under the Social and Community Infrastructure heading below, s106 planning obligations

would also secure a financial contributions towards the delivery of additional (publicly accessible) open space in Peacock Park

*Building Scale, Form and Massing*

- 6.5.25 London Plan Policy D9 (A) calls on development plans to define what is considered a tall building for specific localities, based on local context (although this should not be less than 6-storeys or 18 metres above ground to the floor level of the uppermost storey).
- 6.5.26 D9 acknowledges that Development Plans should define what is considered a tall building for specific localities. The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of ‘tall building’ as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).
- 6.5.27 The London Plan sets a minimum height for tall buildings of more than 6-storeys or 18 metres above ground to the floor level of the uppermost storey. Only the northwest corner of the building would exceed this height – in the form of a setback seventh storey. The majority of its form falls below the minimum height set in the London Plan. Haringey’s local policies identify the site as a growth area potentially suitable for tall buildings and indicates that a tall building would be a building of 10-storeys or more. The proposed building would not have significant impact on the skyline, nor would it be substantially taller than its neighbours given existing, and potential for, tall buildings in the area.
- 6.5.28 Whilst the building would be taller than its immediate neighbours, there are several tall buildings in the area, such as River Apartments to the north, the towers of the Love Lane Estate to the south, and the Tottenham Hotspur stadium development to the east. In this context the proposed building would not be substantially taller than its neighbours, particularly given its form which steps up away from the High Street frontage – whereby elements are 2-3 storeys. The proposed height is largely in line with the HRW Masterplan Framework.
- 6.5.29 The stepped form of the proposed building would also have a modest impact on the skyline, it would have a negligible impact in views looking west from the High Street, and in views from the east it would be visible but commensurate with its location in an allocated site. The taller parts of the development also serve to mark the laneways of Brunswick Square and Percival Court for wayfinding purposes. As set out below the design is considered to be high quality. The proposal would not have a significant environmental impact on the surrounding area.
- 6.5.30 Strategic Policy SP11 requires all new development to enhance and enrich Haringey’s built environment and create places and buildings of high quality.

6.5.31 The HRWMF massing principles seek to locate tall buildings towards the railway line, to create an edge to the development and build on the character established by the 22-storey River Apartments tower (81.5m AOD) at Cannon Road. Figure 52 of the HRWMF shows buildings reducing in height from this tower towards the High Road/White Hart Lane to create an appropriate heritage setting for statutory listed and locally listed buildings and Figure 53 sets out indicative proposed building heights. The building heights proposed by this application are set out in the table below, alongside the approved heights in the extant consents and the indicative HRWMF heights.

Table 09: Proposed building heights

Proposed	HRWMF Indicative heights
<ul style="list-style-type: none"> <li>• 3-7-storeys on to Brunswick Square</li> <li>• 4-6-storeys on to Percival Court</li> <li>• Central 5-storey section facing Peacock Industrial Estate.</li> </ul>	<ul style="list-style-type: none"> <li>• 3-5-storeys</li> </ul>

6.5.32 The proposed building heights would generally accord with guidance in the HRWMF, although the northern and southern arms of the proposed Printworks building would have elements that exceed 5-storeys.

6.5.33 The proposed height of the proposal conforms to what is envisaged in the masterplans with lower rise to match the retained existing High Road fronting buildings closest to them, then rising gradually to four, five and six storeys around the podium courtyard and seven at the north-western corner, an acceptable height within the meaning of the “mansion block” typology. These heights are likely to fit in well with the rest of the masterplan, in whichever detailed form.

6.5.34 Officers do not consider that the proposed scheme, which is a maximum of 7-storeys, constitutes a ‘tall building’ for the purposes of the HRWMF assessment and Haringey Local Plan Policy. As such, it does not require assessment under London Plan policy D9 as its form in this location and context would not constitute a tall building.

6.5.35 In terms of bulk and massing, the proposals step in on all sides from the red-line boundary, although this is driven as much by necessity - to provide access, servicing, and fire compliance, it avoids overcrowding the surroundings. The scale and bulk proposed is appropriate to the intended street frontages, with the intended street to the west, where the proposed bulk and height of development is greatest, being the wider and more important, conventional street; and the scale and bulk of the Brunswick Square frontage noticeably reducing in both height and plan depth, commensurate with it being a narrow, tighter alleyway - even in its proposed, wider state.

6.5.36 To the south, the boundary steps away from Percival Court. The proposal creates a narrow servicing and fire escape passageway along the southern boundary. The eastern podium is open to the south, maintaining a separation to 813-7 except where 819 is joined on as existing. The northern side of the eastern podium is only enclosed by a two storey maisonette with a gap to the rear of the existing 827 and a glazed link to the rest of the new development, giving the separation between the existing High Road frontages of heritage significance and the main new build a spacious quality.

6.5.37 At both western corners, the proposals rise up and mark the corners with an extra storey (six at the southern end, seven at the northern), marking what will become, in the masterplan, significant crossroad street corners and in the northern case also the southern end of the proposed new public park. In urban design terms this is an appropriate response to their intended location. They also mark the culmination of the very gradual stepping up and significant separation of new built form from the historic existing High Road frontage.

#### *Townscape and Visual Effects*

6.5.38 London Plan Policies D9 and HC4 make clear that development should not harm Strategic Views, with further detail provided in the Mayor's London View Management Framework (LVMF) SPG. At the local level, Policy DM5 designates local views and the criteria for development impacting local view corridors.

6.5.39 As mentioned above, the proposed height of the proposal conforms to what is envisaged in the masterplans with lower rise to match the retained existing High Road fronting buildings closest to them, then rising gradually to four, five and six storeys around the podium courtyard and seven at the north-western corner. These heights would not harm strategic views and would preserve local views.

#### *Inclusive Design*

6.5.40 London Plan Policies GG1, D5 and D8 call for the highest standards of accessible and inclusive design, people focused spaces, barrier-free environment without undue effort, separation, or special treatment.

6.5.41 The applicant's DAS explains how the proposed scheme has been designed to meet inclusive design principles and good practice. All external routes, footway widths, gradients and surfacing would respect the access needs of different people. The proposed landscaping and play spaces are designed to be safe (as discussed above), child-friendly and provide sensory interest (changing colours and scent) at different times of the year – with no separation based on housing tenure. Building access, internal corridors and vertical access would meet Building Regulations.

6.5.42 As discussed under Transportation and Parking below, car parking provision would be focused on the needs of wheelchair users and others that may have a particular need to access a car. The proposed cycle parking also includes spaces for 'adaptive' and large bikes. The proposed surfacing improvements to Brunswick Square and Percival Court are welcomed (which are recommended to be secured by s106 planning obligation/s278 Agreement). Overall, officers are satisfied that the proposed scheme would be accessible and inclusive. The particular requirements in relation to wheelchair accessible housing are discussed under Residential Quality below.

*Secured by Design*

6.5.43 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.

6.5.44 As discussed above, the proposed layout incorporates a good front to back relationship and includes active ground floor frontages in the form of flexible commercial units, duplex/ maisonettes with front doors on the streets and communal residential entrances. This should all help ensure a safe and secure development and an active public realm – particularly along Brunswick Square. The detailed design of the public realm, including proposed landscaping and lighting, are also considered acceptable.

6.5.45 The applicant's DAS sets out a number of detailed access features and gates that are intended to be incorporated into the scheme. The Designing Out Crime Officer (DOCO) raises no objection in principle, subject to conditions. If planning permission were to be granted, it would be possible to use a planning condition to require Secured by Design accreditation and ensure the DOCO's continued involvement in detailed design issues.

## 6.6 **Residential Quality**

6.6.1 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.

6.6.2 The majority of proposed homes would be single level flats. However, a number of independently accessed duplex/maisonettes would be included on the ground and first floors of blocks fronting the proposed streets and squares to maximise 'doors on the street', introduce variety and increase housing choice.

*Accessible Housing*

6.6.3 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. London Plan Policy D5 requires safe and dignified emergency evacuation facilities, including suitably sized fire evacuation lifts.

- 6.6.4 The proposed scheme includes 11% of homes designed to meet Building Regulation M4 (3) ('Wheelchair User Dwellings'). These proposed homes are distributed across tenures and dwelling sizes. The proposed wheelchair homes would be of various sizes and tenures and provide a good level of choice for wheelchair users.
- 6.6.5 Five of the proposed wheelchair accessible dwellings would be within Core A (the western most wing of the proposed building) and three would be in Core B (the wing closest to the High Road frontage buildings). They would all be accessed via a lobby from a reconfigured Brunswick Square, with a separate pedestrian footway. Core A would be served by 2 x lifts and (the smaller) Core B would be served by 1 x lift. All lifts would provide direct access to the proposed basement car park. Proposed emergency evacuation provision is addressed under Fire, Safety and Security below (and is considered acceptable).
- 6.6.6 The proposed basement car park would provide 8 x accessible car parking spaces, in line with London Plan Policy T6.1. It is recommended that s106 planning obligations secure a Car Parking Management Plan which prioritises and manages access to these proposed spaces.

#### *Indoor and Outdoor Space Standards*

- 6.6.7 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. Proposed layouts are generally good and the number of homes per core would be no more than 6, better than the maximum of 8 allowed for in the adopted and emerging Mayoral guidance.
- 6.6.8 All flats except for four apartments in the refurbished Nos. 819-821 High Road (Listed Buildings) would have private amenity space in the form of private balconies/ terraces and/or patio spaces. In addition, all homes (other than those in the High Road block) would also have access to a proposed communal podium garden space.

#### *Unit Aspect, outlook, and privacy*

- 6.6.9 A good proportion of the proposed homes (74%) would be at least dual aspect. There would be five east/west facing single-aspect homes, as well as one south facing single aspect home. There would be no north-facing single aspect homes.
- 6.6.10 The proposed disposition of blocks and layout and design of the proposed homes and outdoor spaces means that all proposed homes would have an acceptable

outlook and there should be no unacceptable overlooking (distances across the proposed communal podium garden (on Level 01) are approx. 19-20m and distances between homes in the eastern wing of the proposed new building and the High Road block would be between approx. 12 and 18m).

- 6.6.11 The 4 x proposed duplex homes facing the western boundary (Peacock Industrial Estate) would have a small patio space and be accessed from the proposed private Peacock Mews. Proposed homes at podium garden level would have a 1-2m threshold space between residential windows and the communal open space.
- 6.6.12 The proposed homes that would face the Peacock Industrial Estate until such times as this site is redeveloped warrant particular attention. Homes here would be offset between 2.8 and 3.1m from the boundary car parking area, with the ground floor approx. 0.8m below the adjoining Peacock Industrial Estate. The industrial/warehousing units themselves would be approx. 18-21m away from the proposed homes.
- 6.6.13 A private 'Peacock Mews' amenity space (approx. 130sqm) would run along the majority of this boundary. This would be gated and accessible for residents and maintenance vehicles only. A proposed brick and green screened wall, 2.0m high when measured from the Site, would act as an acoustic and visual screen.
- 6.6.14 There would be ground floor commercial units at the northern and southern ends of the proposed building, with 4 x duplexes at ground and first floor in the middle (meaning that there would be no ground floor bedrooms) with flats on Levels 02 to 06. All but one proposed homes along this boundary would be dual aspect and officers consider that all of these proposed homes would have an acceptable outlook, daylight, and internal noise environment in the Interim Condition, with the industrial estate in place (as discussed below).
- 6.6.15 It is recommended that the details of the proposed boundary wall are reserved by planning condition, so that officers can be assured that the wall would be of sufficient mass and design to safeguard residential amenity. Recommended Condition 21 (Ground Floor Western Boundary Details) requires this.

*Daylight/Sunlight/overshadowing – Future Occupiers*

- 6.6.16 The applicant's Daylight and Sunlight Report (July 2021) reports on an assessment of all 72 proposed homes (212 proposed habitable rooms).
- 6.6.17 The full nature of the application, with detailed proposed floor plans, allows Average Daylight Factor (ADF) to be used to consider daylight. The assessment found that 163 (77%) of proposed habitable rooms tested would satisfy the relevant ADF figures for different room types (with this increasing to 83% if the less stringent living room target of 1.5% is applied to Living/Kitchen/Dining and Living/Dining Rooms).

6.6.18 The assessment of sunlight used Average Potential Sunlight Hours (APSH). This found that 37 (48%) of the main living rooms with a southerly aspect would satisfy the BRE guidelines. This is considered reasonable for a proposed high-density flatted scheme and the overall level of residential amenity homes is considered good.

6.6.19 The applicant's assessment also tested likely Sun on Ground for the proposed podium level communal garden against the BRE guidelines that spaces should receive 2 hours sun over at least 50% of the area on March 21. This found that the proposed space would meet this standard, with 51% of the space receiving two hours sun on that day.

*Noise and vibration – Future Occupiers*

6.6.20 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development. Policy D14 sets out requirements to reduce, manage and mitigate noise. London Plan Policy D14 also seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation where this is not possible and minimise noise from development and to improve health and quality of life. Similar objectives are included in Local Plan Policy DM23.

6.6.21 Noise from the Peacock Industrial Estate and crowd/concert noise from the Tottenham Hotspur stadium is not expected to contribute to the overall noise climate of the proposed homes as this would be less than the ambient noise level associated with trains (further to the west) and road traffic on the High Road. The proposed homes on the western edge of the site would be approx. 5m from the boundary and car parking area and be between approx. 18 to 21m from the industrial/warehousing units themselves. A 2m high brick wall would be located along the boundary and the proposed homes would be mainly dual aspect.

6.6.22 As the masterplan is developed, the need for the wall will fall away. The wall is a temporary solution which would enable the proposal to fit in with the existing arrangement and enable the existing uses to coexist with those proposed in a way that safeguards the needs of the Peacock Estate and those of the future residents of the proposal.

6.6.23 The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of homes meets the relevant standards and recommends that mechanical ventilation be installed for these blocks, so that windows can be kept closed. The Assessment also considers overheating and identifies the need for the inclusion of an acoustically attenuated façade louvre that could be opened or closed by occupiers on facades that are considered 'medium' or 'high' risk of overheating, and these have been



incorporated into the proposed detailed design. It is recommended that further details of the proposed glazing, mechanical ventilation and louvres are secured by way of a planning condition.

- 6.6.24 It is recommended that conditions are attached to a planning permission to control mechanical plant noise by way of a standard planning condition (calibrated to reflect the site-specific noise environment). It would also be possible to use planning conditions to secure adequate mitigation to prevent undue noise transmission between the proposed ground floor commercial units and cinema and the proposed homes above and to limit the hours of use of any café/restaurant to 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

*Residential Quality - Summary*

- 6.6.25 The number of proposed wheelchair accessible homes and quality of these homes would meet requirements. The proposed homes and associated private and communal open space would generally be high quality and officers are satisfied that future residents would enjoy an acceptable residential amenity in terms of outlook and privacy, daylight and sunlight, wind/microclimate, noise and vibration and overheating. The proposed layout and disposition of uses takes account of the existing Peacock Industrial Estate and subject to securing appropriate glazing/ventilation arrangements, officers are satisfied that the proposed scheme would be compatible and comply with the Agent of Change principle.

**6.7 Social and Community Infrastructure**

*Policy Background*

- 6.7.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.
- 6.7.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related-policies concerning health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.
- 6.7.3 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth. This approach is reflected in the Tottenham Area Action Plan in Policies AAP1 and AAP11. DPD Policy DM48

notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

- 6.7.4 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2021) sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

*Site Allocation NT5 Infrastructure Requirements and the HRWMF*

- 6.7.5 The NT5 Site Allocation envisages large scale redevelopment giving rise to infrastructure obligations above those that may be required on smaller and less complex sites addressed by CIL. The overarching vision for the High Road West area is for a significant increase in the provision of community facilities and envisages that the local community will have the best possible access to services and infrastructure. Key to the AAP site delivery for NT5 is the creation of new leisure, sports and cultural uses that provide 7 day a week activity. The infrastructure requirements for the wider NT5 site are broadly identified in the NT5 Site Allocation, including:

- A new Learning Centre including library and community centre;
- Provision of a range of leisure uses that support 7 day a week activity and visitation; and
- Provision of a new and enhanced public open space, including a large new community park and high-quality public square along with a defined hierarchy of interconnected pedestrian routes.

- 6.7.6 Haringey's Infrastructure Delivery Plan (IDP) Update (2016) draws on the HRWMF and sets out an indicative list of infrastructure with associated costings to deliver the NT5 Site Allocation (amounting to £57.33m). The IDP Update notes these items and costs may be subject to change as feasibility studies continue to be developed. The North Tottenham Infrastructure list sets out the costed obligations into 7 areas that accord with the vision and principles of the HRWMF. The Council expects the applicant to make a proportionate contribution to these costs.

- 6.7.7 The AAP is clear that the Council will monitor government and London-wide policy and changes in legislation to make sure that the AAP continues to be consistent with relevant national, regional, and local planning policies, and identify the need to review or reassess the approach taken in the Plan. Since the IDP Update (2016) the cost of infrastructure has increased when considered against inflation and other appropriate pricing indices.

*Proposed site-specific infrastructure provision*

- 6.7.8 Library, community space and publicly accessible open space. The need for and proposed provision of overall open space, public realm and publicly accessible open space is addressed under Development Design above. In summary, this finds that there would be a shortfall of publicly accessible open space provision.
- 6.7.9 An approach to s106 financial contributions to address the AAP site-specific infrastructure requirements was considered as part of the appeal into what is now the extant Goods Yard permission, when the overall High Road West NT5 site was expected to accommodate a total of 1,200 homes (net additional). At this time, an overall package of £1,000,000 contributions was agreed for 316 dwellings (£3,165 per dwelling) (£463,060 towards a new Library, £424,471 towards Community Space and £112,469 towards Highways and Public Realm).
- 6.7.10 The issue was re-visited when determining what is now the extant Depot consent, where, given proposed provision of a significant part of Peacock Park (1,695sqm) and connectivity with streets in the Cannon Road area, it was considered unreasonable to require financial contributions towards Highways and Public Realm. This reduced the total infrastructure financial contributions that were secured to £926,640 for 330 dwellings (£2,808 per home) (£483,450 towards a new Library and £443,190 towards Community Space).
- 6.7.11 The development context has since changed since the Goods Yard and Depot applications were approved. The current Lendlease application is proposing up to 2,929 new homes, a net increase of approx. 2,600 across Site Allocation NT5. The proposed 53 additional homes in this application would represent approx. 2.27% of the likely net additional increase in homes that the Lendlease application would result in.
- 6.7.12 Given the above, the following financial contributions have been agreed:
- Library: £52,004 (2.7% of 2016 IDP index linked cost);
  - Community space: £47,670 (2.7% of 2016 IDP index linked cost);
  - Publicly Accessible Open Space: £92,451 (2.7% of 2016 IDP index linked cost of Peacock Gardens); and
  - + s278 highway works (widening Brunswick Square and tying in with the High Road) and the separate resurfacing works to Percival Court.
- 6.7.13 Officers consider that, given the changed development context, the proposed overall financial contributions of £192,125 (£2,668 per home) plus highway works are fairly and reasonably related in scale and kind to the proposed scheme.
- 6.7.14 School Places. The proposed scheme is estimated to result in approx. 12 x school-aged children (7 x primary and 5 x secondary). The site is within School

Place Planning Area 4 and the Council’s School Place Planning Lead has confirmed that there are sufficient school places in this planning area to cope with the estimated child yield. Separate comments on the Lendlease scheme for up to 2,927 homes (a net increase of approx. 2,600 homes) across a large part of Site Allocation NT5 also confirm that, cumulatively, there should be sufficient school places.

6.7.15 Health. The Clinical Commissioning Group (CCG) notes that this is part of the High Road West NT5 Site Allocation and that it is in discussion with the Council regarding new healthcare provision as part of the wider proposed regeneration. However, any new facility is unlikely to come forward before 2028-29, with timing uncertain. In the meantime, the two closest GP practices (Tottenham Health Centre and Somerset Gardens Family Health Centre) have no surplus capacity and the CCG say that investment in the Somerset Gardens Centre is needed in advance of any new facility.

6.7.16 Using the HUDU Planning Contributions Model, the CCG has calculated the requested contribution of £35,845. However, Haringey’s Planning Obligations SPD and Annual Infrastructure Funding Statement make clear that health contributions should be dealt with through Strategic CIL rather than S106 planning obligations. Therefore the need for additional primary health care provision should be addressed by considering the use of Strategic CIL to support a new facility to cater for the needs arising from the wider High Road West site rather than through S106 planning obligations.

## 6.8 Child Play Space

6.8.1 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.

6.8.2 Using the GLA’s Population Yield Calculator (October 2019), the proposed scheme estimates an on-site child population of approx. 22 (rounded) (9 x 0-4-year olds, 7 x 5-11-year-olds and 5 x 12+ year-olds). This generates an overall need for 217sqm of play space. The application proposes the following:

Age Group	Requirement (sqm)	Provision (sqm)
0-4	93	100
5 to11	72	100
12+	52	0
	217	200

- 6.8.3 The proposed play space would be provided within the proposed podium level communal open space, with the amount of space for the 0-4 and 5-11 age groups exceeding policy requirements by 35sqm. Officers accept that it is not possible to provide play space on-site for the 12+ age group due to the highly constrained, urban nature of the site which make it unachievable and impractical.
- 6.8.4 The applicant proposes, therefore, that off-site provision would be made within 800m of the site. The HRMWF proposes a major public park (Peacock Park) to the immediate west of the site as part of the future masterplan phases, with the applicant already proposing to deliver the northern part of this as part of the extant Depot consent. Recommended financial contributions to help deliver open space (as discussed under Social Infrastructure) would mitigate the slight under-provision of 17sqm.

## 6.9 Heritage Conservation

- 6.9.1 Paragraph 196 of the revised 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.
- 6.9.2 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.
- 6.9.3 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.
- 6.9.4 Policy AAP5 speaks to an approach to Heritage Conservation that delivers "well managed change", balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.
- 6.9.5 Policy NT5 requires consistency with the AAP's approach to the management of heritage assets. The High Road West Master Plan Framework's approach to managing change and transition in the historic environment seeks to retain a traditional scale of development as the built form moves from the High Road to the west of the Master Plan area.
- 6.9.6 The HRMWF promotes the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works

they will require including restoration and refurbishment works to adapt to the proposed use.

*Legal Context*

- 6.9.7 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”.
- 6.9.8 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.”
- 6.9.9 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.”
- 6.9.10 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.
- 6.9.11 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.
- 6.9.12 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.

6.9.13 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.

6.9.14 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.

#### *Existing Buildings and Significance*

6.9.15 The two 3-storey Georgian townhouses at Nos. 819-821 High Road (Listed Grade II) date from circa 1725. In the 19<sup>th</sup> century they provided the Head Offices of the Tottenham and Edmonton Weekly Herald newspapers (with a former printworks behind). They now accommodate the Le Royale Banqueting Suite on the ground floor, with homes above, and with large 3-storey extensions and a large industrial-shed like building at the rear. The interior of the buildings have been extensively altered but include some original features.

6.9.16 The 19<sup>th</sup> Century 2-storey buildings at Nos. 823, 825 and 827 are locally listed buildings and are occupied by various shops and commercial uses on the ground floor with homes above. The 2-storey locally listed building at No.829 is a later building dating from circa 1902. Nos. 827 and 829 have been extended at the rear and buildings have been extensively altered inside and out.

6.9.17 The above frontage buildings are within the North Tottenham Conservation Area, which is in a fragile condition, and it is currently designated a "Conservation Area at Risk" by Historic England. The Listed and locally listed buildings on the site and the adjoining narrow Brunswick Square make a positive contribution to the character and appearance of the Area. The unattractive 20<sup>th</sup> century 3-storey buildings immediately to the north of Brunswick Square (Nos. 831-833 High Road) are identified in the Appraisal and Management Plan as being 'Negative Contributors.'

#### *Proposed works and Assessment*

- 6.9.18 Refurbishment and alteration to Nos. 819-821 (Listed Buildings). The proposed comprehensive refurbishment and repair of these buildings includes the removal of the existing 3-storey unsympathetic rear extensions and replacement with a single-storey extension, reinstatement of a former hipped roof and chimneystack, reinstatement of original layout at upper level, removal of satellite dishes and other clutter from the front facade, repair of brickwork and joinery, and the replacement of poor quality modern internal and external doors, windows and shopfront with more sympathetically designed features.
- 6.9.19 The ground floor and proposed ground single-storey extension would form part of the proposed cinema and the extended upper floors would remain as housing. Officers welcome the proposed works and uses. It is recommended that a condition prevents demolition works until a contract for replacement development has been entered into.
- 6.9.20 Demolition of No. 829 (Locally listed building). The existing Brunswick Square is a narrow public highway. Whilst it functions as a 2-way street, it is only 3.4m wide at the High Road frontage and only approx. 3m wide at its narrowest point and there are no passing points, making it unsuitable as a vehicular access for a fire tender and refuse vehicle to serve the site in the interim condition – in advance of development of the wider masterplan, which would provide vehicular access to the site from new streets to the west. The proposal is to demolish this building to enable a wider carriageway of at least 3.7m, a servicing bay, a separate footway and public realm areas.
- 6.9.21 No. 829 High Road, in itself, has little inherent conservation value or significance. Its value derives mainly from its contribution to the group of heritage buildings that it is part of and in defining the narrow Brunswick Square. The loss of the ‘tightness’ of grain at the High Road entrance and the greater exposure of the unattractive building at Nos. 831-833 would be offset by the proposed planting of a specimen tree, an arch over the proposed footway, signpost and high-quality surface treatment.
- 6.9.22 The proposed buildings along Brunswick Square would replace the large hardstanding area continue to reinforce the tight grain townscape – making Brunswick Square more attractive, safer, and more accessible. Overall, officers consider that the loss of this building would be acceptable. It is recommended that a condition prevents its demolition until a contract for the construction of the proposed Printworks building and landscaping works has been entered into. It is also recommended that a photographic survey of the building be submitted before its demolition.
- 6.9.23 Refurbishment and alteration to Nos. 823 to 827 (Locally listed buildings). The proposed comprehensive refurbishment and repair of these buildings includes the removal of the existing 3-storey unsympathetic rear extension to No. 823, removal of clutter from the front facades, repair of brickwork and joinery, and the



replacement of poor-quality shopfronts, modern internal and external doors and windows to a more sympathetic design. The ground floor would form part of the proposed cinema and the upper floors would remain as housing. Officers welcome the proposed works and uses.

6.9.24 North Tottenham Conservation Area. Whilst the proposed removal of No. 829 High Road and widening of Brunswick Square would have a negative effect on the character and appearance of the Conservation Area, this has been mitigated by the proposed landscape features at the junction with the High Road and good-quality frontage buildings and public realm further back from the High Road. The comprehensive refurbishment and alterations to the Listed Buildings and retained locally listed buildings would be beneficial. Overall, officers consider that the proposals would have a positive effect on the appearance and character of the Conservation Area.

*The planning balance*

6.9.25 Taking full account of the Council's statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, paras 202 and 203 of the NPPF this harm has been given significant weight and requires a balancing exercise against public benefit.

6.9.26 The proposed development would result in both heritage harm and benefits, which affect the Listed buildings at Nos. 819-821, the North Tottenham Conservation Area, and the locally listed buildings at Nos. 823-829. This results in a complex interaction of harm and benefits.

6.9.27 The applicant's Planning and Regeneration Statements set out what the applicant considers to be the public benefits of the proposed scheme. Taking account of this and their own assessment, officers summarise the public benefits as follows:

- Securing the long-term future of the Grade II listed 819-821 High Road and the locally listed buildings at 823-827 High Road;
- Integrating the statutorily and locally listed buildings at 819-827 High Road within the development, better revealing their significance in the process and enhancing their overall appearance and setting within the Conservation Area;
- Responding to Haringey's acute housing needs including the delivery of family and affordable housing, which is of particular importance given Haringey's low housing delivery in recent years;
- Creating a new, high-quality entranceway to Brunswick Square that opens views into a well-designed and active streetscape. Coupled with the creation of a high-quality, accessible, and secure public realm along Brunswick Square, this represents a significant improvement to the existing alleyway which is unattractive and unsafe;

- Achieving a better townscape legibility and integration of the site within the wider site allocation;
- Making a meaningful contribution to the wider regeneration objectives for North Tottenham and Site Allocation NT5;
- Attracting new investment and visitors to North Tottenham, with the proposed cinema and other commercial uses bringing new attractions and spending to the local area. Together with annual household spending from the new homes each year in the local area;
- The creation of new employment opportunities during the construction and operational phases, with opportunities for local recruitment and skills development;
- Acting as a catalyst for investment and further regeneration of Site Allocation NT5 and the wider area, redressing inequality and halting further decline in Tottenham without prejudicing other development in the vicinity;
- Generation of a total New Homes Bonus of c. £110,000 alongside circa. £100,000 a year in council tax revenue of which 71% would be retained by the LBH; and
- Complementing the ongoing regeneration of Tottenham that has taken place to the east, notably within the NDP and Northumberland Terrace.

6.9.28 Having carefully considered issues, officers consider that the public benefits of the proposals, as summarised above, outweigh the less than substantial harm that would be caused by the loss of the non-designated No. 829 High Road.

#### *Heritage Conclusion*

6.9.29 Historic England makes no comment on the proposals but advises that the LPA should seek the views of its specialist conservation advisers.

6.9.30 Officers are bound to consider the strong presumption against granting permission for development that causes harm to the setting of a listed building or to a conservation area in line with the legal and policy context set out above.

6.9.31 The proposed scheme would retain and enhance the two Listed Buildings and three locally listed buildings within the site and improve their setting and would, overall, have a positive effect on the character and appearance of the Conservation Area. The demolition of the locally listed building at No. 829 would result in the total loss of a non-designated heritage asset of some, though limited, heritage significance. This limited loss of significance has to be weighed proportionally in the planning balance, in accordance with paragraphs 202 and 203 of the NPPF. Officers consider that the resultant harm falls in the less than substantial category.

6.9.32 As such, paragraph 202 of the NPPF is engaged, requiring the public benefits to be weighed against the heritage harm. The resultant harm has been given significant weight, but, in accordance with guidance in the NPPF paras (202 and

203) is considered to be outweighed by substantial public benefits referred to above.

## 6.10 Impact on Amenity of Adjoining Occupiers

6.10.1 London Plan Policy D6 notes that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

6.10.2 The Mayor's Housing SPG (2016) reinforces the need for privacy but cautions against adhering rigidly to minimum distance requirements and also calls for the BRE guidance on daylighting and sunlighting to be applied flexibly and sensitively to proposed higher density development, especially in town centres – taking account of local circumstances, the need to optimise housing capacity and the scope for the character and form of an area to change over time.

### *Daylight/Sunlight, overshadowing - Methodology*

6.10.3 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.

6.10.4 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.

6.10.5 The BRE Guidelines recommend that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

6.10.6 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the

acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

6.10.7 A Sun Hours on Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines – which recommend that at least half of a space should receive at least two hours of sunlight on 21 March (Spring Equinox), or that the area that receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

*Daylighting and Sunlight Assessment*

6.10.8 The applicant's Daylight Sunlight Report reports on an assessment of likely impact on the following 40 residential properties:

- 838 to 810 (evens) High Road (east side, 8 properties);
- 843 to 831 (odds) High Road (west side, 5 properties);
- 817 to 791 (odds) High Road (west side, 10 properties);
- 1 to 7 (odds) White Hart Lane (south side, 3 properties);
- 9-39 White Hart Lane (south side, 1 property); and
- 2 to 30 (evens) White Hart Lane (north side, 13 properties).

6.10.9 Of the 325 windows assessed for daylight in the neighbouring 40 properties, 315 (97%) would satisfy the VSC guidelines. Of the 247 habitable rooms assessed, 239 (97%) would satisfy the NSL guidelines. Three surrounding properties would experience any daylight impacts outside the guidelines, as follows:

- Nos. 831-833 High Road, immediately to the north of the site on the other side of Brunswick Square - 4 x rooms serving 2 flats in (2 x and 2 x living /dining rooms). Whilst there would be a noticeable loss of daylight to these rooms, the bedrooms would be left with VSC values 15.4-23.4% and the living rooms with VSC values of 18.2-26.7%;
- Nos. 813-817 High Road, to the south of the site - 5 x rooms serving 2 flats in (4 x bedrooms and 1 x living/kitchen/dining room). Whilst there would be a noticeable loss of daylight to these rooms, the bedrooms would be left with VSC values of between 18.3 and 24.4% and the living rooms with VSC values of 25.8% and 31%; and
- No. 811a High Road - 3 x rooms in (a kitchen, a bedroom, and a living/kitchen /dining room. Again, whilst there would be a noticeable loss of daylight to these rooms, they would be left with VSC values in the low to mid-twenties.

6.10.10 Of the 88 windows assessed for sunlight, 84 (95%) would satisfy the BRE guidelines for both annual and winter APSH. Two surrounding properties would experience sunlight impacts outside the guidelines, as follows:

- Nos. 831-833 High Road – 1 x bedroom at first floor, which would meet the annual BRE guidelines by retaining more than 25% APSH but fall just short of the winter sunlight guidelines (3% APSH as opposed to the 5% guideline).

- Nos. 813-817 High Road – 2 x bedrooms at first and second floors, where annual and winter sunlight would be reduced to between 0.70 and 0.67 times the current value.

6.10.11 Most of the affected rooms are bedrooms, which have a lower requirement for daylight and sunlight and are less sensitive. It should also be borne in mind that a large part of the site comprises either an open hardstanding or single-storey buildings. In such cases a greater impact than the BRE's default numerical guidelines may be unavoidable.

6.10.12 Residual VSC values in excess of 20% are reasonably good and appeal decisions for schemes in London have found that VSC values in the mid-teens are deemed acceptable. All residential windows tested for daylight would be left with such levels. Overall, officers consider that, the levels of daylight and sunlight conditions would be acceptable – particularly as other residential amenity factors are also considered acceptable (see Overlooking/Privacy and Noise below).

#### *Overlooking/privacy*

6.10.13 Outlook from homes in the proposed smaller new build block on Brunswick Square towards existing windows in the western façade of Nos. 231-233 High Road would be oblique, with a separation distance of approx. 14m, and is considered acceptable.

6.10.14 Windows in the proposed larger block would be approx. 20m away from the consented (but not yet built) No.807 High Road (Block B) on the south side of Percival Court. This separation distance is considered acceptable.

#### *Noise*

6.10.15 The mainly residential nature of the proposed scheme means that, subject to using planning conditions to limit hours of use of the proposed cinema and any café/restaurant in the proposed commercial units and to control noise from mechanical plant, it should not cause undue disturbance to neighbouring residents. The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising noise during construction (which it is recommended are secured by planning condition).

#### *Amenity Impacts – Summary*

6.10.16 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

### **6.11 Transportation and Parking**

- 6.11.1 The NPPF (Para. 110) 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).
- 6.11.2 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.
- 6.11.3 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.
- 6.11.4 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.11.5 DM Policy (2017) DM32 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.
- 6.11.6 A key principle of the HRWMF is to create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road pocket parks and other open spaces.

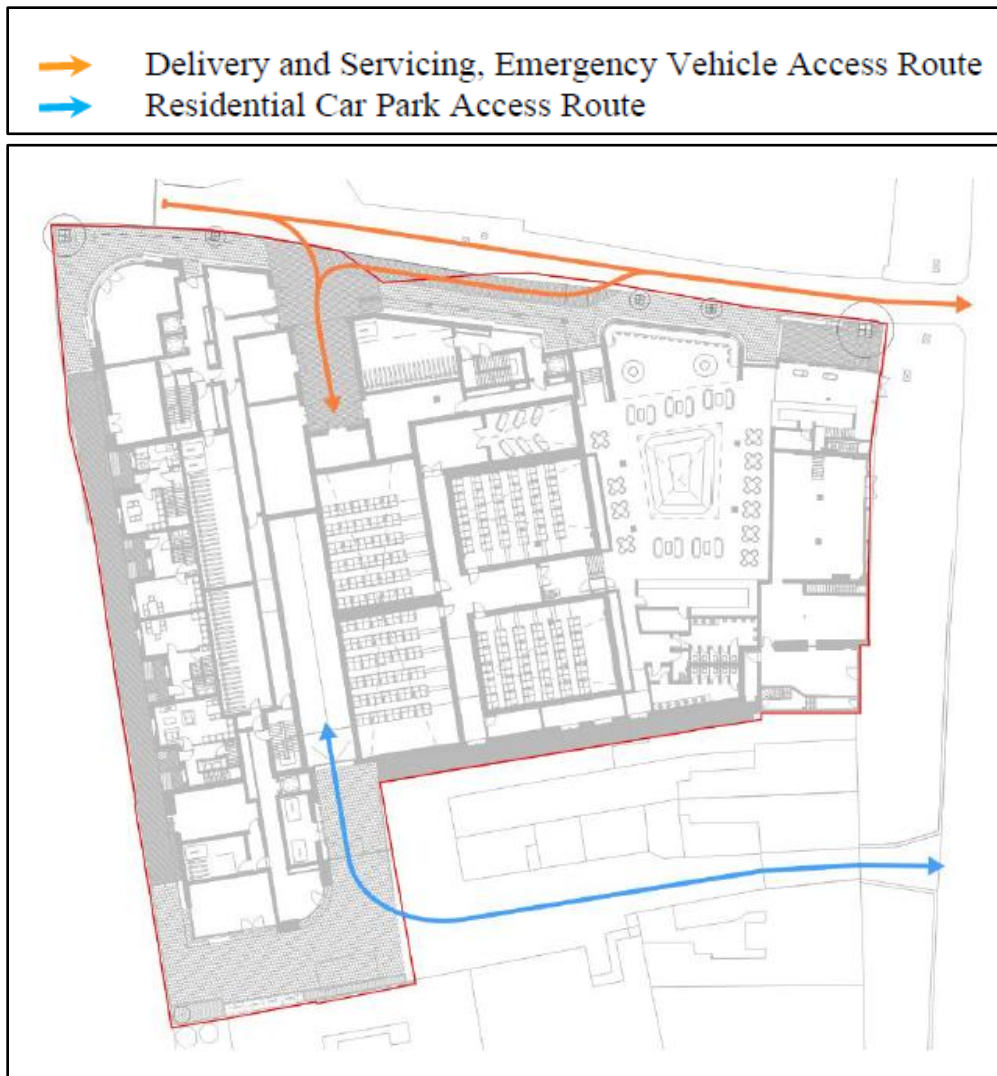
*Transport Assessment*

- 6.11.7 The majority of the site has a PTAL 4, with the southwestern part having a higher PTAL of 5). The site is also located in the Tottenham North CPZ. The application is supported by a Transport Assessment (TA), which incorporates a draft Delivery and Servicing Management Plan, Framework Travel Plan and Outline Construction Logistics Plan.

*Site Access – Interim Condition*

- 6.11.8 The application sets out details of proposed access arrangements for both the interim condition and a future master planned context, where land to the west, in the wider NT5 Site Allocation, is developed.
- 6.11.9 In the interim condition, a widened Brunswick Square would be used as a two-way access route for refuse collection, servicing and delivery, and emergency vehicle access. Delivery and servicing vehicles for both the proposed housing and commercial uses would access parallel loading bays along the southern side of Brunswick Square. The bays would be able to accommodate up to two 8m long rigid heavy goods vehicles (HGVs) (7.5tonne) vehicles simultaneously. A new footway adjacent to the southern side of Brunswick Square would provide a traffic free pedestrian route to the Printworks building and beyond.
- 6.11.10 To enable delivery and servicing vehicles (including refuse lorries) to turn around and leave in forward gear, a turning head would be recessed into the northern part of the Printworks building. Waste storage and collection is discussed in detail under Waste & Recycling below.
- 6.11.11 Percival Court would provide access to residential car parking that would be provided at basement level, with access via a one-way traffic light-controlled access ramp. It is recommended that details of access control measures are reserved by condition. In the interim state a gated access is proposed between the site and the remainder of Percival Court.
- 6.11.12 Both Brunswick Square and Percival Court would be relatively lightly trafficked and be used by pedestrians, wheelchair users and cyclists. It is recommended that s106 planning obligations require the applicant to use Best Endeavours to work with other owners to improve the surface of Brunswick Square (similar to as was agreed in relation to No. 807 High Road, HGY/2021/0441).

Figure 07: Proposed Interim Access Arrangements



*Vehicular Site Access – Long-term Masterplan Condition*

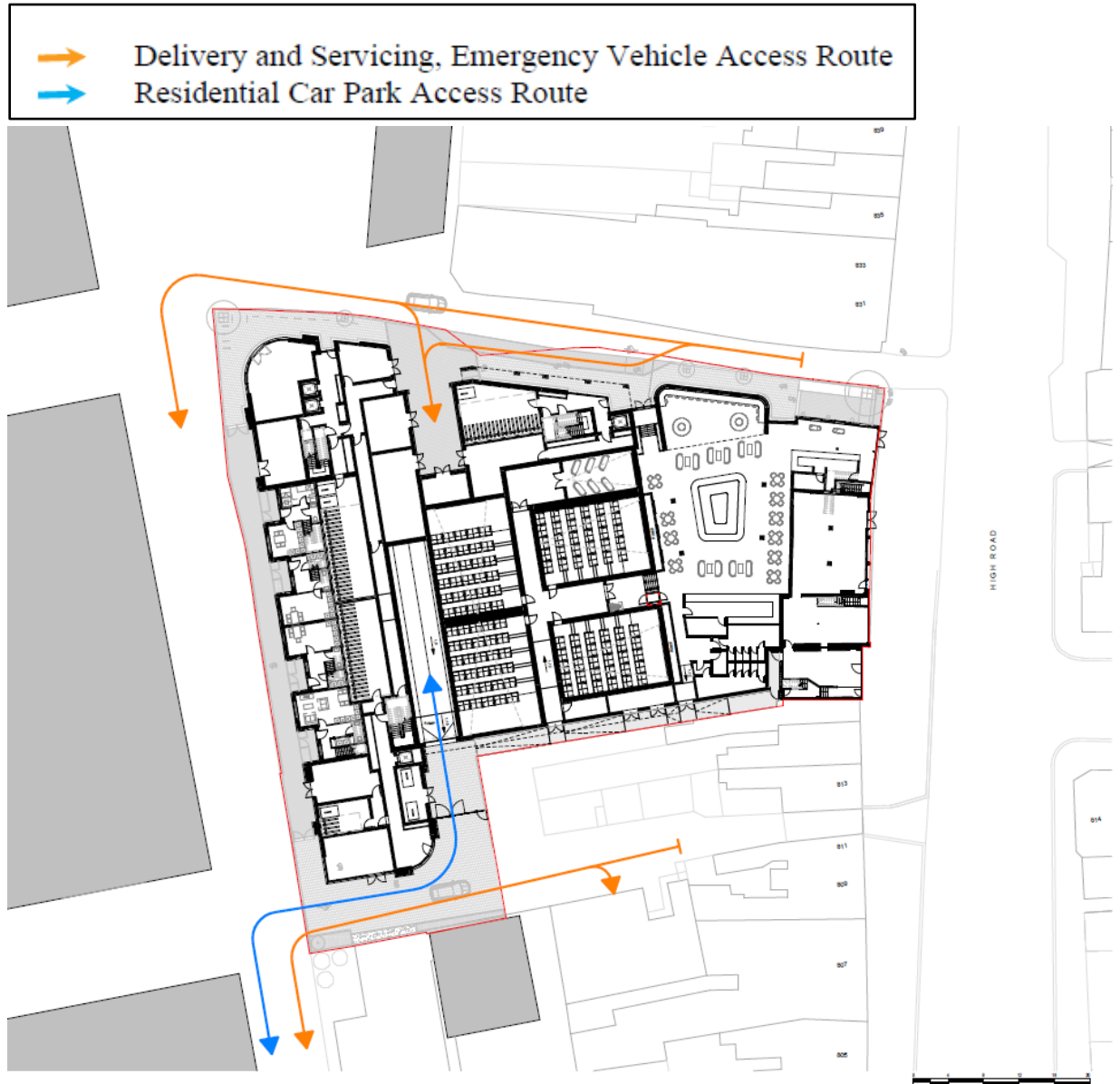
6.11.13 In the future masterplanned context, there would be a north-south aligned street along the eastern edge of what is currently the Peacock Industrial Estate, and the western edge of the site. This route would be the primary vehicular access for the wider High Road West Site Allocation (north of White Hart Lane) and connect with Percival Court and Brunswick Square.

6.11.14 In the future masterplanned context, the proposed residential car parking would continue to be accessed from Percival Court but via the internal masterplan street network only, with no through access along Percival Court to High Road. In the end state the gated access would be removed to allow pedestrian and cycle access to the wider masterplan. Landscape features such as planters would be used to prevent vehicular through access whilst retaining sufficient width for cycle access.



- 6.11.15 Similarly, following the implementation of a connection between Brunswick Square and a masterplan internal road network, delivery and servicing vehicles would be able to access the loading bays along Brunswick Square via the masterplan access to the south on White Hart Lane. Thus, the implementation of the wider masterplan and internal street network would allow all vehicular access to and from the site to be via the wider High Road West site to the west, with access from High Road no longer required.
- 6.11.16 However, the layout of the development is such that some flexibility in the future use of Brunswick Square is allowed for, to cater for the future requirements of the remainder of the masterplan. One-way operation of Brunswick Square, from the High Road to the internal streets of the masterplan, however, is the most likely future operational scenario.
- 6.11.17 It is noted that the exact arrangements cannot be fully determined until the wider masterplan design evolves.

Figure 08: Proposed Long-term Master Planned Access Arrangements



*Future Vehicular Access Points*

6.11.18 To enable satisfactory future connections with adjoining land part of the High Road West masterplan area and to help ensure the successful development of the wider Site Allocation NT5, it is recommended that S.106 planning obligations require a Future Connectivity and Access Plan to secure the right for pedestrians, cyclists and vehicles (including delivery and servicing) to access and egress the site and Percival Street from and to any future streets internal to the masterplan area, including a new street running along the western boundary of the site (and eastern boundary of the current Peacock Industrial Estate). This would enable land and buildings fronting Percival Court (including the approved development at No.

807 High Road) (HGY/2021/0441) to be accessed by vehicles from the west instead of via the High Road.

#### *Legal Highway Agreements*

- 6.11.19 The proposed widening and other works to Brunswick Square, including its junction on the High Road would need to be the subject of a legal agreement under Section 278 of the Highways Act 1980. This would secure details of how the proposed new streets tie in with the existing highway and junction. It is recommended that a planning condition requires pre and post-development highway condition surveys, to ensure that footways are restored after development is complete, and a combined Stage 1/2 Road Safety Audit, to ensure that the detailed vehicular access/junction arrangements are satisfactory.

#### *Pedestrian and cycle movement*

- 6.11.20 Pedestrians and cyclists would be able to access the site from the High Road, Brunswick Square, Percival Court, and any future street to the west that is provided as part of wider masterplan proposals. The proposed widened Brunswick Square would provide a much more attractive, safer, and accessible route, not just for the proposed development, but for existing (and future) businesses and homes that the street serves. It is also recommended that s106 planning obligations require the applicant to use Best Endeavours to work with other owners of Percival Court to improve this private street (similar to what was agreed in relation to No. 807 High Road) (HGY/2021/0441)

#### *Cycle Parking*

- 6.11.21 The proposed scheme makes provision for 160 cycle parking spaces (138 residential and 22 commercial) including long and short-stay parking for both. This is in accordance with London Plan Policy T5 and is acceptable. Long-stay residential and commercial cycle parking would be provided in ground floor cycle parking stores. Access routes to cycle stores have been designed to be as direct as practicable, with the number of doors to be passed through minimised, whilst considering Secured by Design advice. Doors that cyclists are required to pass through would be at least 1.2m clear width. All short stay spaces in the public realm would be provided as Sheffield stands.
- 6.11.22 However, there is insufficient detail on the location and detailed provision of these spaces to ascertain that this meets guidance in the London Cycling Design Standards (including the aspiration for at least 20% provision as Sheffield stands for standard cycles, and the need for 5% provision as wider spaces for non-standard cycles. There is also the need to ensure provision of locker and changing facilities for the proposed commercial space. It is recommended that these details are reserved by way of a planning condition.

#### *Car Parking*

6.11.23 The proposal scheme includes 8 x accessible car parking spaces in a proposed basement. This amounts to one space per proposed 'wheelchair accessible dwelling' and complies with London Plan Policy T6.1. No other car parking is proposed. All of the spaces would be equipped with Electric Vehicle Charging Points (EVCP), with 20% having active provision from the outset and the remainder having passive provision for their future installation. It is recommended that planning conditions require the implementation of an approved Car Parking Management Plan and that s106 planning obligations include a car-capped agreement, prohibiting residents (other than Blue Badge holders) from obtaining a permit to park in the CPZ.

6.11.24 It is noted that the Car Parking Management Plan would include a mechanism whereby wheelchair-accessible car parking spaces not allocated to disabled residents after a certain period of time after first occupation would be released on a temporary basis on short-term leases for general use by other residents of family dwellings as a priority. All on-site car parking spaces would be leased.

#### Car Club

6.11.25 To help reduce car ownership and reduce pressure for car parking, it is recommended that s106 planning obligations secure financial contributions from the developers to ensure two years' free membership for all residents and £50.00 per year credit for the first 2 years; and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years.

#### *Trip Generation*

6.11.26 The applicant's TA estimates likely trip generation for various modes based on applying trip rates derived from TRICS, as set out in Table 10 below.

Table 10: Peak hour total multi-modal development trips

Mode	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Rail	3	7	14	6
Bus	4	10	13	9
Taxi	0	0	0	0
Motorcycle/scooter	0	0	0	0
Driving car/van	1	8	5	3
Passenger in car/van	1	4	2	1
Cycle	1	1	1	1
Walk	3	12	48	33
Delivery & Service	0	0	2	0
<b>Total</b>	<b>13</b>	<b>42</b>	<b>85</b>	<b>53</b>

6.11.27 At officers' request, a revised cumulative impact assessment has been carried out in the context of the key local committed schemes. The cumulative impact assesses the likely impacts associated with the proposed scheme and consented nearby schemes (including HGY/2020/1584 Northumberland Terrace and HGY/2015/3000 South of THFC Stadium) plus the Goods Yard and Depot scheme (HGY/2021/1771). It is acknowledged that the Goods Yard and Depot scheme was refused, therefore the cumulative impact assessment presented below in Table 11 is considered robust.

Table 11: Cumulative committed and proposed development total multi-modal trip generation

Mode	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Rail	239	130	277	226
Bus	128	130	157	94
Cycle	20	49	60	36
Walk	153	395	431	325
Vehicle driver and motorcycle	102	175	190	129
<b>Total</b>	<b>642</b>	<b>879</b>	<b>1,115</b>	<b>810</b>

6.11.28 TfL has raised some detailed concerns about methodology and have asked for further assessment, including of likely rail and bus use. Additionally, at TfL's request, the impact of the wider High Road West masterplan (namely that of the then emerging Lendlease scheme) has been considered. At the time of undertaking this additional study, the Lendlease application had not yet been submitted to the Council.

6.11.29 In response, the applicant has undertaken an assessment that takes account of the proposed scheme, local committed schemes and the emerging Lendlease application for approx. 2,600 homes, by factoring an additional 1,966 homes (2,612 assumed for the emerging Lendlease scheme, minus 646 homes in the extant Goods Yard and Depot consents). It should be noted that these are gross figures and do not take account of the existing 297 homes on the Love Lane Estate that would be replaced. In summary, this demonstrates that:

- No significant impact on London Overground line capacity (with utilisation rate estimated to increase from 72% to up to of 79% of maximum capacity between Bruce Grove and Seven Sisters in the AM Peak and from 20% to up to 24% of maximum capacity between Seven Sisters and Bruce Grove in the PM Peak);
- No significant impact on bus services (528 additional two-way trips in the AM Peak hour and 431 additional trips in the PM Peak. Approx. 43 buses per hour in each direction use. The worse impact, 200 additional trips heading south in the AM Peak hour, would add four to five trips per bus); and
- No discernible impact on loadings on the Victoria Line.

6.11.30 Whilst officers still have some concerns about the level of accuracy and robustness of the cumulative impact assessment upon local bus services, the overall public transport impact analysis undertaken at TfL's request is satisfactory. The cumulative bus trip impact assessment would benefit from a more granular approach to consider the impact upon relevant bus services for each direction of travel to identify the impact upon individual routes and bus capacities. However, for the purposes of this application, based on 10 additional bus trips in the AM peak, officers do not consider that obligations towards additional bus services would meet the test for planning obligations set out in the NPPF and legislation. This approach was accepted on the extant permission for 867- 879 High Road which would have a greater impact on bus usage.

*Impact, management, and mitigation*

6.11.31 Subject to the recommended Road Safety Audit, to ensure the creation of a safe revised Brunswick Square/High Road junction, together with other transport-related recommended conditions and s106 planning obligations, the proposed development by itself would have no discernible impact on highways or public transport.

6.11.32 The cumulative impact assessment highlights that, by taking account of the local committed schemes, the overall effect of the proposed development would not be material. The cumulative impact of the Lendlease application indicates that the additional trips by public transport would be accommodated within the existing capacities, however, alongside the impact upon the local

pedestrian, cycle, and highway networks, this will be further assessed as part of the detailed review of the Lendlease application itself (HGY/2021/3175).

#### *Travel Planning*

- 6.11.33 The applicant's Framework Travel Plan sets out objectives of reducing the number of car trips made by residents, increasing the number of trips by walking and cycling and ensuring that development does not add pressure on the public transport system and sets out a strategy and process for setting and achieving specific targets. It is recommended that s106 planning obligations to secure the implementation and monitoring of approved Residential and Commercial Travel Plans.

#### *Delivery and Servicing*

- 6.11.34 The applicant's draft Delivery and Servicing Plan estimates that there would be around 2 delivery and servicing trips in the AM Peak hour and 6 in the delivery and servicing peak, which has been identified as 11.00 to 12.00 Noon. It is proposed to accommodate these trips at an on-street loading and unloading bay on Brunswick Square (capable of accommodating two delivery vehicles). The proposed arrangements and draft Plan are considered acceptable, however, it is recommended that s106 planning obligations are utilised to secure implementation (with a Travel Plan Co-Ordinator being responsible for monitoring).

#### *Construction Activities*

- 6.11.35 The applicant's Outline Construction Logistics Plan (CLP) sets out vehicular routeing and access parameters and identifies strategies to reduce potential impacts. It includes a commitment to consult with LBH, TfL and other contractors/developers in the area to minimise disruption as much as possible. It is recommended that a condition secures the approval of a detailed CLP.

#### *Transportation - Summary*

- 6.11.36 The overall public transport impact analysis undertaken at TfL's request is satisfactory. With the transport-related recommended conditions and s106 planning obligations, the proposed development by itself would have no discernible impact on highways or public transport. The cumulative impact assessment highlights that the overall effect of the proposed development would not be material.

### **6.12 Energy, Climate Change and Sustainability**

- 6.12.1 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.

- 6.12.2 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).
- 6.12.3 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.
- 6.12.4 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).
- 6.12.5 London Plan 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.
- 6.12.6 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.
- 6.12.7 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.
- 6.12.8 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 overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

### *Energy*



- 6.12.9 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2013 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.
- 6.12.10 'Be Lean.' The proposed scheme adopts a 'fabric first' approach, including façade configuration and specification that balances the desire to have winter passive solar gains but avoid summer overheating; high performance glazing, reduced air permeability and good insulating fabric, use of high-efficiency mechanical ventilation and heat recovery, use of LED lighting and efficient cooling for the proposed commercial units. These proposed measures are expected to save 15.8 tonnes of carbon dioxide per year (a 12% saving above the Building Regulations 2013) (based on SAP2012 carbon factors).
- 6.12.11 'Be Clean.' The applicant is intending to connect to the Energetik Heat Network, using heat generated at an Energy Centre located to the northeast of the site on the Edmonton Eco-Park close the North London Waste Authority Energy Recovery Facility (ERF). The ERF is currently pending construction and will provide low carbon heat when it comes on stream in 2025/26. Energetik currently plan to provide a heat network to Fore Street (closer to the site to the north) by January 2023.
- 6.12.12 This is in advance of the proposed ERF becoming operational, so initially heat would be supplied by back-up gas boilers at the Energetik Energy Centre, with the energy source being switched from gas to lower carbon heat from waste as soon as the ERF is operational. Connection to the proposed DEN is expected to save 57.9 tonnes of carbon dioxide per year (a 45% saving above the Building Regulations 2013) (based on SAP2012 carbon factors).
- 6.12.13 The Council has committed plans to deliver a North Tottenham District Energy Network (DEN) to connect to the Energetik Heat Network.
- 6.12.14 'Be Green.' Photovoltaic (PV) arrays comprising 138 panels is proposed, covering approx. 242sqm of roof space. The proposed PV panels are anticipated to save 20.6 tonnes of carbon dioxide per year (a 16% saving above the Building Regulations 2013) (based on SAP2012 carbon factors).
- 6.12.15 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	15.8	12%
Be clean	50.7	40%
Be green	20	16%
Total savings	86.5	68%
	CO2 savings off-set	
Off-set	41.2	

6.12.16 'Be Seen.' An energy monitoring system is proposed and sub-metering/energy display devices in each home would allow residents to monitor and reduce their energy use. An energy monitoring system is proposed and sub-metering/energy display devices in each home would allow residents to monitor and reduce their energy use. It is recommended that a planning condition requires the development owner to submit monitoring results to the GLA (in accordance with the Mayor of London's draft guidance).

6.12.17 Carbon Offsetting. Despite the adoption of the 'Lean', 'Clean' and 'Despite the adoption of the 'Lean', 'Clean' and 'Green' measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic and non-domestic uses. Overall, the amount of carbon to be offset (once connected to the proposed DEN) would be 41.2 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 £117,420 (or £129,162 including a 10% management fee). 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.

6.12.18 Energy conclusion. The overall anticipated on-site carbon emission reductions over Building Regulations (2013) (SAP2012 carbon factors) of 68% and associated offsetting payments would meet London Plan Policy SI2. The proposed connection to an off-site DEN would also meet London Plan Policy SI4.

6.12.19 The proposed 'Lean' savings fall below London Plan Policy SI2 requirements for at least 10% for domestic and 15% for non-domestic. The proposed reduction of 8% for the residential element does not comply, however,

the applicant is confident that the remaining 2% can be met through the detailed design stage and by including more realistic performance factors for aspects such as thermal bridging. A 10% reduction will therefore be conditioned to overcome this and meet policy requirements.

- 6.12.20 The proposed '9% 'Green' savings would be below the 20% called for by Local Plan Strategic Policy SP4. However, officers are satisfied that the amount of proposed roof top PV arrays have been optimised, given other demands for roof-top space.

#### *Overheating*

- 6.12.21 The applicant's Sustainability and Energy Statement includes overheating and cooling analysis. The proposed scheme mitigates against the risk of overheating through the passive design measures set out below and active cooling measures are only proposed for the proposed commercial units:

- Solar gain control (Façade shading elements, rationalised glazing ratios and low solar transmittance glazing);
- Natural ventilation (openable windows and acoustic louvres); and
- Additional mechanical ventilation (mechanical ventilation systems with heat recovery and summer bypass and ceiling fans where necessary).

- 6.12.22 The applicant's assessment using London Weather Centre files show full compliance with the relevant CIBSE TM59 overheating risk criteria (with ceiling fans in place for the highest risk homes). The application generally meets London Plan Policy SI4. If planning permission were to be granted, it would be possible to use a planning condition to require details of passive provision for ceiling fans in the identified homes and additional homes that could be at risk in the future. This would be achieved through Condition 24 which relates to overheating.

#### *Environmental sustainability*

- 6.12.23 Construction waste. The applicant's Site Construction Management Plan states that a Site Waste Management Plan (SWMP) is developed to reduce and manage/re-use waste during demolition and construction. It is recommended that is secured by a planning condition.

- 6.12.24 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 Buildings Regulations (residential development) to achieve mains water consumption of 105 litres or less per head per day and achieve BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

- 6.12.25 Building Performance. The applicant's Sustainability and Energy Statement includes a BREEAM pre-planning assessment (Shell & Core space and Fully Fitted Leisure and Assembly) which demonstrates that the proposed new commercial units could achieve an 'Very Good' rating, meeting the minimum requirement of Local Plan Policy SP4. It is recommended that this is secured by use of a planning condition.
- 6.12.26 Considerate Constructors Scheme. The applicant's Site Construction Management Plan states that the principal contractor would be required to manage sites and achieve formal certification under the Considerate Constructors Scheme. If planning permission were granted, this could be secured by a s106 planning obligation
- 6.12.27 Other environmental sustainability issues. Movement and transport, landscape and ecology, air quality, noise, daylight and sunlight, flood risk and drainage are addressed in detail in other sections of this report.

### 6.13 **Flood Risk, Drainage and Water Infrastructure**

- 6.13.1 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.
- 6.13.2 London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).
- 6.13.3 Policies DM24, 25, and 29 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. DM27 seeks to protect and improve the quality of groundwater.
- 6.13.4 London Plan Policy SI5 requires proposals to ensure adequate wastewater infrastructure capacity is available.

#### *Flood Risk*

- 6.13.5 The site is entirely in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. The nearest watercourse is the Moselle River, which is culverted below White Hart Lane approx. 70m to the south of the site.
- 6.13.6 The submitted Flood Risk Assessment (FRA) considers flooding from pluvial, groundwater and from sewers also to be low. The central part of the site has a Low to Medium risk of surface water flooding. Surface water is proposed to be discharged by gravity to the Thames Water surface water sewers in High Road at a rate of 5.0l/s for the 1 in 100-year event, inclusive of climate change allowance. This represents a significant reduction in the current peak rate of 47.5l/s and the

risk of surface water flooding is reduced to Low. Since the proposed surface water drainage strategy represents an improvement in surface water flood risk, officers agree that this meets the requirements for development within Critical Drainage Areas within Policy DM26.

6.13.7 Foul water from the proposed development is proposed to be discharged to the existing Thames Water foul sewers at a peak rate of approx. 3.9l/s, which would represent a significant increase from the estimated foul water discharge from the existing site (0.36l/s). Since all surface water is proposed to be discharged to a dedicated surface water sewer and there are no known issues associated with lack of capacity of the existing foul water sewer network, the risk of flooding from the foul sewers is considered to be Low.

#### *Drainage*

6.13.8 The proposed surface water drainage strategy takes account of likely increased rain fall as a result of climate change, factoring in a 40% increase in peak rainfall intensity. A variety of SuDS features are proposed to be incorporated, in accordance with the London Plan drainage hierarchy.

6.13.9 For assessment purposes it has been assumed that rainwater harvesting would not be implemented (although it remains a possibility) and whilst rainwater infiltration has been considered, it has been discounted as the ground conditions consist of impermeable London clay. Areas of living/blue roofs, podium level gardens, tree pits and below ground cellular storage crates with permeable surfaces would attenuate water in order to reduce the peak flow rate of surface water discharge to approx. 5.0l/s. This exceeds the calculated greenfield runoff rate of 2.03l/s. However, it represents an 89% improvement on the existing discharge rate of 47.5l/s reaching the Thames Water sewer. In doing so, it reduces rates as much as possible and manages run-off as close to the site as possible and therefore accords with London Plan SI3 (which aims to achieve greenfield rates).

6.13.10 Thames Water has raised no objection to the proposed scheme, subject to requested conditions and informatives. The Lead Local Flood Authority (LLFA) likewise has not objected, subject to maintenance of SuDS features. It is recommended that a SuDS management and maintenance plan be secured by condition.

#### **6.14 Air Quality**

6.14.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Control of Dust and Emissions during Construction and Demolition SPG.

6.14.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).

6.14.3 The application is supported by an Air Quality Assessment, which includes an Air Quality Neutral Assessment. The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising dust and air quality impacts.

6.14.4 The applicant's Assessment considers the exposure of future residents to poor air quality and finds that the site would meet relevant air quality objective levels without the need for further mitigation (over and above the proposed limited on-site car parking, electric vehicle charging points and connection to an off-site District Energy Network), meaning the site as a whole is considered acceptable for housing.

6.14.5 Given the features referred to above, the proposed scheme is predicted to be 'Air Quality Neutral' (with expected emissions associated with transport and buildings falling below air quality benchmark values).

6.14.6 It is recommended that conditions manage and minimise impacts during demolition and construction, in line with the applicant's Site Construction Management Plan and the measures highlighted by LBH Pollution.

## 6.15 **Trees**

6.15.1 The NPPF (Para. 131) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.15.2 There are no existing trees on the site or on nearby land. The proposed scheme includes the provision of 19 trees (6 at ground level and a further 13 across the proposed podium and roof gardens) and would see a significant net increase in trees on the site, including along the proposed streets.

## 6.16 **Urban Greening and Ecology**

### *Urban Greening*

6.16.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening

provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.

6.16.2 In addition to new trees referred to above, the proposed scheme includes flower rich perennial planting, rain gardens and biodiverse intensive and extensive green roofs as follows:

- Sedum roof – with PV arrays 238sqm;
- Sedum roof – without PV arrays 143sqm;
- Biodiverse green roof on top of the mixed-use cinema/residential block 330sqm
- Biodiverse green roof on courtyard roof 355sqm;

6.16.3 The applicant's Design and Access Statement includes a calculation of the UGF for the proposed scheme, based on the Mayor of London's March 2021 pre-consultation draft London Plan Guidance. This demonstrates that the scheme would have a UGF of 0.42, thus exceeding the relevant London Plan proposed interim target score.

### *Ecology*

6.16.4 London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain.

6.16.5 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. In addition, Policy DM19 makes clear that development on sites adjacent to internationally designated sites should protect and enhance their ecological value and Policy DM20 supports the implementation of the All London Green Grid.

6.16.6 The applicant's Ecological Appraisal Report sets out the findings of a Phase 1 habitat survey, which concludes that the site is dominated by hardstanding and buildings, offering limited ecological value. No bats or evidence of bats was identified during the ground level assessment of the site and building, and emergence surveys found no evidence of roosting bats within the buildings and no incidental bat activity on the site.

6.16.7 The Report recommends the integration of bird and bat nest boxes into buildings and within proposed trees in communal amenity spaces and concludes that these, together with the proposed tree planting and green roofs outlined above, the scheme would have a beneficial effect on local biodiversity (and result in a Biodiversity Net Gain). It is recommended that planning conditions require provision of bird and bat boxes in trees and buildings to encourage biodiversity.

*Habitats Regulation*

- 6.16.8 Given the proximity of the application site to two designated European sites of nature conservation, it is necessary for Haringey as the competent authority to consider whether there are any likely significant effects on relevant sites pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”).
- 6.16.9 The application site is approx. 1.6km west of the Lea Valley Special Protection Area (SPA) at its closest point. The Lea Valley area qualifies as a SPA under Article 4.1 of the Birds Directive on account of supporting nationally important numbers of species. This area is also a Ramsar site. The Lee Valley SPA/Ramsar comprises four underpinning Sites of Special Scientific Interest (SSSIs).
- 6.16.10 The application site lies approx. 4.8 km west of the Epping Forrest Special Area of Conservation (SAC) at its closest point. However, it is within the Zone of Influence (ZOI) of 6.2km as defined by Natural England in their Interim Guidance. The Epping Forest SAC is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain and has retained habitats of high nature conservation value. Epping Forest SAC is also underpinned by a SSSI designation.
- 6.16.11 The Lea Valley SPA site is carefully managed to avoid impacts, with only limited access allowed to the wetland itself, with access closed seasonally to avoid impacts to wintering bird populations. As such, adverse effects as a result of increased recreational pressure are not considered likely. Likewise, the proposed scheme, with its limited car parking provision and promotion of use of electric vehicles by providing Electric Vehicle Charging Points is not expected to result in an adverse air quality effect.
- 6.16.12 The applicant’s assessment also notes that the Habitat Regulations Assessments (HRA) for alterations to the Strategic Polices and The Tottenham Area Action Plan both conclude that there will be no likely significant effect on Epping Forest SAC through increased recreational pressure as nowhere within the Borough lies within the core recreational catchment for the site. The applicant’s assessment concludes that potential risks to the SAC are further reduced by the proposed integration of greenspace within the proposed scheme, providing a link between residents and nature and that no direct or indirect significant adverse effects on Epping Forest SAC are expected as a result of the proposed scheme.
- 6.16.13 Natural England has reviewed the application and has raised no comment. Given the applicant’s assessment and Natural England’s response, officers consider the development would not give rise to likely significant effects on European designated sites (Lee Valley SPA and Epping Forest SAC) pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”). An integrity test is therefore not required, and the proposal



is in accordance with Policies SP13 and DM19. The site is greater than 500m from the Lee Valley SPA, so Policy AAP6 does not apply.

## 6.17 Waste and Recycling

6.17.1 London Plan Policy SI7 calls for development to have adequate, flexible, and easily accessible storage 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.

6.17.2 The applicant's Waste Management Plan has been developed in accordance with guidance provided by Waste officers and BS 5906:2005 Waste management in buildings – a code of practice. The key principles include:

- Commercial and residential waste would be collected separately;
- The waste collector would not be required to pull full containers more than 10m to the collection vehicle;
- A minimum clear space of 150mm would be allowed between containers;
- Waste rooms would be designed and fitted out so they could be washed down and fire resistant;
- Waste collection vehicles would not be required to reverse more than 12m;
- Access roads for waste vehicles would have a minimum clear width of 5.0m and a maximum gradient of 1:12; and
- Storage and loading areas would be level, smooth, hard surfaced and provide drop kerbs and have a maximum gradient of 1:14 if the ground slopes down towards the collection vehicle.

6.17.3 Residential waste, recycling and food waste would be collected weekly and storage space has been provided in accordance with the generation rates provided by waste officers. Space has also been provided for bulky/non-standard waste items. Residents would not be required to walk further than 30m (horizontal distance) between their home and their allocated waste store. Stores for residential Cores A and B would be within 10m of the proposed collection point on Brunswick Square. In the interim condition, waste from residential Core C (southwestern part of the site) would be moved to the Brunswick Square collection point by on site management staff.

6.17.4 In the longer term, as and when the Peacock Industrial Estate is developed in line with the HRWMF, collections from residential Core C would be able to be made directly from a new north-south street. Residents of the proposed 6 High Road flats would take out their waste to the High Road kerb side on bin collection day. It is recommended that a Residential Waste Management Plan that captures the proposed arrangements and responsibilities is secured by planning condition

- 6.17.5 The proposed commercial waste rooms have been sized for two days' worth of waste storage, although collections are anticipated to be daily. Each proposed block has a commercial waste store sized to accommodate the anticipated amount of waste generated by the commercial tenants in that block. Waste would be taken to the stores by the tenants and collected directly from the stores by the appointed commercial waste contractor. Commercial tenants would collect residual, mixed dry recyclable, glass and food waste separately. Commercial waste would be collected each day from a collection point next to Brunswick Square
- 6.17.6 LBH Waste officers have advised that they are resistant to waste having to be presented on the High Road. However, they accept this arrangement given that this is an existing arrangement and given the fact that the proposal would reduce the number of homes using this arrangement. Waste Officers have also acknowledged that heritage and activation factors prevent internal storage and that other options are unworkable due to distance. In this context, waste officers accept the presentation of waste on street during allotted time bands by the units above ground floor on the High Road.
- 6.17.7 Following discussions between the applicant and Waste Officers the applicant has amended the plans to show the proposed incorporation of a dedicated discreet and small (but appropriately sized) bin store along Brunswick Square. This would be for the exclusive use of the residential flats above the High Road properties and addresses the concerns around the leaving of refuse bags on the High Road. This would further mitigate the issues with refuse being presented on the street.

## 6.18 Land Contamination

- 6.18.1 Policy DM32 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.
- 6.18.2 The applicant's Land Contamination Assessment (Phase 1) reports on an initial Conceptual Site Model and a Preliminary Risk Assessment – taking account of ground conditions and the current and previous uses of the site. It concludes by identifying Low to Moderate potential risks to a range of receptors, including construction workers and residents and recommends that an intrusive ground investigation is carried out to appraise the extent of Made Ground, the gas regime, and the shallow groundwater regime. It also recommends that an Unexploded Ordnance survey is undertaken.
- 6.18.3 LBH Pollution officers raise no objection, subject to standard conditions on Land Contamination and Unexpected Contamination.

## 6.18.4 Basement Development

6.18.5 Policy DM18 relates to new Basement development and sets out criteria for where basements can be permitted. Basement development must be addressed through a Basement Impact Assessment (BIA).

6.18.6 The proposed scheme includes a single-level basement car parking area under the western part of the site to a maximum proposed depth of approx. 5.8m.

6.18.7 The submitted BIA notes that the proposed basement would be close to existing buildings, including approx. 9m away from the locally listed No. 813 High Road and approx. 14m away from the Listed (Grade II) and locally listed Nos. 819 to 827 High Road. Given this, the Assessment recommends a relatively 'stiff' system of excavation support (e.g. use of temporary propping), possible underpinning of Nos. 819 to 827, condition surveys and monitoring.

## 6.19 Archaeology

6.19.1 The NPPF (para. 194) states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

6.19.2 London Plan Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policies AAP5 and DM9.

6.19.3 The site forms part of an Archaeological Priority Area, due to evidence of a Medieval settlement with possible Anglo-Saxon roots and the presence of a former Roman road (Roman Ermine Street). The application is supported by an Archaeological Desk Based Assessment that reports on an assessment of the likely below ground archaeological potential of the site.

6.19.4 This finds that the site can be considered likely to have a theoretical archaeological potential for the Roman period, associated with the road alignment running along the eastern boundary, together with a low to moderate archaeological potential for the Medieval period. The available information indicates that areas of the site were developed from the eighteenth century onwards. The Assessment concludes by noting that if hitherto unknown archaeological remains were to be present within the site, they are considered most likely to be of local significance.

6.19.5 The Greater London Archaeological Advisory Service (GLAAS) has assessed the proposal and called for a two-stage process of archaeological investigation comprising evaluation to clarify the nature and extent of any surviving remains, followed, if necessary, by a full investigation. It is recommended that planning conditions secure this approach.

## 6.20 Fire Safety and Security

6.20.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B).

6.20.2 The application is supported by a Fire Statement that, following revisions, meets the requirements of a Fire Statement required by London Plan Policy D12 (A). The application has been the subject to a Gateway 1 consultation with the Health and Safety Executive. Gateway 1 is a relatively new requirement since summer 2021 with a new 'shadow' body within the HSE being established in advance of a formal building safety regulator being set up pending legislation currently going through parliament.

6.20.3 The HSE initially commented advising it had "Significant Concern". The Applicant's fire consultant provided further information which was supported by confirmation from both Haringey Building Control (HBC) and the London Fire Brigade (LFB) that the proposed development was appropriate from a fire safety perspective. The HSE was re-consulted and subsequently issued a second response, amending its comments and advising "Some Concern". The subsequent HSE response raises three main points:

1. Whether the length of the horizontal run of the dry fire main is suitable;
2. Whether the distance of travel for firefighters to the Percival Court entrance is acceptable; and
3. Whether two public fire hydrants are useable and sufficient to service the development.

6.20.4 The applicant has responded on these points and HBC and LFB remain of the view that the proposed development is appropriate and acceptable in fire safety terms. Whilst Points 1 and 2 are not in strict compliance with guidelines, this is not a definitive requirement and both HBC and LFB have provided assurances that in respect of both aspects they would be satisfied that the LFB could safely serve what is a tight, urban site in fire safety terms.

6.20.5 There must be a recognition that there are evidently site circumstances which dictate a different approach in this instance. In this case, the local parties responsible for considering the appropriateness of the fire strategy and addressing any fire issues on site (i.e. HBC and LFB) have confirmed that the scheme is acceptable.

6.20.6 In respect of Point 3, Condition 49 is imposed that requires the developer to show that the proposed public hydrants are operational, or if not demonstrate what the alternative solution is and prove its acceptability.

6.20.7 It is recommended that, in accordance with the Mayor of London's draft guidance, it should include a planning condition requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).

6.20.8 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body, including as part of Gateway 2. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

## 6.21 Equalities

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

6.21.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Tottenham area including a new cinema, commercial space and 72 new homes (including 7 x Low Cost Rent). This overall housing provision would add to Haringey's stock of market and affordable homes.

6.21.3 An employment skills and training plan, which is recommended to be secured by a S106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that experience difficulties in accessing employment.

6.21.4 The proposed scheme would add to the stock of wheelchair accessible and adaptable dwellings in the locality and planning conditions could help ensure that the proposed layout and landscaping would help ensure that inclusive design principles are followed, in accordance with London Plan and local planning policy requirements.

## 6.22 Conclusion

6.22.1 The proposed scheme would result in a residential-led mixed-use development of approx. 3.33% of the High Road West NT5 Site Allocation. The incremental development of the Site Allocation is acceptable in principle and the proposed scheme would satisfactorily (i) safeguard the continued operation of industrial uses on the Peacock Industrial Estate in the existing context and (ii) not prejudice the ability of the adjoining land to be developed in general accordance with Policy NT5 requirements and guidelines and the adopted High Road West Masterplan Framework in the longer term.

*The proposed application scheme*

6.22.2 The loss of existing uses would be acceptable given that the existing banqueting suite it is not protected by policy, there is adequate retail provision in the nearby Local Centre, and the proposals would retain active commercial uses on the ground floor of the High Road. The proposed homes would make a notable contribution to meeting Haringey's London Plan housing target and the proposed cinema and flexible non-residential units would help mitigate loss of existing employment and enliven street frontages.

6.22.3 Officers welcome the proposed site layout, which locates the taller elements away from the heritage assets and the historic High Road. The scheme would also improve the surfacing and legibility of Brunswick Square and Percival Court. The scheme would also connect with and generally relate well with the existing situation whilst enabling incorporation into future proposals for NT5 as they come forward.

6.22.4 The affordable housing offer is based on a Fast Track approach (not supported by a Financial Viability Appraisal) of 35.4% affordable homes (by habitable rooms, raising to 40% with grant), split 60:40 Low Cost Rent and Shared Ownership. The proposed scheme would deliver 19.5% family homes, which is considered acceptable given the characteristics of the site and the proposed affordable homes would be satisfactorily integrated with Market housing across the site. The Council would also have the option of purchasing all 7 (100%) of the proposed Low Cost Rent homes to provide at Social Rent levels and London Affordable Rent levels to assist the redevelopment of Love Lane Estate. Officers consider that the offer would be acceptable, subject to s106 planning obligations securing viability reviews and ensuring affordability.

6.22.5 The scheme proposes a financial contribution towards off-site provision of open space (likely to be Peacock Park – as part of the future masterplan phases. The financial contributions to help deliver open space (as discussed under Social Infrastructure) would mitigate the slight under-provision of 17sqm. Financial contributions towards providing other social infrastructure (replacement library, community space and public realm) that is identified in Policy NT5 is also proposed. The proposed scheme is not expected to have a significant adverse effect on school places or primary health care provision and, in any event, CIL

payments could help fund planned additional provision to meet the demands from the new residents.

6.22.6 The proposed scheme would have a density of approx.248 units/ha which is considered acceptable given its location and access to amenities, and high public transport accessibility level. 10% of homes of various sizes would be 'wheelchair accessible'. The proposed homes would generally be high-quality and future residents would enjoy an acceptable level of amenity (in terms of aspect, size of homes, open space, play space, outlook/privacy, daylight and sunlight, noise, wind conditions, air quality and overheating). The proposed fire strategy set out in the submitted Fire Statement is also considered acceptable.

6.22.7 Officers do not consider that the proposed scheme, which is a maximum of 7-storeys, constitutes a 'tall building' for the purposes of the HRWMF assessment and Haringey Local Plan Policy. The form of the building steps up in height away from the heritage assets to the High Road and the taller elements are useful for wayfinding and are likely to fit in well with the rest of the masterplan. Officers are satisfied that the architectural quality of the proposed buildings is of a sufficiently high-quality to justify their proposed height and form and their likely effects on surrounding townscape. As such, it is considered that the proposed buildings would meet the policy tests established by the NPPF, London Plan Policy D9, Strategic Policy SP11, AAP Policy AAP6 and DPD Policies DM1 and DM6).

6.22.8 As set out in under Heritage Conservation, whilst officers consider that the proposed scheme would result in 'less than substantial harm' to the wider setting and significance of several heritage assets, they consider that the proposed scheme would result in the following significant public benefits that would outweigh this harm:

- Securing the long-term future of the Grade II listed 819-821 High Road and the locally listed buildings at 823-827 High Road;
- Integrating the statutorily and locally listed buildings at 819-827 High Road within the development, better revealing their significance in the process and enhancing their overall appearance and setting within the Conservation Area;
- Responding to Haringey's acute housing needs including the delivery of family and affordable housing, which is of particular importance given Haringey's low housing delivery in recent years;
- Creating a new, high-quality entranceway to Brunswick Square that opens views into a well-designed and active streetscape. Coupled with the creation of a high-quality, accessible, and secure public realm along Brunswick Square, this represents a significant improvement to the existing alleyway which is unattractive and unsafe;
- Achieving a better townscape legibility and integration of the site within the wider site allocation;
- Making a meaningful contribution to the wider regeneration objectives for North Tottenham and Site Allocation NT5;

- Attracting new investment and visitors to North Tottenham, with the proposed cinema and other commercial uses bringing new attractions and spending to the local area. Together with annual household spending from the new homes each year in the local area;
- The creation of new employment opportunities during the construction and operational phases, with opportunities for local recruitment and skills development;
- Acting as a catalyst for investment and further regeneration of Site Allocation NT5 and the wider area, redressing inequality and halting further decline in Tottenham without prejudicing other development in the vicinity;
- Generation of a total New Homes Bonus of c. £110,000 alongside circa. £100,000 a year in council tax revenue of which 71% would be retained by the LBH; and
- Complementing the ongoing regeneration of Tottenham that has taken place to the east, notably within the NDP and Northumberland Terrace.

6.22.9 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.22.10 The proposed scheme would improve connectivity and permeability between the masterplan area and High Road and White Hart Lane, without creating a rat-run for motor traffic. The scheme would have blue badge limited car parking and sufficient cycle parking, in line with policy requirements, and additional road traffic would be relatively small. Assessment by the applicant demonstrates that (when taking account of the proposed scheme, committed development and the emerging Lendlease proposals, there is unlikely to be significant impacts on London Overground line capacity or bus capacity and no discernible impact on the Victoria Line. Planning conditions and s106 planning obligations could help manage on and off-site car parking and ensure that Car Club provision, travel planning, delivery and servicing and construction activities are satisfactory.

6.22.11 The proposed buildings, open space, landscaping, and sustainable drainage features have generally been designed to take account of climate change and to reduce carbon emissions (although expected carbon savings from built fabric performance is below what policy expects). Planning conditions could secure commitments in relation to water usage, BREEAM 'Very Good' for the commercial units and measures to further the Circular Economy agenda. Subject to s106 planning obligations, the scheme would be connected to the proposed Heat Network and include some roof level PVs to help deliver 68% carbon emissions savings (SAP2012 carbon factors) (with offsetting financial contributions making up the shortfall). This is also likely to improve as the detailed design comes forward.



- 6.22.12 Recommended planning conditions require provision of bird and bat boxes in trees and buildings to encourage biodiversity and deliver a Biodiversity Net Gain. Officers do not consider that the scheme would give rise to significant effects (recreational pressure or air quality) on the Lee Valley or Epping Forest important European nature conservation sites.
- 6.22.13 Flood risk is low and likely environmental impacts, including noise, air quality, waste and recycling and land contamination, basement impact and archaeology could be made acceptable by use of planning conditions.
- 6.22.14 The proposed scheme would provide an accessible and safe environment and additional affordable homes. Subject to securing the delivery of various features and provisions identified in this report as well as local employment and training obligations, officers consider that the proposed scheme would have a positive equalities impact.

*Overall*

- 6.22.15 Subject to the recommended planning conditions and s106 planning obligations to secure necessary mitigation and policy objectives, officers consider that the proposed scheme is acceptable on its own merits, when considered against the development plan and all other material considerations.

## **7 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 7.1 Based on the information given on the plans, the Mayoral CIL would be £312,582, and the Haringey CIL charge would be £190,288. These are net figures and take into account social housing relief.
- 7.1.1 If planning permission were granted, the CIL would be collected by Haringey after/should the scheme is/be commenced 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. An informative should be attached to any planning permission advising the applicant of this charge and advising them that the scheme is judged to be phased for CIL purposes.
- 7.1.2 The Council is proposing to increase the current Haringey CIL charge rate for the Eastern Zone of the borough from a base of £15 to £50 per square metre and consulted on a Draft Charging Schedule (DCS) between 18 December 2019 and 11 February 2020. The DCS was submitted for examination in September 2021 and, subject to the outcome of examination and Council adoption, will take effect at some point in 2022. The proposed development would be liable to pay the Haringey CIL rate that is in effect at the time that any permission is granted.

## **8 RECOMMENDATIONS**

8.1 GRANT planning permission for the reasons set out in Section 2 above.

## **Appendix 01 – Planning Conditions & Informatives**

### **1. Time Limit**

(a) The development shall be begun within **five** 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**

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents:

- SEE APPENDIX 9.

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

### **3. Contract**

Prior to any demolition works of No. 829 High Road, evidence of a contract or contracts for the development of the Printworks Building and Brunswick Square landscaping works shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard the character and appearance of the North Tottenham Conservation Area.

### **4. Photographic survey**

Prior to any demolition works of No. 829 High Road, a photographic survey of the interior and exterior of the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To record the history of the North Tottenham Conservation Area.

### **5. Basement impact mitigation measures (PRE-COMMENCEMENT in part)**

(a) Notwithstanding the information submitted with the application no development shall take place until a final Method Statement for the construction of the basement has been submitted to and approved in writing by the local planning authority.

The Method Statement shall demonstrate that the predicted Burland Scale at the time of the construction phase is no more than Burland Scale 1 in relation to neighbouring buildings/structures within the zone of influence. It shall include pre-commencement condition surveys of nearby buildings and the proposed systems of excavation support including any underpinning. The development thereafter shall be carried out in accordance with this approved methodology and detail.

(b) The condition of nearby buildings shall be monitored throughout the construction process and works shall cease immediately if Burland Scale 1 damage is recorded. A post-completion condition survey of nearby buildings shall be submitted to and approved in writing by the local planning authority within 6 months of completion.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017

## **6. Accessible Housing**

(a) The detailed design for each dwelling hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as follows unless otherwise agreed in writing with the Local Planning Authority.

i. The following dwellings, unless otherwise agreed in writing by the local planning authority, shall meet Approved Document M M4(3) (2b) ('wheelchair user dwellings'):

- Level L01, PW-L01-B-01, Core B, Apartment, 3-bed, 5-person, Intermediate tenure;
- Level L01, PW-L01-B-04, Core B, Apartment, 2-bed, 4-person, Low Cost Rent tenure;
- Level L02, PW-L02-A-03, Core A, Apartment, 3-bed, 5-person, Market tenure;
- Level L02, PW-L02-A-05, Core A, Apartment, 2-bed, 4-person, Market tenure;
- Level L02, PW-L02-B-04, Core B, Apartment, 2-bed, 4-person, Intermediate tenure;
- Level L03, PW-L03-A-05, Core A, Apartment, 2-bed, 4-person, Market tenure;
- Level L04, PW-L04-A-04, Core A, Apartment, 1-bed, 2-person, Market tenure; and
- Level L05, PW-L05-A-02, Core A, Apartment, 1-bed, 2-person, Market tenure.

ii. All other dwellings shall meet Approved Document M M4(2) ('Accessible and adaptable dwellings').

REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

## **7. Cinema/Commercial Units - Ventilation/Extraction**

(a) Neither the cinema nor any ground floor commercial unit shall not be occupied as a café/restaurant (Use Class E(b)) until such times as full details of ventilation and extraction of fumes have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved ventilation and fume extraction measures shall be completed and made operational prior to the first occupation of the unit as a café/restaurant (Use Class E(b)) and shall be permanently maintained thereafter.

REASON: In order to prevent adverse impact on air quality.

## **8. Cinema/Commercial Units - Café/restaurant Opening Hours**

(a) Neither the cinema nor any café/restaurant use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity.

**9. Cinema/Commercial Units – BREEAM (PRE-COMMENCEMENT)**

(a) Prior to commencement of the cinema or any commercial unit in the Printworks Building, a design stage accreditation certificate for that phase must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent) for each non-residential use within that phase.

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

(c) Prior to occupation of any non-residential use within each relevant Phase, a post-construction certificate issued by the Building Research Establishment (or equivalent) for each non-residential use in that phase must be submitted to the local authority for approval, confirming this standard has been achieved.

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

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

**10. Cinema/Commercial Units – Noise Attenuation**

(a) No development of the Printworks building at slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the ground floor cinema and/or commercial unit and dwellings on the first floor 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 dwellings and the ground floor commercial unit, the internal noise insulation level for the dwellings is no less than 60 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the first-floor dwellings directly above the commercial unit are first occupied and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

**11. Noise Attenuation - Dwellings**

(a) The dwellings hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in

all façades of the dwellings to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’ and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	<b>Living rooms &amp; Bedrooms</b>	<b>35dB(A)</b> (L <sub>Aeq,16hour</sub> )
	<b>Dining Room Area</b>	<b>40dB(A)</b> (L <sub>Aeq,16hour</sub> )
Night Time Noise 11pm -7am	<b>Bedrooms</b>	<b>30dB(A)</b> (L <sub>Aeq,8hour</sub> )

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the dwellings shall be installed and made operational prior to the occupation of any of the dwellings to which they relate in the Block as specified in part (a) of this condition and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

### 12. Detailed Fire Statement

(a) The Development must be carried out in accordance with the provisions of the Fire Statement (HRW-BHE-PW-XX-RP-YD-0002 Revision P04) prepared by Buro Happold dated 29 July 2021 unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor’s London Plan Policy D12.

### 13. Landscape Details

(a) The following external landscaping details of external areas and amenity areas shall be submitted to and approved by the Local Planning Authority before the Printworks Building commences above ground floor slab level:

- i) Hard surfacing materials;
- iii) Children’s play areas and equipment;
- iv) Boundary treatments
- v) Any relevant SuDs features (as identified in the Drainage Strategy (HRW-BHE-PW-XX-RP-C1-0002, Revision P05), dated 29 July 2021)
- vi) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development
- vii) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);

- viii) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- ix) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- x) Any food growing areas and soil specification;
- xi) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- xii) Implementation programme.

(b) The external landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments.

#### **14. Trees & Planting – 5-year Replacement**

Any trees or plants which within 5 years from them being planted die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other similar size and species.

REASON: To ensure that the approved soft landscaping thrives and makes a positive contribution to residential amenity, publicly accessible open space and (in the case of Block F) the setting of Listed Buildings.

#### **15. Biodiversity**

(a) Prior to occupation of the Printworks Building, details of ecological enhancement measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures (including bat boxes, bird boxes and bee bricks), a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

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

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

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

#### **16. External Materials and Details – Printworks Buildings**

(a) No development of the Printworks Building shall commence above ground floor slab level until all proposed external materials and elevational details for the Building have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:

- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

#### **17. External Materials and Details – Nos. 823-827 High Road**

(a) No works of demolition or alteration to Nos. 823-827 High Road shall commence until details of all proposed external materials for that building have been submitted to and approved by the Local Planning Authority. These details shall include

- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

#### **18. No new Plumbing on outside of Nos. 823-827 High Road**



No new plumbing, pipes, soil stacks, flues, vents or ductwork shall be fixed on the external faces of Nos. 823-827 High Road unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the appearance of this important façade within the North Tottenham Conservation Area.

**19. No new Grilles on outside of Nos. 823-827 High Road**

No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of Nos. 823-827 High Road A unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above

REASON: In order to safeguard the appearance of this important façade within the North Tottenham Conservation Area.

**20. Living roofs**

(a) Prior to the commencement of the Printworks Building above ground floor slab level until details of the living roofs for the Building 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. The submission shall include:

- i. A roof plan identifying where the living roofs will be located;
- ii. A ground floor plan identifying where the living walls will be rooted in the ground, if any;
- iii. Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- iv. Roof plans annotating details of the diversity of substrate depths and substrate types across the roof to provide contours of substrate, including annotation of substrate mounds and sandy piles in areas with the greatest structural support to provide a variation in habitat, with a minimum of one feature per 10m<sup>2</sup> of living roof;
- v. Roof plans annotating details of the location of semi-buried log piles / flat stones for invertebrates, with a minimum footprint of 1m<sup>2</sup> and at least one feature per 10m<sup>2</sup> of living roof;
- vi. Details on the range of native species of (wild)flowers, herbs in the form of seeds and plug plants planted on the living roofs, or climbing plants planted against walls, to benefit native wildlife;
- vii. Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- viii. Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of 90% of the dwellings in the Printworks Building, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of

soil/substrate planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) and/or walls shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

## **21. Ground Floor Western Boundary Details**

(a) No development shall commence above ground floor slab level of the Printworks Building until details of the approved boundary wall between the site and the Peacock Industrial Estate to the west have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved boundary fence and/or building elevation shall be provided before any dwelling in Cores A and C are first occupied and shall be maintained thereafter.

REASON: To ensure a satisfactory boundary treatment between the Printworks Building and the Peacock Industrial Estate and ensure a satisfactory internal noise environment for the approved homes fronting the Estate.

## **22. Energy Strategy**

The development hereby approved shall be constructed in accordance with the Sustainability and Energy Statement (dated 25 November 2021), prepared by Buro Happold delivering a minimum site-wide 68% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP2012 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network, and minimum 55 kWp solar photovoltaic (PV) energy generation.

The final agreed energy strategy shall be installed and brought into operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter for the lifetime of the development.

(a) Prior to the commencement of works above ground floor slab level for the Printworks Building, an updated Energy Strategy shall be submitted to the Local Planning Authority for its written approval. This shall include:

- i. Confirmation of the overall % reduction in line with the Energy Hierarchy;
- ii. Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction (residential) and minimum 19% (non-residential) in SAP2012 carbon factors, including details to reduce thermal bridging;
- iii. Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid or semi-rigid MVHR ducting;
- iv. Maximum possible solar energy to be generated on the roof, with details including: 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).

- v. Detailed design of the heat network within the blocks and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detailed calculation of distribution losses (based on pipe routes and lengths, pipe sizes, taking account of F&R temperatures and diversification and insulation) to calculate total heat loss from the system expressed in W/dwelling and should demonstrate losses have been minimised;
- vi. A strategy for the supply of heat to buildings occupied before the site-wide energy centre is available;
- vii. Further detail of how the developer will ensure the performance of the system will be safeguarded through later stages of design, construction and commissioning including provision of key information on system performance required by CoP1.
- viii. A metering strategy.

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

(c) The final approved Energy Strategy shall be operational prior to the first occupation of the Development. The Development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

REASON: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22.

### **23. Overheating (Non-residential)**

(a) Prior to the occupation of any non-residential floorspace in the Printworks Building, an Overheating Report for that Building shall be submitted to and approved by the Local Planning Authority only if that space is to be occupied in accordance with the NCM Activity Database and will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

(b) The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:

- i. The proposed occupancy profiles and heat gains in line with CIBSE TM52
- ii. The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- iii. A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.
- iv. The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

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 Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

#### **24. Future overheating (Dwellings)**

Prior to occupation of the development, the following overheating measures must be installed and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis (dated 27 November 2021) prepared by Buro Happold:

- i. Natural ventilation, with openable areas of 30% at night in LKD; 100% openable at night in bedrooms;
- ii. Glazing g-value of 0.35;
- iii. Acoustic louvres 450x2300mm (all windows), 30% free area;
- iv. Façade shading, 300mm recess depth windows;
- v. MVHR with summer bypass;
- vi. Ceiling fans in high-risk dwellings;
- vii. Hot water pipes insulated to high standards with maximum heat losses as modelled;
- viii. No active cooling.

If the design of the development 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, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

#### **25. Energy Monitoring**

(a) Upon final completion of each Printworks Building, suitable devices for the monitoring of the energy use and renewable/low-carbon energy generation (by residential unit) for that Building shall have been installed, and the monitored data for all buildings shall be submitted to the Local Planning Authority at daily intervals for a period of five years from final completion.

(b) The installation of the monitoring devices and the submission of the data shall be carried out in accordance with the Local Planning Authority's approved specifications as published on its website.

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

#### **26. PV Arrays**

(a) The installed PV Arrays shall be maintained in good working order and cleaned at least annually.

REASON: To ensure that the installed PV arrays generate renewable energy at their full potential.

**27. Secured by Design**

(a) Prior to the first occupation of the Printworks Building, a 'Secured by Design' accreditation shall be obtained for that phase and thereafter all features are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each Phase of the development.

REASON: To ensure safe and secure development and reduce crime.

**28. Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)**

(a) No development shall commence in each relevant phase until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing for each relevant phase. 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.

REASON: to protect the historic environment

**29. Stage II Written Scheme of Investigation of Archaeology**

(a) If heritage assets of archaeological interest are identified by a Stage 1 Written Scheme of Investigation (WSI) of Archaeology, 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:

i) 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

ii) 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: to protect the historic environment

**30. Foundation Design – Archaeology (PRE-COMMENCEMENT)**

(a) In the event that the Stage I and/or Stage II Written Scheme of Investigation of Archaeology identifies any archaeological remains that require protection, no development shall take place in each relevant Phase (as identified in an approved Phasing Plan) until details of the foundation design and construction method to protect

any archaeological remains in that phase have been submitted and approved in writing by the Local Planning Authority.

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

REASON: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

### **31. Land Contamination – Part 1 (PRE-COMMENCEMENT)**

(a) No development shall commence other than investigative work until:

- i) Taking account of information in the in the Land Contamination Assessment (Phase I) with reference HRW-BHE-PW-XX-RP-CG-001, Revision P03 prepared by Buro Happold Ltd dated 29 July 2021, a site investigation for that phase shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The 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.
- ii) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report for that phase, to the Local Planning Authority.
- iii) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

### **32. Land Contamination – Part 2**

(a) Where remediation of contamination on the site is required pursuant to the condition above, completion of the remediation detailed in the method statement for each phase 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 first occupied.

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

### **33. Unexpected Contamination**

(a) 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.

(b) The remediation strategy shall be implemented as approved.

REASON: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously

unidentified contamination sources at the development site in line with paragraph 183 of the National Planning Policy Framework.

**34. Combined Stage 1/2 Road Safety Audit – Brunswick Square (PRE-COMMENCEMENT))**

(a) No development shall commence until a combined Stage 1 and Stage 2 Road Safety Audit for the proposed vehicular access junction and associated pedestrian footways for Brunswick Square and its junction with the High Road has been submitted to and approved in writing by the Local Planning Authority.

(b) The detailed design of the junction hereby approved shall be in accordance with the recommendations in an approved Audit and maintained thereafter

REASON: To ensure the safe movement of vehicles and pedestrians.

**35. Basement Vehicular Access Control Arrangements**

(a) The basement car parking areas hereby approved shall not be brought in to use until such times as Basement Access Control Arrangements have been submitted to and approved in writing by the Local Planning Authority.

(b) The Basement Vehicular Access Control Arrangements shall include written and illustrated details of signal control and give-way systems to manage vehicular movements in and out of the approved basement car parks and demonstrate their adequacy to manage any vehicle queues.

(c) The car parking areas shall be operated only in accordance with the relevant approved Basement Vehicular Access Control Arrangements.

The CPMP shall set out details of the proposed signal control and give-way systems used to manage vehicular movements in and out of the basement car parks via the proposed ramps.

REASON: To ensure the safe movement of vehicles in to and out of parking areas.

**36. Car Parking Design & Management Plan**

(a) No development shall be occupied until a Car Parking Design and Management Plan (CPMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.

(b) The CPMP shall include details of the following:

- i. Location and design of any temporary car parking spaces.
- ii. Location and design of car parking spaces.
- iii. Provision of Electric Vehicle Charging Points (direct provision for 20% of spaces, with passive provision for the remaining 80%).
- iv. Allocation, management and enforcement of residential car parking spaces (prioritising wheelchair users, then other disabled people, then families with children then others as part of a dynamic strategy to prioritise use and minimise redundancy of spaces).

(c) Car parking shall be allocated, managed and enforced in accordance with the approved CPMP.

(d) All car parking spaces shall be leased and not sold outright.

REASON: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To protect the amenity of the site users. To promote sustainable travel.

### **37. Cycle Parking Details (PRE-COMMENCEMENT)**

(a) No development of the Printworks Buildings shall commence until details of cycle parking (152 long-stay and 22 sort-stay) and provision for changing/locker space for the cinema and commercial units in the Printworks Building have been submitted to and approved in writing by the Local Planning Authority.

(b) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(c) The cycle parking provision shall be implemented in accordance with the approved details and retained thereafter for this use only.

REASON: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

### **38. Delivery and Servicing Plan**

(a) No development of the Printworks Buildings shall be occupied until a Delivery and Servicing Plan (DSP) for the development as a whole has been submitted to and approved in writing by the Local Planning Authority. The DSP for that Phase shall be in broad conformity with the approved Delivery and Servicing Plan (within the Transport Assessment prepared by Arup, 29 July 2021) and Transport for London's Delivery and Servicing Plan Guidance (2020), other than details of the location and dimensions of the all proposed loading bays shall be submitted to and approved in writing by the Local Planning Authority).

(b) The DSP, including loading bays approved under (a) above shall be implemented and updated following the results of the first delivery and servicing survey to be undertaken within 12 months of first occupation of the proposed development.

(c) Further surveys and updates of the full DSP shall be approved in writing by the Local Planning Authority.

REASON: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.



### **39. Residential Waste Management Plan**

(a) None of the residential dwellings in the Printworks Building shall be first occupied until a Residential Waste Management Plan for that Building has been submitted to and approved in writing by the Local Planning Authority.

(b) The Residential Waste Management Plan shall set out details of:

- (i) who will be responsible for moving waste and recyclable Wheelie Bins or Euro Bins from Waste Rooms A, B and C to a designated collection point on Brunswick Square and taking them back to the Waste Rooms on collection day; and
- (ii) The timing of such movements, ensuring that bins are not stored on the footway overnight before they are collected and ensuring that bins are taken back into the store as soon as reasonably practicable after collection.

(c) The approved Residential Waste Management Plan shall be implemented upon first occupation of any of the residential dwellings and the development shall be operated in accordance with the approved Plan thereafter, unless a review of arrangements and a revised Plan is requested in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory waste and recycling collection.

### **40. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)**

(a) No development shall commence until a Detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

(b) The Detailed CLP shall conform with the approved Outline Construction Logistics Plan within the submitted Transport Assessment (prepared by Arup, dated 29 July 2021) and Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development replace lorry routing;
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff/ personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

REASON: To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

### **41. Public Highway Condition (PRE-COMMENCEMENT)**

(a) No development shall commence until an existing condition survey of the western half of the High Road carriageway and footway (between 811 and 831 High Road) has been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.

(b) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.

(c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

REASON: To ensure the construction works do not result in the deterioration of the condition of the public highway along the site.

#### **42. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)**

(a) No development shall commence until a Demolition Environmental Management Plan (DEMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.

(b) No development shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

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

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

(d) the CEMP shall also include consideration as to whether any ecological protection measures are required, to include an assessment of vegetation for

removal, including mature trees, for the presence of nesting birds. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.

(e) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved DEMP and CEMP for that Phase.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

#### **43. Management and Control of Dust (PRE-COMMENCEMENT)**

(a) No development shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i) Monitoring locations
- i) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii) a Dust Risk Assessment.

(b) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved AQDMP for that Phase.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

#### **44. Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)**

(a) Prior to the commencement of the development, evidence of site registration at 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 that Phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

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

#### **45. Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)**

(a) 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 NO<sub>x</sub> and PM emissions.

REASON: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ

#### **46. Impact Piling Method Statement (PRE-COMMENCEMENT)**

(a) 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) for that Phase has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling in each relevant Phase must be undertaken in accordance with the terms of the approved piling method statement for that Phase.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

**47. Business and Community Liaison Construction Group (PRE-COMMENCEMENT)**

(a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:

- i. informing local residents and businesses of the design and development proposals;
- ii. informing local residents and businesses of progress of preconstruction and construction activities;
- iii. considering methods of working such as hours and site traffic;
- iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- v. providing advanced notice of exceptional works or deliveries; and
- vi. providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. For the avoidance of doubt, this could comprise the Applicant's existing 'Business and Community Liaison Group' (BCLG) or an alternative agreed with the Council.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

**48. Telecommunications**

(a) The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

REASON: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

**49. Evidence of operational public hydrants/suitable alternatives (PRE-COMMENCEMENT)**

Details demonstrating that the public hydrants proposed to service the development are operational and sufficient shall be submitted to the Local Planning Authority (LPA) for its written approval prior to commencement of the development hereby approved. If it cannot be demonstrated that the public hydrants are fit for purpose, then satisfactory alternative solutions must be proposed and approved in writing by the LPA. The approved provision shall be retained thereafter and kept functional for the lifetime of the development.

REASON: To ensure that the development incorporates the necessary fire safety measures and in order to accord with the Mayor's London Plan Policy D12.

## INFORMATIVES

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

2. 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 £312,582 and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.90 with indexation) the Haringey CIL charge would be £190,288, giving a total of £502,870. 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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

3. 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.

4. 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.

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

6. Asbestos Survey prior to demolition. Prior to demolition of 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.

7. 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.

8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

9. Deemed Discharge Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

10. Composition of Written Scheme of Investigation. Historic England GLAAS envisages that archaeological fieldwork would comprise the following:

#### Geoarchaeological Assessment and Coring

Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.

#### Evaluation

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.

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.

11. Disposal of Commercial Waste. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

12. Piling Method Statement Contact Details. Contact Thames Water  
<https://developers.thameswater.co.uk/Developing-a-largesite/>  
Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

13. Minimum 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.

14. 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-and-recycling/recycling/garden-waste-collection](http://www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection)

15. Sprinkler Installation. 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.

16. Designing out Crime Officer Services. 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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

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

19. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.

20. Listed Building Consent. This planning permission must be read in conjunction with the Listed Building Consent (HGY/2021/2284).

21. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).



## **Appendix 02 – Listed Building Consent Application Conditions & Informatives**

### **Time Limit**

1. The works hereby permitted shall be begun before the expiration of **five** years from the date of this consent.

REASON: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

### **Approved Plans & Documents**

2. SEE APPENDIX 9.

The Listed Building Works shall be completed in accordance with the approved plans and documents except where conditions attached to this Listed Building Consent indicate otherwise.

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

### **Contract**

3. Prior to any works of demolition relating to Nos. 819-821 High Road, evidence of contract(s) for replacement development relating to the relevant building(s) shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to safeguard the character and appearance of the North Tottenham Conservation Area.

### **Matching materials**

4. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

### **Hidden Historic Features**

5. Any hidden historic features which are revealed during the course of works shall be retained in situ. Works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority shall be notified. Works shall remain suspended in the relevant area until the Local Planning Authority authorise a scheme of works for either retention or removal and recording of the hidden historic features.

REASON: In order to safeguard the special architectural or historic interest of the building.

**Redundant plumbing etc.**

6. All redundant plumbing, mechanical and electrical services and installations shall be carefully removed from the listed building before the completion of the consented works to Nos. 798, 800, 802 and/or 808 High Road hereby approved, unless agreed in writing with the Local Planning Authority.

REASON: In order to safeguard the special architectural or historic interest of the building.

**Making good redundant plumbing etc.**

7. In the event the removal of redundant plumbing, mechanical and electrical services and installations within Nos. 798, 800, 802 and/or 808 High Road reveals visual inconsistency in the appearance of the building fabric, the retained building fabric shall be made good with regard to material, colour, texture and profile of the existing building.

REASON: In order to safeguard the special architectural or historic interest of the building.

**Approval of Details PRE-COMMENCEMENT**

8. (a) Prior to the commencement of any relevant works, details in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant work is begun.

- i) Full external and internal condition survey to include structural assessment in relation to roof, walls, floors, doors, windows, stairs, fireplaces, decorative features and fixtures
- ii) Material specification for facade repair, repointing and replacement of brickwork, repairs and replacements to window cills, window surrounds, doorsteps, parapets. Material samples of these works to be approved on site by the Local Planning Authority's Conservation Officer.
- iii) Detail section drawings to scale 1:20 to record existing structures, make up of walls, floors, roof, doors, decorative cornices and windows and associated mechanical ventilation;
- iv) Detail section drawings to scale 1:20 and 1:10 as necessary to show proposed structures, walls, floors and finishes
- v) Detail elevation and section drawings to scale 1:10 to show interfaces between new partitions and original cornices or historic fabric
- vi) Detail drawings to scale 1:10 and 1:5 plus material specification for new panelled doors, surrounds, shutters and ironmongery to match historic details
- vii) Schematic drawings in plan and section to scale 1:50 to show Mechanical, Electrical and Plumbing services;
- viii) Detail drawings to scale 1:10 showing penetrations within historic fabric
- ix) All external materials to the approved extensions;
- ix) Method statements for installing Mechanical, Electrical and Plumbing services
- x) Method statements for proposed demolition works related to internal partitions, fixtures, fittings and new internal openings within load-bearing walls

- xi) Method statements for removal and making good of external gates, doors, windows, window bars, fixtures and fittings such as alarm boxes, vents, timber posts, lights
- xii) Method statements, material specification for proposed works to chimneys and roof. Material samples of replacement slates, bricks, repointing, chimney pots to be approved onsite
- xiii) Method statements and material specification for both proposed repair and alteration works to retained cornices, staircases, fireplaces, doors, windows, panelling and all surviving 18<sup>th</sup> and 19<sup>th</sup> Century elements. Trial samples of cleaning and material samples of integrations and replacement works to be approved on site
- xiv) Method statement and material specification for reinstatement of fireplaces

(b) The relevant work shall be carried out in accordance with such approved details and method statements.

REASON: In order to safeguard the special architectural or historic interest of the building.

### **Masonry Cleaning**

9. Before any masonry cleaning commences, details of a masonry cleaning program and methodology shall be submitted in writing to and for approval by the Local Planning Authority. The programme shall demonstrate protection of internal and external surfaces.

The cleaning programme shall be undertaken in accordance with approved details.

REASON: In order to safeguard the special architectural or historic interest of the building.

### **No New Plumbing etc.**

10. No new plumbing, pipes, soil stacks, flues, vents or ductwork shall be fixed on the external faces of the buildings unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the special architectural or historic interest of the building.

### **No New Grilles etc.**

11. No new grilles, security alarms, lighting, cameras or other appurtenances shall be fixed on the external faces of the building unless shown on the drawings hereby approved, or submitted to and approved by the Local Planning Authority in relation to the conditions above.

REASON: In order to safeguard the special architectural or historic interest of the building.

### **Listed Building Consent - Informatives**

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. Details of external materials are required to be submitted to and approved in writing by the Local Planning Authority pursuant to Planning Permission HGY/2021/2283.

Appendix 3: Images of the site and proposed scheme

Satellite birds eye image showing the site edged in red, NT5 Site Allocation in dotted blue, and other notable aspects in the area



FIGURE 1. - Site Aerial Overview



Not to scale

KEY

- |   |   |                                    |
|---|---|------------------------------------|
| <span style="color: red;">■</span> Site Boundary        | <b>C</b> White Hart Lane                    | <b>G</b> 819-821 Grade II Listed   |
| <span style="color: lightblue;">■</span> NT5 Boundary   | <b>D</b> White Hart Lane Overground Station | <b>H</b> Peacock Ind. Estate       |
| <b>A</b> Vacant Lot (Future Goods Yard Site)            | <b>E</b> High Road                          | <b>I</b> Tottenham Hotspur Stadium |
| <b>B</b> B&M Store and Car Park (Future The Depot Site) | <b>F</b> Love Lane Estate                   | <b>J</b> Northumberland Park       |



# Existing condition of the site

## KEY

- 819-821 (Grade II Listed)
- Conservation Area Boundary



FIGURE 2. - The PW looking south east (1)

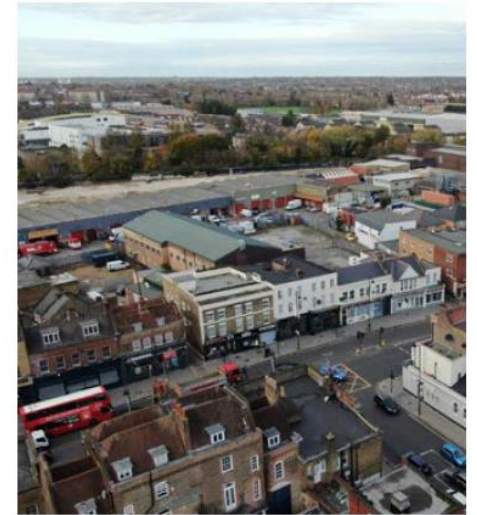


FIGURE 3. - View of PW looking from the HR (2)

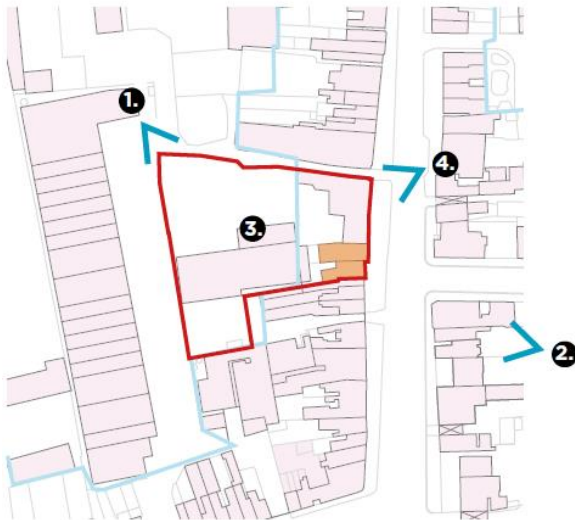


FIGURE 4. - Aerial Photograph of The Site (3)



FIGURE 5. - View looking south west from the High Road (4)

Illustrative roof plan showing amenity and link to illustrative High Road West masterplan





# Numbers and Basement & Ground floor plans

**Application Site Area:** 0.36 Ha (3,598m<sup>2</sup>).

**Total Floor Space:** 10,036 GIA

**Total Class C (Residential):** 6,571m<sup>2</sup> GIA  
7,265m<sup>2</sup> GEA

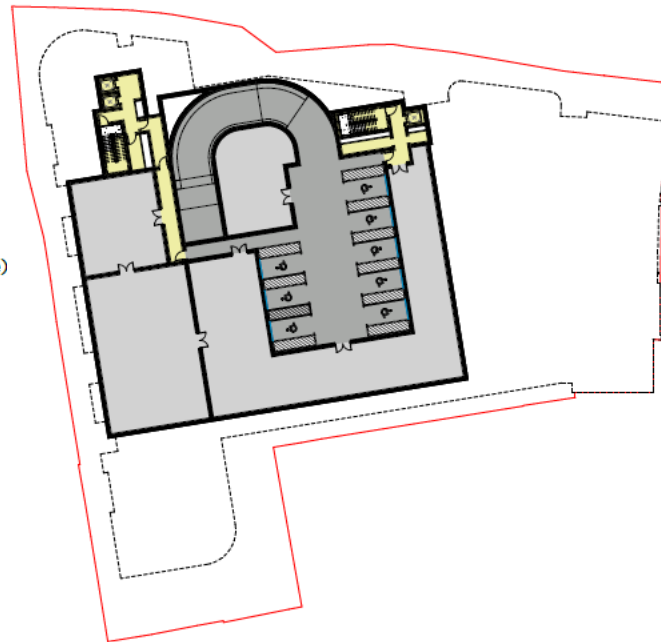
**Total new homes:** 72

**Mix:** 21: 1 Bed (32%)  
35: 2 Bed (49%)  
13: 3 Bed (18%)  
01: 4 Bed (1%)










**Family Homes:** 19% (3 and 4 Bed)

**Accessibility:** 90% Part M4(2) Homes\*  
10% Part M4(3) Homes

**Total Class E (Commercial, Business and Service/F&B):** 283m<sup>2</sup> GIA (excluding refuse store)  
**Sul Generis (Five Screen Cinema):** 1,246m<sup>2</sup> GIA



## KEY

 2 Bed - Dup (4)	 Commercial
 3 Bed - Dup (5)	 Cycle Store
 Bins	 Parking
 Cinema	 Plant
 Circulation	



## Affordable Housing and Level 01

23 homes (35% by habitable room) out of the total 72 will be will be affordable, which is split between 60% as intermediate market and 40% as affordable rented.

**Intermediate (16 units):** 6 x 1-bed (37.5%)  
7 x 2-bed (43.75%)  
3 x 3-bed (18.75%)










**Affordable rent (7 units):** 3 x 2-bed (42.85%)  
3 x 3-bed (42.85%)  
1 x 4-bed (14.3%)

**Car Parking:** 8 Blue badge accessible residential

**Cycle Parking:** 136 secure covered residential spaces  
22 visitor spaces in public realm  
4 secure covered commercial spaces

**Amenity:** 1164m<sup>2</sup> Open Space  
200m<sup>2</sup> Play Space

### KEY

 2 Bed - Dup (4)	 Commercial
 3 Bed - Dup (5)	 Cycle Store
 Bins	 Parking
 Cinema	 Plant
 Circulation	





Proposed east-west sections



FIGURE 13. - Section 1 Looking North

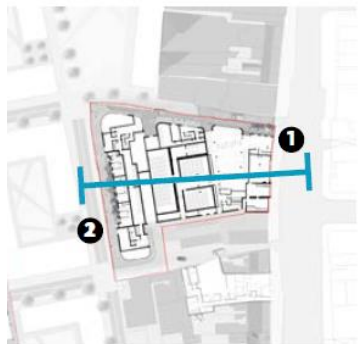


FIGURE 14. - Section 2 Looking South

Proposed east and west elevations



FIGURE 15. - Elevation 1 East

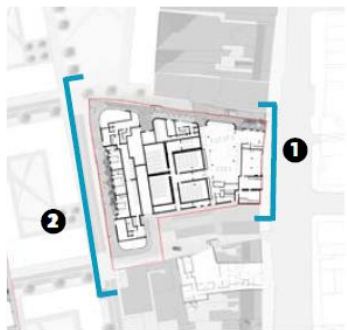


FIGURE 16. - Elevation 2 West



Proposed north and south elevations



FIGURE 17. - Elevation 3 North



FIGURE 18. - Elevation 4 South

Illustrative proposed isometric aerial view looking southeast towards the northwest corner of the site with a potential masterplan





View looking west from Northumberland Park





Views from within masterplan looking south from potential Peacock Park





View looking northwest from Percival Court



View looking north from indicative High Road West Masterplan Framework [HRWMF] (currently Peacock Estate)





View looking south at northwest corner of proposed building within HRWMF











CGI Image looking southwest towards 827 High Road showing a widened & resurfaced Brunswick Square and restored High Road buildings (HRMF buildings shown beyond)



# Servicing strategy



-  Commercial Bin Store
-  Delivery Access
-  Bicycle Parking Access
-  Residential Bin Store
-  Waste Collection Access
-  Car Parking/Basement Access

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Appendix 4: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
LBH Building Control	<p>I refer to the response from HSE with regards to planning ref: HGY/2021/2283 application for a mixed use residential scheme at the above property.</p> <p>HSE originally commented on the 20 August 2021 advising ‘Significant Concern’ with the planning application. Both Haringey Building Control and London Fire Brigade (LFB) had a different view to the HSE at that time, advising that the proposed fire solution was appropriate for the development proposed and that they would support the planning application. Following a subsequent detailed response to the HSE from the applicant’s fire consultant issued on 25 November (Buro Happold), HSE subsequently amended their comments and advised ‘Some Concern’ in their second response on 2nd December 2021.</p> <p>The HSE response advises ‘Some Concern’, identifying the following three points:-</p> <ol style="list-style-type: none"> <li>1. Notwithstanding the assurances provided by London Fire Brigade and Building Control, concerns remain about the length of the horizontal run of the dry fire main (38.6 meters), which is 20 meters longer than the recommended standard.</li> <li>2. Notwithstanding the assurances provided by London Fire Brigade and Building Control, concerns remain about the distance that firefighters will have to travel (56 meters) to access the building entrance on Percival Court and the dry fire main inlet, which is 38 meters longer than the recommended standard.</li> <li>3. The follow up document “211125 - Cover letter - HSE Comments_BH response” states: “The fire hydrants that are used as part of this development is on the public domain as such is it is expected that those fire hydrants are periodically tested. However, due to the lack of evidence the response “don’t know” was the most adequate. This will be ensured as part of the Building Regulations process and upgraded (or private fire hydrant provided) if necessary.”</li> </ol> <p>Whilst this is a valid response on the form, it is not appropriate to this development, which relies heavily on two working fire hydrants for firefighting water supplies to feed the three proposed dry rising mains.</p> <p>Without knowing if the hydrants are useable, the proposal might be relying on a disused water main or faulty hydrant. The LPA may wish to seek information from the applicant about the robustness of the assumptions made in relation to this</p>	<p>Officers note that LBH Building Control and the London Fire Brigade have confirmed that the design intent approach adopted by the applicant is entirely appropriate and neither party have any outstanding concerns. As such, the proposal is considered to be satisfactory from a fire safety perspective.</p>



	<p>aspect, to understand better the likelihood of the need for changes that could impact on the landscape and appearance of the development.</p> <p>Subsequent to above, the applicant team Fire Engineer (Buro Happold) have presented and issued a Design Note outlining further details and rationale as to the acceptability of the proposals in clarification of the specific points highlighted by the HSE.</p> <p>Having reviewed this design note with both London Fire Brigade and within the Building Control team, I can confirm that we are satisfied that the design intent approach adopted by the applicant is entirely appropriate to the proposed development and neither party have any outstanding concerns. We therefore support the planning application in fire safety terms.</p> <p>We will of course require a greater level of detail as the design develops beyond the planning stage, including confirmation that the fire hydrants are in fully working order, which depending upon timing, may be subject to 'Gateway 2' and formal control by the Building Safety Regulator.</p>					
LBH Carbon Management	<p><b>Carbon Management Response 10/12/2021</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Sustainability and Energy Statement (dated 25 November 2021), prepared by Buro Happold</li> <li>• Sustainability and Energy Statement Appendices (dated 25 November July 2021), prepared by Buro Happold</li> <li>• Further clarifications via email</li> </ul> <p><b>Energy – Overall</b></p> <p>The revised Energy Strategy demonstrates a higher reduction in carbon emissions on site, from 63% to 68%, based on SAP2012 carbon factors.</p> <p>The applicant is still reporting on SAP10 carbon factors despite this development connecting to the DEN; the GLA's guidance sets out that SAP2012 carbon factors are more appropriate for DEN sites.</p> <table border="1" data-bbox="618 1294 1700 1356"> <tr> <td data-bbox="618 1294 927 1356"></td> <td data-bbox="927 1294 1151 1356">Residential</td> <td data-bbox="1151 1294 1370 1356">Non-residential</td> <td data-bbox="1370 1294 1700 1356">Site wide</td> </tr> </table>		Residential	Non-residential	Site wide	Recommended conditions and s106 heads of terms included. The proposal would therefore be acceptable.
	Residential	Non-residential	Site wide			



(SAP2012 emission factors)	tCO <sub>2</sub>	%	tCO <sub>2</sub>	%	tCO <sub>2</sub>	%
<b>Baseline emissions</b>	79.7		47.9		127.6	
<b>Be Lean savings</b>	6.5	8%	9.3	19%	15.8	12%
<b>Be Clean savings</b>	39.7	50%	11	23%	50.7	40%
<b>Be Green savings</b>	16.1	20%	3.9	8%	20	16%
<b>Cumulative savings</b>	62.3	78%	24.2	50%	86.5	68%
<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	17.4		23.7		41.2	
<b>Carbon offset contribution (incl. 10% management fee)</b>	£95 x 30 years x 41.2 tCO <sub>2</sub> /year = £117,420 + £11,742 = £129,162					

### Energy - Be Lean

The applicant has modelled the following changes to the Be Lean inputs:

- External wall from 0.15 to 0.12 W/m<sup>2</sup>K
- Triple glazed windows from 1 to 0.8 W/m<sup>2</sup>K
- Distribution loss factor from 1.1 to 1.05
- Window size dimensions from 2300(H)x1100(W) to 1600(H)x1200(W)

As a result, the improvement from TFEE has increased from 6% to 12%.

Overall the residential element of the development does not comply with London Plan Policy SI2, requiring a minimum 10% reduction in emissions under Be Lean with SAP2012 carbon factors. It is acknowledged that the reduction has increased from 1% to 8%, and that the applicant is confident that the remaining 2% can be met through the detailed design stage and by including more realistic performance factors for aspects such as thermal bridging. A 10% reduction will therefore be conditioned to overcome this and meet policy requirements.

### Overheating

The applicant has undertaken revised and additional modelling in line with previous requests. The updated results are noted below.

All windows are expected to require acoustic louvres in order to pass the mandatory weather file. A 300mm recess to windows was also included in the model. The applicant has confirmed the installation of ceiling fans is possible within the current room heights.

London Weather Centre	Number of habitable rooms pass TM59	Number of habitable rooms pass TM59 (with ceiling fan future mitigation)
DSY1 2020s	66/66	66/66
DSY2 2020s	1/66	66/66
DSY3 2020s	0/66	66/66
DSY1 2050s	4/66	66/66
DSY2 2050s	0/66	66/66
DSY3 2050s	0/66	66/66
DSY1 2080s	0/66	66/66
DSY2 2080s	0/66	56/66
DSY3 2080s	0/66	42/66
Total number of homes / habitable rooms / corridors modelled	66 habitable rooms, 20 apartments (incl. 3 duplexes) 34% of floor area modelled	

### Conclusion

The development complies with the relevant planning policies, subject to securing the proposed Heads of Terms and planning conditions.

An estimated carbon offset contribution of £117,420 + 10% management fee is required to ensure the development meets the zero-carbon requirement through allowable solutions.

### S106 Heads of Terms

The Section 106 agreement heads of terms should include:

- Be Seen requirement
- Energy Plan and Sustainability Review
- Estimated carbon offset contribution of £117,420 + 10% management fee (based on £2,850 per tonne of carbon emissions)
- DEN connection (and associated obligations)
- Heating strategy fall-back option if not connecting to the DEN

### Planning Conditions

To be secured:

Energy strategy

*The development hereby approved shall be constructed in accordance with the Sustainability and Energy Statement (dated 25 November 2021), prepared by Buro Happold delivering a minimum site-wide 68% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP2012 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network, and minimum 55 kWp solar photovoltaic (PV) energy generation.*

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

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

- Confirmation of the overall % reduction in line with the Energy Hierarchy;*
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction (residential) and minimum 19% (non-residential) in SAP2012 carbon factors, including details to reduce thermal bridging;*
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid or semi-rigid MVHR ducting;*
- Maximum possible solar energy to be generated on the roof, with details including: 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).*
- Detailed design of the heat network within the blocks and how this complies with CIBSE CoP1 and the LBH Generic Specification. This should include detailed calculation of distribution losses (based on pipe routes and lengths, pipe sizes, taking account of F&R temperatures and diversification and insulation) to calculate total heat loss from the system expressed in W/dwelling and should demonstrate losses have been minimised;*
- A strategy for the supply of heat to buildings occupied before the site-wide energy centre is available;*
- Further detail of how the developer will ensure the performance of the system will be safeguarded through later stages of design, construction and commissioning including provision of key information on system performance required by CoP1.*
- A metering strategy.*

*(b) Within six months of first occupation, evidence that the solar PV installation has been installed correctly shall be submitted to and approved by the Local Planning Authority,*

*including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.*

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

*Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM22.*

*Overheating*

*Prior to occupation of the development, the following overheating measures must be installed and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis (dated 27 November 2021) prepared by Buro Happold:*

- Natural ventilation, with openable areas of 30% at night in LKD; 100% openable at night in bedrooms;*
- Glazing g-value of 0.35;*
- Acoustic louvres 450x2300mm (all windows), 30% free area;*
- Façade shading, 300mm recess depth windows;*
- MVHR with summer bypass;*
- Ceiling fans in high-risk dwellings;*
- Hot water pipes insulated to high standards with maximum heat losses as modelled;*
- No active cooling.*

*If the design of the development 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 ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.*

*BREEAM (or equivalent)*

*(a) A minimum of 6 months prior to commencement on site, design stage accreditation certificates must be submitted for the Shell & Core office space and a Fully Fitted Leisure*

and Assembly to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”.

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

(b) At least 6 months prior to occupation, both post-construction certificates issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

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

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 Policy SP4 and DM21.

Living roof(s)

(a) Prior to the commencement of development, details of the living roof(s) and living wall(s) must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located and a floor plan identifying where the living walls will be rooted in the ground;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) Roof plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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-

	<p><i>buried log piles / flat stones for invertebrates (minimum footprint of 1m<sup>2</sup>), rope coils, pebble mounds of water trays;</i></p> <p><i>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vi) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of sedum, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) 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 Policies G1, G5, G6, S11 and S12 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</i></p> <p><u><i>Biodiversity measures [if not already proposed by colleagues]</i></u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p>	
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	<p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</i></p>	
LBH Conservation Officer	<p><u>Site</u> The wider development site lies to the west of the North Tottenham Conservation Area which is characterised as an almost intact 19th century townscape incorporating notable surviving examples of earlier periods. Despite a few changes, the townscape of this part of the High Road retains a high degree of historical continuity and displays a notable variety and contrast in architectural styles and materials . The Conservation Area includes the best surviving townscape section of the High Road as well a distinctive sequence of 18th and 19th century buildings, some statutory listed, including properties at Nos. 790 to 802, and 808-810, and some locally listed that create a densely built, almost continuous frontage of two-three storey historic buildings that greatly contribute to the sense of enclosure and character of the historic High Road .</p> <p>The site predominantly extends to the west of the historic street frontage of the High Road, just at the back of the locally listed Nos 813-817 High Road and on the western edge of the Conservation Area boundary. The site also comprises the grade II listed properties at Nos 819-821 High Road and the locally listed property at Nos 823-829 which form part of the historic frontage of the Conservation Area. The site is currently in commercial and residential use with the grade II listed Georgian properties hosting a mix of commercial uses on the ground floor and residential uses above, but it is important to note that its emerging context is rapidly changing with the Tottenham Hotspur Football Club stadium and related ancillary buildings now dominating the street scene of the east side of the High Road .</p> <p>Properties at Nos 819-821 are grade II listed as an early C18, relatively well-preserved pair of three-storey Georgian townhouses with late C19 shops on the ground floor and a symmetric façade composition complemented by original features. These buildings have been progressively converted, redeveloped, altered externally and to a greater degree internally and have lost their original use. But despite all these alterations this pair retains many original C18 features and the legibility of their original façade and spatial composition that still contribute to their special interest and historic character. These properties are in relatively good conditions having been in continued use over recent years and have benefited from regular standard maintenance after having been substantially refurbished in the late 1980s. The shopfronts have been partially altered, then reconstructed and have lost</p>	<p>Noted.</p> <p>The Officer states that the proposals would largely conserve the significance of the listed and locally listed buildings, would enhance the quality of this part of the conservation area and would significantly enhance the setting of both listed and locally listed buildings.</p> <p>However, the erection of new, large buildings at the back of the High Road and the proposed demolition of the locally listed building at 829 High Road will lead to a low level of less than substantial harm to the significance of the Conservation Area.</p> <p>The low level of less than substantial harm would be outweighed by the public benefits of the proposal which include the heritage benefits referred to.</p>

the original decoration and architectural qualities. The significance of the listed houses rests on their most intact original features that bear high aesthetic and historic value, while their surviving shopfronts are of medium value both in their own right and as a group. The submitted maps showing the historic development of these buildings and their hierarchy of significance are very clear and detailed and seem to have positively informed the development proposal so to retain, enhance and where necessary reinstate the original features of these unique buildings.

The locally listed C 19 buildings at 823 - 829, although of more modest intrinsic architectural and historic special interest, are interesting two-storey buildings that bear group value and positively contribute to the varied character of the Conservation Area. The properties have been internally and externally substantially altered over the centuries, substantial roof replacements and repairs have been carried out, however the elevations and related architectural features are in generally good conditions with some decay towards the top and to the shopfront apparently due to roof defects. Insensitive rendering has generally obscured some of the decorative features to front and both front and rear elevations seem to suffer from water infiltration due to poor roof detailing. The rear of these buildings are altered and cluttered, obtrusively located satellite dishes and services contribute to detract from the character of the buildings, while property at No 829 is a poor quality early C20 replacement building, with later flat roof and flat roofed extensions along Brunswick Square.

The significance of the buildings at 823-827 High road derives from the quality of their facade composition, architectural detailing, and surviving C 19 shopfront that positively contribute to the street frontage of this part of the Conservation Area. These buildings have medium aesthetic and historic value consistently with their local listing and importance.

The site is also located in the setting of some of the most highly graded and best-preserved Georgian houses forming part of the remarkable Northumberland terrace at Nos 790-810, located on the opposite side of the Tottenham High Road frontage.

And despite being predominantly located behind the High Road and being barely visible in views across the conservation area, the development site forms part of the fruition and experience of the Conservation Area since it can be accessed from the High Road through the Brunswick Square alleyway to the north and via Percival court to the south.

#### Comments

The development scheme forms part of the wider regeneration strategy and emerging built scenario for the area as set out in the High Road West Masterplan Framework that does not include the High Street frontage, but provides guidance in terms of massing, heights and uses for new development to be enabled at the back of the historic frontage of the High



	<p>Road with new buildings that sensitively complement the established urban scale with a transitional new height.</p> <p>The principle of redevelopment with a progressive increase in height on the currently light industrial site at the back of the historic frontage descends from the adopted masterplan and is therefore accepted in principle from conservation grounds.</p> <p>Map regression, condition surveys and historic evidence accompanying the application, convincingly demonstrate that the progressive alteration of the historic buildings still surviving on site and the deterioration of both the architectural and urban design qualities of the site at the back, which has slowly yet dramatically shifted from its originally Georgian and Victorian residential character to the current very utilitarian light industrial character, provides an opportunity for enhancement of the adjacent heritage assets through well-detailed and sensitive refurbishment and high quality redevelopment in their setting.</p> <p>Accordingly, the proposed works include internal and external alterations to grade II listed buildings at Nos 819 - 821 High Road so to enable the conversion of these properties into residential and leisure venue. The proposed scheme also includes the demolition of the locally listed building at No 829 High Road, the demolition of the existing buildings and structures located at the back of these listed and locally listed buildings so to enable the erection of a residential-led, mixed-use development gradually raising in height in compliance with the masterplan guidance and comprising residential units, flexible commercial, business, leisure and service uses as well as hard and soft landscaping, parking, and associated works.</p> <p>The design proposal has been progressively developed in consultation with the council with a consistent focus on the development potential offered by the industrial site at the back of the Conservation Area frontage and the need to retain the special interest and significance of both the Conservation Area and its contributing designated and non-designated heritage assets. Although the pre-application consultation with the council has not reached an agreement on the fully developed design for the new buildings and landscaping along Brunswick Square where further design refinements may be desirable as per design officer's comments, the overall scale, mass and gradual increase in height of the proposed buildings have been amply discussed, explored and tested in contextual elevations, cross-sections and views taken both across the Conservation Area and along its historic frontage and have convincingly demonstrated that the impact of the proposed development on the heritage frontage of the High Road is modest, especially in comparison to the much taller and denser emerging development envisaged by the masterplan for this regeneration area,</p>	
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	<p>and would lead to a low level of less than substantial harm to the significance of the Conservation Area.</p> <p>The impact of the proposed new increasingly taller buildings on the setting of the historic frontage of the Conservation Area is mitigated by the careful increase in mass and heights of the new development that is well set-back from the street frontage while the proposed landscaping works improve the public realm and connectivity between the High Road and the new development.</p> <p>The submitted heritage statement amply articulates the heritage significance of the affected heritage assets and assesses the impact of the proposed refurbishments, demolition works and erection of new buildings on the listed and locally listed properties.</p> <p>The proposed works to grade II listed 819-821 High Road will reinstate the original use of the buildings and will unveil their original architecture as fully legible and separate from the new development despite the overall increase of scale and height at its back and a progressively taller and more densely built wider context, by reversing those unsympathetic alterations that have been cumulatively carried out to the townhouses over many years, including removal of the rear extensions, the flat felt roof, cement render, overpainting, prominent services, satellite dishes and cabling. Heritage sympathetic repairs and reinstatement of original external and internal features, the removal of clutter and unsightly extensions, the reinstatement of the historic layout of the upper floors would be of benefit. The redevelopment at the rear of 819-821 High Road will improve the built as well as the hard landscaped private and public spaces surrounding the listed buildings building would be enhanced by the repairs and refurbishment.</p> <p>The proposed works to the locally listed buildings at Nos 823-827 will declutter their frontages and rear elevations by removing unsympathetic extensions, doors and windows and will repair their historic fabric and facades, will sensitively reinstate original chimneys, doors, windows, and fixtures this leading to a significant enhancement of the quality of these buildings.</p> <p>The locally listed building at 829 High Road is a much altered and poorly designed Edwardian building that has lost the majority of its original features such as roof, chimneys, elevations and has low heritage value. As a corner building fronting the High Road in Conservation Area and extending to the rear along Brunswick Square, Its proposed demolition has been debated throughout the pre-application process and although undesirable, is proving necessary to create an appropriate vehicle and pedestrian access to the development site from the High Road along Brunswick Square which is currently poorly maintained and insufficient to provide public access and to maximise the importance of</p>	
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	<p>Brunswick Square as a key east-west pedestrian route that connects the High Road with the remainder of the masterplan area to the west. The loss of this locally listed building of modest heritage value and the alteration of the narrow alleyway at Brunswick Square, both meant to be positive components of the character of the Conservation Area, would lead to a low level of less than substantial harm to the significance of the Conservation Area, however we agree with the findings of the submitted heritage statement and impact assessment that highlight how this low level of harm, besides being justified and necessary to provide adequate access to the development site, would be outweighed by the proposed enhancements to the fabric and setting of the more valuable heritage buildings, by the provision of a well-designed access route into the site and by descending public benefits.</p> <p>The proposed redevelopment of the industrial site, together with the proposed refurbishment of the listed and locally listed buildings that significantly contribute to the street frontage of the Conservation Area and the landscaped reconfiguration of Brunswick Square would largely conserve the significance of the listed and locally listed buildings, would enhance the quality of this part of the conservation area and would significantly enhance the setting of both listed and locally listed buildings. However, the erection of new, large buildings at the back of the High Road and the proposed demolition of the locally listed building at 829 High Road will lead to a low level of less than substantial harm to the significance of the Conservation Area and the test set out at paragraph 196 of the NPPF should apply with due consideration of the heritage benefits and wider public benefits provided by the proposed scheme.</p>	
<p>LBH Design Officer</p>	<p><b><u>Summary</u></b></p> <p>These proposals are a well thought through and elegantly designed response to this site, that will play a part, along with other neighbouring sites also anticipated to be redeveloped, like this proposal in accordance with the adopted masterplan, as it continues to evolve, in accordance with changed priorities and conditions, to contribute to a more sustainable, viable, inclusive and appealing North Tottenham community.</p> <p><b><u>Principal of Development, and Masterplanning and Street Layout</u></b></p> <p>1. The site forms part of Site Allocation NT5 from the Tottenham AAP (adopted July 2017) and the related High Road West Masterplan Framework and the proposals are broadly in accordance with those. It also more closely accords with the masterplan that these applicants have developed forward in their further applications for the other plots of land within High Road West they own, the Goods Yard to the west, Depot to the north and no 807 to the south of this site. It also broadly, though not perfectly,</p>	<p>Following receipt of these comments the applicant submitted revised drawings which addressed the following:</p> <ul style="list-style-type: none"> <li>- Privacy of adjoining residential properties to the north of Brunswick Sq. – all fully glazed windows to habitable rooms within the 'link knuckle building' are now to the south, east or west.</li> </ul>

	<p>accords with the ned masterplan prepared by rival developers Lendlease for the whole of the High Road West allocation.</p> <p>2. The proposals would form most of a complete city block in the wider High Road West area, consisting of retained and restored existing buildings on the High Road and new build forming extended street frontages to the south side of the existing Brunswick Square alleyway and part of the north side of the existing Percival Court alleyway. The final side of the block would face the existing Peacock Industrial Estate. However, in the context of all of the envisaged masterplans, Brunswick Square and Percival Court would be extended as east-west streets further into the development and the boundary of this site and the Peacock Industrial Estate, the western edge of this proposed city block, would form a major north south street connecting White Hart Lane to the south to a major new public park starting at the north-west corner of this site and extending north.</p> <p>3. All the approved and emerging masterplans contain vision for heights where height rises slowly from the retained existing 2-4 storey High Road (and White Hart Lane) frontages through mansion blocks of 5-8 storeys to tall and taller buildings only along the far western edge of the allocation site, against the railway (and away from White Hart Lane). This applicant's original proposals for this site would have had a taller building in the north west corner of this site, contrary to all the various masterplans but they felt taking advantage of the long vista of the planned park. However we were able to discourage them from breaching the masterplanned heights, and these proposals are in height also in accordance.</p> <p>4. Finally on masterplanning, all the proposed masterplans envisage a significant element of employment on the High Road frontage and immediately behind it, and this proposal contains a cinema, which would provide significant employment. There are no courtyard spaces connected to the street network, as suggested to be envisaged in the adopted masterplan framework and the Lendlease proposals, but the importance of this element has diminished as it has become clear that several of the other landholdings along and behind the High Road will not be part of any of the current active proposals.</p> <p>5. It will be important to ensure that the street frontages along the western edge and at the south western corner (the continuation of Percival Court), which are shown as semi-private, landscaped entrance courts and paths in the interim state, before neighbouring sites, particularly the Peacock Industrial Estate, are redeveloped, can be converted to public highways, fully public city streets, without any impediments, freely</p>	<p>- Privacy of adjoining residential properties and not prejudicing potential development to the rear of 813-817 High Road – all Living/ Kitchen/ Dining Room glazing has been located away from the south façade and bedrooms have been further set back wherever possible.</p> <p>- The applicant has also committed to resurfacing Percival Court and Brunswick Square through s106 obligations which should help to ensure that the public realm created by this development is adoptable or indistinguishable from the public realm in the rest of the wider masterplan, with matching surface treatments and street furniture and no restrictions on access and use different to the rest of the completed masterplan.</p> <p>Therefore the points raised have been addressed.</p>
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	<p>connecting to those neighbouring developments as soon as those neighbouring sites come forward.</p> <p><b><u>Street Layout and Public Realm</u></b></p> <p>6. The High Road frontage represents the primary frontage of this development and is the most durable and simple to resolve side to the development. The existing buildings on the site along with the rest of the properties along this and the opposite side of the High Road, effectively from just north of the Tottenham Hotspurs Stadium to the south, as far as just south of the boundary of the borough to the north, form a consistent, well enclosed and defined “village core” to the North Tottenham Conservation Area and commercial heart of the local community, with a consistently built-up urban wall of buildings, many over 200 years old, including a high number of notable Statutorily and Locally Listed Buildings. The building line narrows the street at either end but widens out for much of the middle, including this site, the pavements are wide and have been recently and regularly repaved in high quality durable pavement requiring no improvement. In retaining and reusing nos. 819-827 with active frontages to public uses, this proposal will strengthen this good quality high street frontage.</p> <p>7. The narrow entrances to the existing alleyways of Brunswick Square and Percival Court, like others along here, strengthen the sense of enclosure and distinctiveness of this stretch of the High Road. It is therefore regrettable that the applicants have found it necessary to propose demolition of no. 829, in order to make the entrance to Brunswick Square wide enough for essential servicing including fire engine access. In urban design terms this reduces the sense of enclosure, the fairly consistent street wall and the distinctive difference between this open-yet-enclosed stretch of the High Road and the narrow, claustrophobic alleyways. However the proposal includes an archway over most of the width of no. 829, which will re-establish much of the sense of enclosure and street wall and provide a clear threshold transition to Brunswick Square.</p> <p>8. The quality of the public realm and enclosing building architecture of both alleyways, Brunswick Square on the northern edge of the site and Percival Court just to its south, are mostly pretty bad, with unmade surfaces to some parts, poor quality tarmac to others, and complete lack of separate pedestrian pavement, whilst the enclosing buildings include blank walls, grills, and shuttered doors in buildings of poor quality, badly maintained materials and finishes. Therefore notwithstanding my regret at the necessary widening of the entrance to Brunswick Square the development will <i>hugely</i> improve that side of the alleyway, with active frontage animated by entrances and ground floor windows, overlooking from residential windows and balconies on floors</p>	
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	<p>above and <i>much</i> improved surface materials, new street trees and street furniture to the part of their site they propose adding to the width of Brunswick Square, also providing a safe pedestrian zone.</p> <p>9. Nevertheless it is regrettable that the applicants have not agreed to improve the <i>whole</i> of the surface of Brunswick Square in the same materials (or similar matching but of adoptable standards, as it is Adopted Highway). It is also a shame that the existing buildings on the north side are generally of a poor architectural quality, although it does include one active shopfront, making what's currently the only good contribution to the streetscape of either alleyway. It is also regrettable that they have not agreed to contribute to improve Percival Court, although that is understood to be trickier as it is not adopted and of uncertain ownership, but it would be preferable if the area of turning head / circulation space in their south-west corner were detailed as a continuation of the public realm of the alleyway, albeit in better materials, and not gated. It should be noted this also provides access to residents parking, although there will only be 8no spaces, for disabled residents.</p> <p>10. The path up their western side, labelled as "Peacock Mews", is intended as the "meanwhile" public approach to the front doors of the ground floor maisonettes along that side, and is carefully and considerably detailed to provide a screen at ground level between those residential approaches, front doors and windows and the industrial activities of the neighbouring Peacock Industrial Estate. It is also capable of easily transitioning into being just the pavement along the east side of the primary north-south street into the future development of the rest of the High Road West masterplan. The including of small ground floor commercial units at both north-west and south-west corners of the proposal would form ideal traditional "corner shops", and if viable would further help integrate this into the completed masterplan and make a vibrant contribution to the new neighbourhood.</p> <p>11. However it is important to ensure by condition or otherwise that the public realm created in this development as extensions to Percival Court and Brunswick Square and their new Peacock Mews can be adopted or incorporated into the public realm of the wider masterplan, with matching surface treatments and street furniture and no restrictions on access and use different to the rest of the completed masterplan. I would recommend that the two alleyways, Brunswick Square and Percival Court, should eventually become pedestrian and cycle only at their eastern end, and otherwise have pedestrian pavements in the same stone or block paver and level (marked by a small kerb) as the vehicular roadway, whilst the street to the west of this site could be conventional.</p>	
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	<p><b><u>Height, Bulk &amp; Massing</u></b></p> <p>12. As mentioned above, the proposed height of the proposal confirms to what is envisaged in the masterplans with lower rise to match the retained existing High Road fronting buildings closest to them, then rising gradually to four, five and six storeys around the podium courtyard and seven at the north-western corner, an acceptable height within the meaning of the “mansion block” typology. These heights are likely to fit in well with the rest of the masterplan, in which ever detailed form.</p> <p>13. In terms of bulk and massing, the proposals step in on all sides form the applicants red-line boundaries, although this is driven as much by necessity, to provide access, servicing and fire compliance, as it is inspired by a desire to avoid overcrowding the surroundings. Nevertheless the scale and bulk proposed is appropriate to the intended street frontages concerned, with the intended street to the west, where the proposed bulk and height of development is greatest, being the wider and more important, conventional street, and the scale and bulk of the Brunswick Square frontage here proposed noticeably reducing in both eight and plan depth, commensurate with it being a narrow, tighter alleyway; even in its proposed, wider state.</p> <p>14. Two podium courtyards are proposed from 1<sup>st</sup> floor up; to the front (east) a mostly green-roofed, partly glazed and mostly inaccessible “lightwell” between the back of the retained High Road buildings (their later rear extensions having been removed) and the “central” residential wing that would also have gaps to its northern and southern sides; to the back (west) a mostly enclosed podium garden. The eastern lightwell would be of irregular shape, taking up the difference in alignment between the existing buildings on the High Road and the new, aligned with the western boundary (and future street), allowing the western podium garden to be rectangular and reasonably spacious.</p> <p>15. To the south, their boundary steps away from Percival Court, around nos. 813-817 High Road and their long rear projection that forms the northern frontage to most of Percival Court. This neighbour fills their site apart form a small, part covered yard at the western end, but is of only one storey and modern utilitarian construction, apart from the 3 storey Georgian High Road frontage. The proposal creates a narrow servicing and fire escape passageway between along their southern boundary. The eastern podium is open to the south, maintaining a separation to 813-7 except where 819 is joined on as existing. The northern side of the eastern podium is only enclosed by a two storey maisonette with a gap to the rear of the existing 827 and a glazed link</p>	
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	<p>to the rest of the new development, giving the separation between the existing High Road frontages of heritage significance and the main new build a spacious quality.</p> <p>16. Nevertheless, the southern end of the central wing and southern wing, enclosing the western court, form a close neighbour to the rear part of the side of 813-7, currently single storey but with its own development potential that could be impinged by this application proposal. The southern wing of this application scheme is also only of shallow plan depth and steps up gradually from a low three storeys at the southern end of the central wing, to five storeys only close to where it meets the western side, so that the south-eastern corner of the western podium garden gets only two storeys.</p> <p>17. However any development on that site would also be bound by the adopted masterplan, including maintaining a respectful lower of matching height to their High Road frontage until at least well back into their site. This application scheme contains a gap within their land between the rear of 813-7 and the projection at their south-western corner where they step out to the building line of the north side of Percival Court. The taller four and five storey parts of the southern wing (where there is one single aspect south facing flat on the 1<sup>st</sup> &amp; 2<sup>nd</sup> floors) would look onto the gap rather than the rear of 813-7. The proximity of this proposal can be seen as acceptable provided it is accepted that some rooms in this south-eastern corner, where flats would have dual aspect onto one of the two podia, could be very close to a reasonable neighbouring development.</p> <p>18. At both western corners, the proposals rise up and mark the corners with an extra storey (six at the southern end, seven at the northern), marking what will become, in the masterplan, significant crossroad street corners and in the northern case also the southern end of the proposed new public park. In urban design terms this is an appropriate response to their intended location. They also mark the culmination of the very gradual stepping up and significant separation of new built form from the historic existing High Road frontage.</p> <p><b><u>Form, Composition and Materiality</u></b></p> <p>19. These proposals follow a brick based architecture, using a simple palette of bricks suggested to be in harmony with those found in the surrounding neighbourhood, particularly in the High Road, most of which is an important Conservation Area with a number of statutorily listed buildings. This is proposed to be mostly a fairly dark, red brick around the northern, western and southern “outer” facades, with a lighter, buff brick onto the podium courtyards and the first floor of the bit linking the new build to the rear of 827 on Brunswick Square.</p>	
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	<p>20. A mid-tone, red-brown metal cladding is proposed for the several places with a set-back top floor; to the link element at the rear of 827 and to the taller elements along the western end of Brunswick Square, around the corner, down the whole of the western side and to the corner of Percival Court. This will act as a roof-like element and give an apparent lightness and apparent lower height to these, as well as giving a more pleasing proportioning, of “Base”, “Middle” and “Top” to these somewhat taller elements, consistent with the “mansion block” typology.</p> <p>21. The “Base” is the other part of that elevational grading and is here expressed sometimes in recesses and in use of a dark grey brick, occasionally both; the recesses elegantly house and reduce the prominence of potentially ugly and frontage deadening necessary ground floor bin store, bike store and plant room doors, as well as coordinating with shopfronts. This leaves a “Middle” that varies from one to three, four and five storeys each of regularly spaced and sized window openings, often set within a recess of the same metal cladding as the Top, giving them a consistent, elegant, vertical proportion.</p> <p>22. The Middle sections of the proposed elevations are further embellished with a series of stacks of recessed balconies; at each outside corner of the outer red brick perimeter and in four regularly spaced stacks along the longer western façade, dividing that latter façade into an orderly, rhythmic, façade that also mark the recessed front doors to the ground floor maisonettes to this façade. The northern, Brunswick Square façade also contains one further, striking element; a two storey high arched opening. This provides both access to further servicing (gated) and a glimpse into the podium garden; and out from that garden down to the street, also potentially a surprising and pleasing shaft of light into the narrow street.</p> <p>23. Overall, one can consider that whilst the form and composition of the proposal is complex and filled with subtle touches of cleverness, this is necessary and appropriate to respond successfully to the complex context, of dramatically different and challenging existing neighbours to all four sides, including the rear of the high quality, heritage significant buildings on the High Road and narrow alleyways to the north and south, as well as the likelihood of some of the surrounding context changing dramatically in the relatively short term. They are better not considered by their elevations so much as by their likely glimpsed views and key corners, as demonstrated in the elegantly urban views of the proposals in the applicants Design and Access Statement.</p> <p><b><u>Residential Quality (flat, room &amp; private amenity space shape, size, quality and aspect)</u></b></p>	
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	<p>24. All maisonette, flat and room sizes are designed to comply with or exceed minima defined in the Nationally Described Space Standards. This is as is to be routinely expected.</p> <p>25. All dwellings (excepting flats converted from the listed nos. 867 &amp; 869 High Road, as previously approved) meet or exceed the private external amenity space in the London Plan, with private gardens, balconies or roof terraces. Privacy of amenity space is achieved by most balconies being recessed, and those that are not being onto internal courtyards. All flats have balconies off their living rooms, although some also have second balconies off a bedroom. Many flats have larger roof terraces, exploiting the design which permits roof terraces in the steps, on the roofs of shoulders or on podia.</p> <p>26. There are no single aspect north facing flat in the whole proposed development. There would be some single aspect south facing one bedroom flats, but no south facing larger single aspect flats; this is a reasonable outcome for a higher density urban scheme where some of the proposed development is inevitably aligned to east-west streets. All other flats and maisonettes are at least dual aspect, some triple aspect, a good achievement in such a high density urban development. There are a small number of flats to the south-eastern corner that could be improved in layout by being rearranged to provide better access to daylight, amenity and privacy, and it is to be hoped this can be achieved in minor amendments and conditions</p> <p>27. There is some access to doorstep private communal amenity space, including doorstep playspace, in the western podium courtyard. Nevertheless, the development is typical of ones on or immediately behind busy high street frontages that it will rely on private balconies and access to existing public amenity, as well as, particularly in this case, planned access to the high quality public amenity planned to be delivered in the wider masterplan. This less than perfect access to outdoor amenity must be balanced against better than normal access to the amenities that being right on a high street frontage provides; shops, eating and drinking places, services and public transport.</p> <p><b><u>Daylight, Sunlight and Privacy</u></b></p> <p>28. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".</p>	
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	<p>29. The applicants' assessments were carried out against both the existing and planned positions, including nearby approved proposals and proposals currently in for planning, including the "Goods Yard and Depot Site" subsequently refused permission, but not against likely developments not currently firmly proposed within the masterplan area, nor the massing of the approved masterplan. This is likely to have made good day and sunlight harder to achieve than the existing condition, but it could be that subsequent developments elsewhere will be detrimental to day and sunlight in this development. There could be an argument that as the first to come forward, this development would have the right to "take the light", but the applicants' consultants acknowledged in their report that the Enterprise House appeal decision (Appeal Ref: APP/E5900/W/17/3191757) requires developers to consider reasonable development expectations on neighbouring sites by at least assessing their proposals against a "mirror development" of their proposals on neighbouring likely development sites. This has been done for assessing the impact of this proposal on neighbouring existing buildings, but not for assessing the impact of likely future neighbouring developments in this development, or of the likely impact of this proposal on likely neighbouring developments.</p> <p>30. Their assessment finds good levels of daylight and sunlight achieves throughout the proposed development, with of the 212 habitable rooms assessed, 165 (78%) would satisfy the BRE guidelines for Average Daylight Factor (i.e. 2% ADF target for Living-Kitchen-Diners and Kitchen-Diners), with six of the Living-Kitchen-Diners and Kitchen-Diners that fail to achieve 2% meeting the more reasonable standard for living rooms of 1.5%. 16 dwellings would have a living room (or Living-Kitchen-Diners) that failed to achieve 1.5%; of these, 13 contain a kitchen area towards the darker back of the living-kitchen-diner; if those areas were excluded, 6 of them would pass, 3 more nearly so. This leaves just seven flats with poor daylight to their living rooms.</p> <p>31. For sunlight to their proposals, their assessment finds that 54 main living rooms that have at least one window facing within 90 degrees of due south, 32 (59%) will satisfy the Annual Probable Sunlight Hours guidelines with a further 12 (22%) meeting the guidelines for winter sunlight. In accordance with the BRE Guide, this excludes rooms that are not living rooms or that do not face within 90degrees of south. If an alternative target value of 15% APSH, with 3% APSH in the winter months, was considered an acceptable alternative target for an urban area, 42 (78%) of the main living rooms which have at least one window facing within 90 degrees of due south would satisfy that alternative target, which is a significant improvement. The test for sunlight to the principle amenity spaces show that the main podium garden just</p>	
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	<p>passes the standard for 505 sunlight for 2 hours on 21st March (51% being the result).</p> <p>32. The assessment of the impact of these proposals on existing neighbouring developments shows that there would be a noticeable loss of daylight and no neighbouring existing living rooms would lose noticeable sunlight, namely: 831-833 High Road, 813-817 High Road and 811a High Road. In the case of 831-833, which is on the north side of Brunswick Square, the loss would be the same for a mirror image of their building on the applicants' site, so the loss is not unreasonable and currently benefits from unexpectedly good daylight due to there being only single and two storey buildings opposite them on the application site. To 813-187 one living room would lose a barely noticeable amount of daylight, taking it down to nearly 26% Vertical Sky Line (just below the 27% recommendation); only bedrooms would lose more and then not catastrophically so. The rooms affected in 811a are in an unbuilt proposed development and would retain a good VSC of the low 20s%.</p> <p>33. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected. In this case, the levels of day and sunlight achieved are reasonable, if not great (when concerns at the full effects of likely neighbouring developments are born in mind), but this should be balanced against being part of a vibrant high density development right on a busy high street, and as part of a masterplan that will deliver significant public realm, public amenity and regeneration benefits.</p> <p>34. Privacy between dwellings within the development is tight, as is inevitable in a fairly high density, low rise development, and is most probably similar to those existing dwellings in close proximity to the High Road, but there are relatively few existing residential dwellings in close proximity. There are existing 1<sup>st</sup> and 2<sup>nd</sup> floor flats over the High Road frontage in 813-817 immediately to the south of the application site, with windows facing west across the roof of their single storey rear extension, south-east of this proposed development, as well as 1<sup>st</sup> and 2<sup>nd</sup> floor flats over the High Road frontage of 831-833 High Road, on the north side of Brunswick Square,</p>	
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	<p>immediately north of the development. There is also a permitted development on the south side of Percival Court (807 High Road) containing residential 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> floor windows facing north. No existing external amenity spaces would be overlooked.</p> <p>35. Both the cases on the opposite sides of the alleyways should have less expectation of privacy from windows facing the street, but across an alleyway with close proximity, greater effort should be made to avoid overlooking. Nevertheless the distance of the proposal from both 807 and 813-817 is approaching or over the 18m beyond which the human face cannot be recognised, normally considered the threshold over which distance confers privacy. The only privacy issue would seem to be for 831-833, and only from one flat, the four bedroom maisonette in the “link” building between the main quadrangle and the rear of 827, which would have all its bedroom windows, two of its four living room windows and its roof terrace close to the existing dwellings’ windows. It is therefore recommended that this small element of the design should be modified.</p> <p>36. And consideration of the effects of wind microclimate or other environmental effects would not be relevant to the design assessment on this low to medium rise development.</p> <p><b><u>Conditions and Informatives</u></b></p> <p>37. The proposals are very close to being an exemplary design in every way, but contain an number of small flaws and concerns, that could be addressed by conditions, informatives or undertakings to amend the scheme or give reassurance by the applicants, namely:</p> <ul style="list-style-type: none"> <li>• Ensure public realm created by this development is adoptable or indistinguishable from the public realm in the rest of the wider masterplan, with matching surface treatments and street furniture and no restrictions on access and use different to the rest of the completed masterplan;</li> <li>• Amend the layout of flat PW-L01-BX-01 to protect the privacy of existing dwellings in no. 831-833 High Road; and</li> <li>• Amend the layout of flats PW-L01-B-04, PW-L01-C-04, PW-L02-B-04, and PW-L02-C-06, to protect the development potential of the rear of 813-817 High Road.</li> </ul>	
<p>LBH Local Lead Flood Authority/Drainage</p>	<p>The LLFA, has now reviewed application HGY/2021/2283 – 819 – 829 High Road. N17 8ER. – Full planning application for the demolition of existing buildings and structures to the</p>	<p>Noted the applicant has followed the London Plan</p>

	<p>rear of 819 – 829 High Road; demolition of 819 – 829 High Road; and redevelopment for a residential-led, mixed-use development comprising residential units (C3), flexible commercial, business and service uses (Class E), a cinema (Sui Generis), hard and soft landscaping, parking, and associated works. To include the change of use of 819 – 829 High Road to flexible residential (C3), cinema (Sui Generis), and commercial business and service uses (Class E).</p> <p>The site is located in flood zone 1, which has a low probability of flooding from tidal surges or rivers flooding. The site has limited opportunity for above ground SuDS, the applicant has followed the London Plan hierarchy and has selected SuDS, that include green/blue roofs at podium level, attenuation tanks, permeable paving throughout the site and tree pits. The surface water will be discharged at a restricted rate of 5l/s to the Thames Water, public sewer subject to consent from Thames Water to connect to their network.</p> <p>A management maintenance schedule has been provided, can confirmation be sought as to who will be maintain the SuDS, that must be in place for the lifetime of the development.</p>	<p>hierarchy and the proposed SuDS features are acceptable subject to management and maintenance being secured by condition.</p>
<p>LBH Education (School Places Planning)</p>	<p>I don't have any specific comments from a school place planning perspective and am satisfied that we have sufficiency of school places in this planning area to cope with the additional child yield from this development.</p>	<p>Noted</p>
<p>LBH Public Health</p>	<p>Housing quality and design Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Details of the specific room sizes of the flats</li> <li>• Rooms meet the daylight and sunlight hours</li> </ul> <p>Comments: We have reviewed the Daylight and Sunlight Report:</p> <ul style="list-style-type: none"> <li>- Page 25 "Table 4 shows that of the 212 habitable rooms assessed, 163 (77%) would satisfy a strict application of the BRE guidelines for ADF. The Printworks building shows 77% adherence and the High Road buildings 71% adherence."</li> <li>- PRINTWORKS: <ul style="list-style-type: none"> <li>o Floor 1 - R21 LKD 0.4% ADF</li> <li>o Floor 2 –R19 LKD 0.63% ADF</li> </ul> </li> <li>- High Road Building: <ul style="list-style-type: none"> <li>o Floor 1 R11 Bedroom 0.5% ADF</li> </ul> </li> <li>- The daylight for the above mentioned is of particular concern. Further mitigation measures need to be in place to improve the quality on lighting. It may be possible considering having fewer units on the lower floors to meet the daylight and sunlight hours for all rooms.</li> </ul>	

	<p>- As highlighted in the GLA 'Good Quality Homes for All Londoners DRAFT Guidance', "The provision of single-aspect dwellings should be avoided. Where flats per floor exceed four, single-aspect flats are inevitable. In the exceptional circumstances where single-aspect dwellings are provided, alternative prospect should be offered to reduce the detrimental effects e.g. by articulating the building line or creating bays to allow for windows on a perpendicular facade. North-facing and south-facing single-aspect dwellings are likely to suffer from inadequate natural light and the potential for overheating respectively. Residents living in single-aspect dwellings orientated towards sources of noise, air and light pollution are likely to be consistently exposed to harm reducing their quality of life". We have seen the accommodation schedule report which highlights all rooms do meet the nationally described space standards. The concern is with the amount of flats per level – as the 'Good Quality Homes for All Londoners Guidance'.</p> <ul style="list-style-type: none"> <li>- Level 1 17 flats</li> <li>- Level 2 18 flats</li> <li>- Level 3 17 flats</li> <li>- Level 4 11 flats</li> <li>- Level 5 6 flats</li> <li>- Level 6 1 flats</li> </ul> <p>Furthermore and as above, we are also concerned with the number of flats per floor, particularly:</p> <ul style="list-style-type: none"> <li>- Level 1 17 flats</li> <li>- Level 2 18 flats</li> <li>- Level 3 17 flats</li> <li>- Level 4 11 flats</li> </ul> <p>Policies/Guidance:</p> <ul style="list-style-type: none"> <li>- Haringey's Development Management Local Plan Policy.</li> <li>- Neighbourhoods for life: A checklist of recommendations for designing dementia-friendly outdoor environments.</li> <li>- Good Quality Homes for All Londoners Guidance, GLA</li> </ul> <p>Access to open space and nature Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Range of formal and informal play spaces and equipment which should be age appropriate. The location of open spaces should avoid isolating specific areas and spaces to increase safety.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Opportunities to Integrate play spaces with other related health and environmental programmes such as food growing</li> </ul> <p>Comments: There is a lack of green spaces in Northumberland Park and it is positive to see the applicant has integrated public realm and play space with a number of trees. Air quality, noise and neighbourhood amenity Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Construction management plans should lessen construction impacts, particularly air quality, construction traffic movements, noise levels, hours of working</li> </ul> <p>Accessibility and active travel Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Details on the safety measures of the cycle storage/parking spaces</li> <li>• Easy access to the cycle storage; single semi-transparent door and light sensors</li> </ul> <p>Layout of the cycle racks. Safe and well-lit walking routes and keeping entrances in open sight lines (avoid entrances located at the back of the building) Policies: 2016 London Cycle Design Standard, Haringey Transport Strategy</p> <p>Crime reduction and community safety Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Development proposals incorporate ‘secured by design’ principles. Planners can work with the police to get their advice on development proposals</li> <li>• Clear sight lines</li> <li>• Security and street surveillance – the design and layout of commercial and residential areas can ensure natural surveillance over public space.</li> <li>• Active use of public spaces with effective lighting – avoid lighting that can cause fear of crime to residents (e.g. bollard lighting)</li> </ul> <p>Policies/Guidance: Planning applications should consider the new contextual safeguarding framework. Further information and resource can be found on the Contextual Safeguarding website: <a href="https://www.contextualsafeguarding.org.uk/">https://www.contextualsafeguarding.org.uk/</a></p> <p>Access to work and training Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• The provision of local work can encourage shorter trip lengths, reduce emissions from transport and enable people to walk or cycle</li> <li>• Providing job opportunities for professionals and apprenticeships</li> </ul> <p>Social cohesion and lifetime neighbourhoods Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Mixed-use developments in residential neighbourhoods can help to widen social options for people.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Provision of a range of diverse local employment opportunities</li> <li>• Intergenerational mixing to improve community cohesion and inclusive and Age-friendly design</li> <li>• Connectivity and permeability reducing community severance</li> </ul> <p>Minimising the use of resources Key things we would like to see:</p> <ul style="list-style-type: none"> <li>• Require standards and criteria on hazardous waste disposal, recycling and domestic waste to that development proposal. Waste is disposed correctly. Sending out waste from a redevelopment site to be sorted or disposed can increase vehicle movements, emissions and cause significant disruption including noise and dust which can contribute to pollution.</li> </ul>	
LBH Pollution	<p>Having considered all the relevant supportive information especially the Land Contamination Assessment (Phase 1) Revision P03 with reference HRW-BHE-PW-XX-RP-CG-0001 prepared by Buro Happold Ltd dated 29th July 2021 taken note of sections 5 (Preliminary Geo-environmental Risk Assessment) and 6 (Conclusions and Recommendations) and Air Quality Assessment with reference HRW-BHE-PW-XX-RPY1-0001 Revisions P03 prepared by Buro Happold Ltd dated 29th July 2021 taken note of sections 3(Baseline Conditions), 4 (Construction Impacts), 5 (Operational Impacts), 6 (Mitigation Measures) and 7(Conclusions), <b>please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions are recommend should planning permission be granted.</b></p> <p><b><u>1. Land Contamination</u></b> Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> <li>Using the information already submitted on the Land Contamination Assessment (Phase 1) Revision P03 with reference HRW-BHE-PW-XX-RP-CG-0001 prepared by Buro Happold Ltd dated 29th July 2021, an intrusive site investigation shall be conducted 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.</li> <li>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.</li> <li>Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</li> </ol>	Noted conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction Environmental Management Plans which are all recommended.

	<p>d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><b>Reason:</b> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><b>2. Unexpected Contamination</b>  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><b>Reasons:</b> 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><b>3. NRMM</b></p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p><b>Reason:</b> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p>	
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	<p><b>4. Demolition/Construction Environmental Management Plans</b></p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> <li>i. A construction method statement which identifies the stages and details how works will be undertaken;</li> <li>ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;</li> <li>iii. Details of plant and machinery to be used during demolition/construction works;</li> <li>iv. Details of an Unexploded Ordnance Survey;</li> <li>v. Details of the waste management strategy;</li> <li>vi. Details of community engagement arrangements;</li> <li>vii. Details of any acoustic hoarding;</li> <li>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</li> <li>ix. Details of external lighting; and,</li> <li>x. Details of any other standard environmental management and control measures to be implemented.</li> </ul> <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> <li>i. Monitoring and joint working arrangements, where appropriate;</li> <li>ii. Site access and car parking arrangements;</li> <li>iii. Delivery booking systems;</li> <li>iv. Agreed routes to/from the Plot;</li> <li>v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and</li> </ul>	
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- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
  - i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
  - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
  - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
  - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
  - v. A Dust Risk Assessment for the works; and
  - vi. Lorry Parking, in joint arrangement where appropriate.

**The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.**

**Reason:** To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”

**5. Combustion and Energy Plant:**

- a. Prior to commencement of the development, details of the proposed diesel generator must be submitted to evidence that the unit to be installed complies with the Stage IIIB of EU Directive 97/68/ EC for both NOx and PM.
- b. Prior to construction of the development details of its chimney height calculations, diameters and locations must be submitted for approval by the LPA.
- c. The diesel generating plant must not be used either for testing or during emergency more than 18hours per annum as submitted by the applicant in section 5.2 of the AQ report.

**Reason:** To protect local air quality and ensure effective dispersal of emissions.

Informative:

	<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>	
<p>LBH Transportation</p>	<p>Transport Assessment</p> <p>Development Proposals</p> <p>The proposed development is for 72 new dwellings consisting of one to four-bed units, the majority of which within the Printworks building and the remainder in the High Road building. The proposed commercial floorspace fronting the High Road, Percival Court and Brunswick Square, would total 1,574sqm GEA, of which 1,272sqm GEA would be allocated to a cinema (Sui Generis) and the remainder to Class E commercial uses.</p> <p>Proposed General Access Arrangements</p> <p>In the interim state, refuse collection, delivery and servicing, and emergency vehicle access would be via Brunswick Square, where layby loading bays would be located. A footway along the southern side of Brunswick Square would provide a pedestrian route to the Printworks Building. It is understood that 829 High Road would be demolished to that effect as there is currently no footway along the southern side of Brunswick Square. Perceval Court would provide vehicular access from the High Road to the basement car park and could also be used as a secondary pedestrian route to the rear building. Cycle access is proposed to be provided from both Brunswick Square and Perceval Court.</p> <p>TfL has raised concerns about potential conflict between pedestrians, cyclists and vehicles on Brunswick Square and asked that a Stage 1 Road Safety Audit (RSA) be completed. We may look to condition this. Likewise, similar concerns have been expressed regarding access to the car park shared with cyclists. The transport consultants should address this. We are of the view that conflict is likely due to the shared nature of the two main access roads, although we recognise the relatively likely low volume of vehicular traffic especially along Percival Court.</p> <p>Update: We recommend a Combined Stage 1/2 Road Safety Audit planning condition.</p> <p>For information, as part of the planning permission for 807 High Road (HGY/2021/0441), the resurfacing of and improvements to Percival Court have been secured by Section 106,</p>	<p>Following satisfactory responses to queries, no objection subject to recommended conditions and s106 obligations.</p>

	<p>which include the resurfacing, provision of a means of surface water drainage and lighting installations.</p> <p>Would the refuse vehicle overhang the footway and kerb along the High Road at the junction with Brunswick Square on its way in and out? Detailed swept paths showing the kerb and footway in that location should be reprovided.</p> <p>Update: The requested swept paths for the refuse vehicle were subsequently provided and raised no further comments. The alterations to the kerblines at that junction would have to be included to the S.278 highway works plan in due time.</p> <p>In the end state, vehicular access would be primarily gained from the network of streets internal to the wider masterplan site, and in particular from the future street bounding the Printworks building to its west. That street would connect to both Brunswick Square and Percival Court. In the end state, Brunswick Square and Percival Court would also connect to the pedestrian and cycle networks internal to the masterplan area, immediately west of the site.</p> <p>Clarification is needed on the usage of Brunswick Square and Percival Street in the end state. Would Brunswick Square effectively become one-way with access only from the High Road and egress onto the streets internal to the masterplan area? Would Percival Court no longer be used (as the plans suggest) and would vehicular access from and egress onto the High Street be prevented (by physical measures within the application site for example)? More details are required on access controls in the end state and how these would be implemented and enforced.</p> <p>Update: The proposed access arrangements along Brunswick Square and Percival Court were subsequently clarified and are considered suitable. It is understood that the access arrangements would change between the interim and end states. To enable satisfactory future connections with adjoining land part of the High Road West masterplan area, it is recommended that S.106 planning obligations require a Future Connectivity and Access Plan to be approved by the Council. The Plan would set out how the proposed development would be connected to allow for potential future pedestrian, cycling and vehicular access and egress between the site and the streets internal to the masterplan area.</p> <p>How the one-way ramp is proposed to work should be detailed – would that involve a traffic light system? Key dimensions of the basement car park should be marked up (aisle and bin widths, parking space dimensions) on the plans.</p>	
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	<p>Update: The proposed operational principles of access to the basement car park, including the entry and exit system and ramp management, were subsequently set out and considered acceptable. It is recommended that a planning condition secure the detailed arrangements for two-way working of the proposed vehicular ramp before occupation.</p> <p>Proposed Cycle Access and Parking</p> <p>Long-stay residential and commercial cycle parking stores would be provided on the ground floor and accessed from Brunswick Square and Percival Court. Short-stay cycle parking would be provided as Sheffield stands within the site's public realm to the rear of the site (along its western boundary).</p> <p>Cycle parking is proposed in line with the relevant London Plan (2021) standards and London Cycling Design Standards. However, the calculations for the proposed cinema are based upon the employee density figure of one full-time-equivalent (FTE) employee per 90sqm GIA. A quick look at the Employment Density Guide (2015) suggests this ratio is one FTE per 200sqm GIA. Regardless of this, the long-stay provision associated with the cinema remains unchanged, with 2 spaces.</p> <p>The number of cycle parking spaces per cycle store and external location should however be indicated on all relevant plans. The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.</p> <p>Update: The breakdown of long-stay and short-stay cycle parking spaces was subsequently shown on the plans.</p> <p>Proposed Car Access and Parking</p> <p>Eight wheelchair-accessible car parking spaces would be provided within the basement car park and fitted with electric vehicle charging points. Would there be 20% or 100% of them provided with active charging infrastructure from the outset? The proposed accessible parking provision would be for 10% of the homes which would be wheelchair-accessible. The proposed development would otherwise be car-free.</p>	
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	<p>Update: It was subsequently confirmed that 20% of the spaces would be fitted with active provision from the outset and the remainder with passive provision to be brought into use as and when required.</p> <p>The site's PTAL ranges from 4 to 5, so we would expect the site to be car-free, as per the maximum residential parking standards for all areas of PTAL 5-6. This aligns with Paragraph 10.6.4 of the London Plan (2021) which states that "When calculating general parking provision within the relevant standards, the starting point for discussions should be the highest existing or planned PTAL at the site." The proposals are therefore compliant with policy.</p> <p>In line with Policy DM32: Parking of the Development Management DPD, the proposed development would qualify for a car-free status, and the Council would not issue any occupiers with on-street resident/business parking permits/parking permit vouchers due to its car-free nature. The Council would use legal agreements to require the landowners to advise all occupiers of the car-free status of the proposed development.</p> <p>Update: A Car Parking Design and Management Plan was discussed as part of the Transport Assessment and would be secured by planning condition. The Car Parking Design and Management Plan which would be conditioned should include a mechanism whereby wheelchair-accessible car parking spaces could be leased to non-disabled residents should they not be leased to wheelchair users in the first place. This would involve a 'dynamic' strategy to minimise redundancy of spaces and reflect the fact that it is unlikely that all wheelchair-accessible parking spaces will ever be required. It is considered that this level of flexibility should be allowed as the Printworks only have a car parking ratio of 0.1 space/dwelling, which is the absolute minimum. Releasing spaces on a temporary basis for family dwellings on renewable leases would be a good compromise in the absence of additional spaces over and above the provision for the wheelchair-accessible dwellings. It was agreed that this specific mechanism would be incorporated in the wording of the planning condition so it could be picked up in future versions of the document, post consent, if permission were granted.</p> <p>Multi-Modal Trip Generation and Delivery and Servicing Trip Generation</p> <p>The trip generation methodology is accepted. The loading bay calculation requirement concludes that there would be two layby loading spaces along the southern side of Brunswick Square, which would be sufficient to accommodate the peak demand expected to occur between 11:00 and 12:00.</p>	
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	<p><b>Cumulative Impact Assessment</b></p> <p>The cumulative impact assessment of the proposed development with the local committed developments (including the Goods Yard and the Depot) should be undertaken in a more detailed fashion, in parallel with the impact assessment of all modes upon their relevant networks in Section 5.6. It is noted this has also been requested by TfL. It is however recognised that, in isolation, the proposed development itself would have a limited impact, as demonstrated by the high-level assessment in Section 5.6.</p> <p>Update: At the time of the review, a cumulative impact assessment carried out as part of post-submission work for the Goods Yard and the Depot planning application (HGY/2021/1771) was provided, already including the effects of the Printworks' additional trips upon the local transport networks. The assessment was reviewed to the Council's satisfaction, but subject to TfL's review and satisfaction as well.</p> <p><b>Delivery and Servicing Plan</b></p> <p>A Delivery and Servicing Plan has been provided as a section of the Transport Assessment. Its contents are acceptable. A detailed Delivery and Servicing Plan would be secured by planning condition, its production and iterations would align with the wider phasing delivery of the adjacent Goods Yard and Depot developments.</p> <p><b>Framework Travel Plan</b></p> <p>A Framework Travel Plan has been submitted alongside the Transport Assessment. Its contents are satisfactory. Residential and Commercial Travel Plans would be secured by Section 106 planning obligations.</p> <p><b>Outline Construction Logistics Plan</b></p> <p>A Detailed Construction Logistics Plan (CLP) would be secured by planning condition. In the Outline CLP there is no mention of staff travel planning measures promote on-site cycle parking. This should be picked up in the Detailed CLP.</p> <p>The following S.106 heads of terms and planning conditions were recommended.</p> <p><b>Section 106 Heads of Terms</b></p>	
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	<ul style="list-style-type: none"> <li>- Car-free/capped development – both residential and non-residential/business, including £4,000 towards the amendment of the local Traffic Management Order (also covering the cost of any highway restrictions affected by the S.278 highway works).</li> <li>- Car club contributions from developer to residents - two years’ free membership for all residents and £50 (fifty pounds in credit) per year for the first 2 years and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years’ free membership and £100 (one hundred pounds in credit) per year for the first 3 years.</li> <li>- S.278 highway works agreement – exact scope to be defined upon obtaining S.278 highway works drawing from applicant before estimates can be undertaken by the Council.</li> <li>- Residential and Commercial Travel Plans (both Interim and Full documents, alongside monitoring reports and 2 x £3,000 monitoring contributions).</li> <li>- Future Connectivity and Access Plan (see description above).</li> </ul> <p>Planning Conditions</p> <ul style="list-style-type: none"> <li>- Public highway condition</li> <li>- Combined Stage 1/2 Road Safety Audit – Brunswick Square</li> <li>- Cycle parking details (152 long-stay and 22 short-stay spaces)</li> <li>- Detailed Construction Logistics Plan</li> <li>- Demolition/Construction Environmental Management Plans</li> <li>- Delivery and Servicing Plan</li> <li>- Car Parking Design and Management Plan (including the provision of electric vehicle charging points – both active and passive – and the reallocation of spaces to family dwellings on short-term leases if not taken up by disabled residents)</li> <li>- Basement vehicular access control arrangements (or to be covered by the Car Parking Design and Management Plan only)</li> </ul>	
<p><b>LBH Waste Management</b></p>	<p>The waste management document appears to address most of our standard requirements in section 2. My additional offerings given in <u>underline</u> below</p> <ul style="list-style-type: none"> <li>• Residents in Core C and the three south “independently accessible units” on the West side of the Site (PW-L00-AX-02, PW-L00-AX-03 and PW-L00-AX-04) will take their waste to Residential waste store C. <u>Noted that these bins will be presented at front of building on collection day. Is the presentation point on private land still?</u></li> </ul>	<p>Amendments to the plans and the recommended conditions would satisfy the requests.</p> <p>Amendments have been submitted which propose the incorporation of a</p>

	<p><i>Rachel offered an alternative solution, that being these bins can be tucked round by bin store B, off of the main Brunswick Square thoroughfare and more within the land area occupied by the development.</i></p> <p><i>The bins will be pulled to this location by the developments FM team on collection day and returned to bin store C immediately after collection. Once suitable direct access to Bin Store C has been developed in Percival Ct, then direct collection from bin store C will negate the need for this arrangement. I understand the master plan, for which Percival Ct is a part, is being delivered over a 10yr project</i></p> <ul style="list-style-type: none"> <li>• Waste from the units that do not have access to the cores (High Road units) will be stored within the unit and brought out for collection once a week.</li> </ul> <p><u>Assume these properties front a time band collection route?</u></p> <p><u>We remain resistant to any bags having to be presented on the high road. Are there alternatives? Can one of the bin stores be designated? Is there an area where bags could be kept off the highway but easily accessible by crews?</u></p> <p><u>Designating one day a week for time band collections is very practical – collections are twice daily and residents will become aware of this.</u></p> <p><i>I understand that the existing flats-above-shops are inhabited and residents currently present sacks on street during allotted time bands. I also understand, once developed, there will be a reduction in the number of housing units. However, Waste Client’s stance remains that, for all new development, loose waste bags and bins should be kept off streets at all times. I understand the heritage status of the building prevents works to build internal storage and that the only other option is for these residents to use Bin store B, some 60m away from egress points. This is unworkable as a mandatory solution. Whilst our stance remains, I accept there seems to be no viable alternative to these residents continuing to present on street during allotted time bands. Whilst we will endeavour to implement on-street waste containment along this section of High Road, no guarantees can be given at this stage that such a scheme will be adopted.</i></p> <p><i>The suggestion of once per week presentation for a timed collection zone is currently unworkable – could create a larger-than-manageable pile of waste and could not be reasonably enforced as other residents in same scenario can present on 14 occasions per week. However, Rachel’s suggestion to make residents aware that they can use Bin Store B if they wish, is supported.</i></p> <p>The residential units at the Site will require 7m<sup>2</sup> of bulky waste</p>	<p>dedicated discreet and small (but appropriately sized) bin store along Brunswick Square. This would be for the exclusive use the residential flats above the High Road properties and would hopefully address the concerns around the leaving of refuse bags of the High Road.</p>
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	<p>storage. This will be provided in the residential waste store C. <u>Fig 9 of report suggests this will be in store B? If C, then collection/presentation becomes an issue prior to access from Peacock Estate</u>  <u>Welcome the inclusion of a bulky waste store, however, this will need adequate segregation from the 1100L bin area so separate access to bins and bulky waste do not become blocked</u>  <i>Rachel confirmed she will design-in suitable segregation</i></p> <p>Once surrounding developments are complete, Peacock Estate will be available for refuse collection vehicle access. FM will no longer be required to transfer waste from residential waste store C to the collection point on Brunswick Square. Instead, direct collection can then be undertaken by the Haringey waste operatives from all residential waste stores.  <u>There's no vehicle access drawings so presuming that has been approved previously? Of course, we will need assurance that clear access can be assured at all times, i.e., bin store entrances are protected from blockages such as illegal parking and the collection vehicle can be guaranteed of uninhibited parking in the collection area.</u>  <i>I understand that this has been agreed in previous meetings/approvals and therefore I will not offer any further comment.</i></p> <p>Waste reduction interventions  <u>SB - Welcome inclusion of this section and hope it is avidly pursued. Would like to see more support for the residential waste stream, i.e., fixed recycling information displayed on bin store walls and support of waste segregation within the residential units, e.g. commitment to adequate space to separate food, mixed recycling and general waste along with information to greet new residents. Our comms team can help with the latter.</u>  <i>No further comment</i></p>	
<p><b>EXTERNAL</b></p>		
<p>Thames Water</p>	<p>Waste Comments          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</p>	<p>Noted conditions are recommended.</p>

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](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

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://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto: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

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://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

#### Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>

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](https://thameswater.co.uk/buildingwater).

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email:

[developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a

	<p>minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<p>Greater London Archaeology Advisory Service (GLAAS)</p>	<p>NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.</p> <p>The planning application lies in an area of archaeological interest. If you grant planning consent, paragraph 205 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.</p> <p>The application site lies on the projected line of the Roman road of Ermine Street and remains of the road and contemporary roadside activity can therefore be expected. This potential is illustrated by the Roman finds at Snell Park made to the north of the application site in 1956. Later remains of roadside settlement on the site or in the close vicinity are present in historical records from the fourteenth century and mapped from the seventeenth century.</p> <p>The planning layout offers some theoretical scope to preserve important remains through design behind the High Road frontage.</p> <p>Topographically and geologically, the site occupies the River Lea's low terrace. The Leyton gravels here (often mapped as Kempton Park) are often capped by brickearth and as a result have potential for early and later prehistoric remains.</p> <p>The Corcoran Lea Valley monograph puts prehistoric archaeological potential in this zone as moderate - disagreeing with the applicants' consultants who describe it as low - and it also puts Roman potential as being much higher than the applicants' archaeological assessment does.</p> <p>Roman burials can be reasonably expected given the established pattern of funerary activity close to the headwaters of the Lea's tributary valleys, in this case the Moselle to the south and Pymme's Brook to the north, and the already mentioned presence of the Roman road.</p>	<p>Conditions and informatives attached as recommended.</p>

	<p>Alongside prehistoric and Roman potential at the site suggested by its geography, hydrology and geology, there are also possible mediaeval and post-mediaeval remains, illustrated by the listed buildings on site and nearby and the nineteenth century occupation of the site by the Brunswick Brewery. There are a number of missed opportunities for such an extensive development to reflect and celebrate local heritage and address policy aims in that area.</p> <p>Demolition of the locally listed 829 High Road and the rear of 827 High Road would merit recording pre-loss.</p> <p>I have looked at this proposal and at the Greater London Historic Environment Record. 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> <p><b>No demolition or development shall take place</b> 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. The programme for post-investigation assessment and subsequent analysis, publication &amp; dissemination, and deposition of resulting material. this part of the condition shall not be</p>	
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	<p>discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p><b>Informative:</b> Written schemes of investigation will need to be prepared and implemented by a suitably qualified 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 205.</p> <p>I envisage that the archaeological fieldwork would comprise the following:</p> <p><b>Evaluation</b> 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><b>Condition Building Recording</b> I also recommend that the following condition is applied: Reason: Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section 12 of the NPPF.</p> <p>Condition: No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall</p>	
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	<p>take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and</p> <ul style="list-style-type: none"> <li>A. The programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</li> <li>B. The programme for post-investigation assessment and subsequent analysis, publication &amp; 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 WSI</li> </ul> <p>Informative: The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.</p>	
Historic England	<p>Thank you for your letter of 9 August 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.</p> <p>It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.</p> <p>This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.</p>	Noted officers have sought the views of their specialist conservation advisers.
Health and Safety Executive	<p>Thank you for providing an updated fire statement and additional information, which has assisted in clarifying some of the concerns raised in HSE's original substantive response (dated 20/08/2021). For the avoidance of doubt, the comments below are limited to the outstanding matters of concern raised within the original HSE substantive response.</p> <p>The follow up document "211125 - Cover letter - HSE Comments_BH response", related to the initial HSE's substantive response, states: "A description of the fire service access, described in Appendix A, has been discussed with the London Fire Brigade and Building Control on the 26th October 2021. During this meeting, Building Control and the LFB agreed in principle with the proposed fire service access. Letter has been provided in Appendix B." The LPA should satisfy itself that the agreements and assurances about the</p>	The applicant has responded on these points and HBC and LFB remain of the view that the proposed development is appropriate and acceptable in fire safety terms. Whilst Points 1 and 2 are not in strict compliance with guidelines, this is not a definitive requirement and

	<p>deviations from standards reached with London Fire Brigade and Building Control are robust and documented.</p> <ol style="list-style-type: none"> <li>1. Issues which might affect the fire safety of the development <ol style="list-style-type: none"> <li>1.1. Notwithstanding the assurances provided by London Fire Brigade and Building Control, concerns remain about the length of the horizontal run of the dry fire main (38.6 meters), which is 20 meters longer than the recommended standard.</li> <li>1.2. Notwithstanding the assurances provided by London Fire Brigade and Building Control, concerns remain about the distance that firefighters will have to travel (56 meters) to access the building entrance on Percival Court and the dry fire main inlet, which is 38 meters longer than the recommended standard.</li> <li>1.3. The follow up document “211125 - Cover letter - HSE Comments_BH response” states: “The fire hydrants that are used as part of this development is on the public domain as such is it is expected that those fire hydrants are periodically tested. However, due to the lack of evidence the response “don’t know” was the most adequate. This will be ensured as part of the Building Regulations process and upgraded (or private fire hydrant provided) if necessary.” Whilst this is a valid response on the form, it is not appropriate to this development, which relies heavily on two working fire hydrants for firefighting water supplies to feed the three proposed dry rising mains. Without knowing if the hydrants are useable, the proposal might be relying on a disused water main or faulty hydrant. The LPA may wish to seek information from the applicant about the robustness of the assumptions made in relation to this aspect, to understand better the likelihood of the need for changes that could impact on the landscape and appearance of the development.</li> </ol> </li> </ol>	<p>both HBC and LFB have provided assurances that in respect of both aspects they would be satisfied that the LFB could safely serve what is a tight, urban site in fire safety terms.</p> <p>There must be a recognition that there are evidently site circumstances which dictate a different approach in this instance. In this case, the local parties responsible for considering the appropriateness of the fire strategy and addressing any fire issues on site (i.e. HBC and LFB) have confirmed that the scheme is acceptable.</p> <p>In respect of Point 3, a condition is recommended that requires the developer to show that the proposed public hydrants are operational, or if not demonstrate what the alternative solution is and prove its acceptability.</p>
London Fire Brigade	<p>I have reviewed the information and can confirm that the fire brigade would be happy with the fire fighting access with the system proposed.</p> <p>I’m in agreement with the comments below:</p>	Noted- fire fighting access acceptable.

	<ol style="list-style-type: none"> <li>1. Not so concerned with the 39m distance, as they could have increased the distance from the LFB vehicle to DR inlet to 18m and be more or less near the 18m mark to the vertical riser. If the water pressures are ok and the LFB are satisfied in terms of carrying their equipment, then I would say the proposal could be accepted in this instance.</li> <li>2. There appears to be sufficient hydrants within 90m from the LFB vehicle.</li> </ol>	
<p>Metropolitan Police - Designing Out Crime Officer</p>	<p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the above development site and have discussed in detail the issues related to the historic nature of the site, it has been noted that the Architects have taken into consideration our departments concerns and this is disclosed within the Design and Access Statement with reference to design out crime or crime prevention. The architects have also stated that should it be required, consultation will take place with the MPS Designing Out Crime Team during the “detailed design stage”.</p> <p>At this point it always difficult to design out all issues identified and 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, we have recommended the attaching of suitably worded conditions and an informative that highlights the key aspect of the condition that should be taken into consideration. The comments made can be easily mitigated if continual engagement prior to commencement and throughout the build our advice is sought. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p><b>Section 2 - Secured by Design Conditions and Informative:</b> In light of the information provided, we request the following Conditions and Informative: <b>Conditions:</b> (1) Prior to the first occupation of each building or part of a building or use, a <b>'Secured by Design' accreditation</b> shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.</p>	<p>Noted, recommendation includes a planning condition requiring a 'Secured by Design' accreditation to be achieved for each building before the building is occupied and the inclusion of an informative.</p>

(2) Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.

**Informative:**

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.

**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.

Appendix 1: Concerns and Comments

In summary we have site specific comments in relation to the following items. This list is **not exhaustive** and acts as the initial observations based on the available plans from the local authority and architect. Site specific advice may change depending on further information provided or site limitations as the project develops:

**Boundary Treatment –**

The site appears to have appropriate boundary treatments to avoid excessive permeability, but this will need to be clarified to ensure that security and safety are paramount to reduce risk.

**Car Parking –**

- All car park areas should have consideration given to CCTV however all underground car parks will be required to have CCTV as outlined in the Safer Parking scheme.
- All underground car park areas will be required to meet the minimum standards set out in the Safer Parking scheme – Refer to the Secured by Design website for details.
- All underground car park areas will require access controlled gates to an LPS1175 SR2/STS 202 BR2 standard with ingress & egress via a key fob, proximity reader or combination of both and not make use of an induction loop to facilitate egress
- Motorcycle parking bays should be clearly defined and have two LPS1175 SR2 / STS503 ground anchors in place to secure the bike.
- Gates should be full height and the timing of the opening/staying open/closing is essential.
- Gates should be designed to remove the opportunity to climb if they are not full height.
- Access control from underground car parking into the core is to be through LPS1175 SR2 or STS202 Issue 3:2011 Burglary Rating 2 doors.

o The door sets should be self-closing and self-locking with an internal thumb turn – External entry should be restricted by key fob, key, key code or proximity reader and must not have the facility to call individual flats.

**Door/Window Specifications –**

- All easily accessible windows should be certificated to either PAS24:2016 P2A, STS204 Issue 3 2012, LPS1175 Issue 7:2010 Security Rating 1 or LPS 2081 Issue 1 Security Rating A.
- All glazing in and adjacent to communal, front, back doors and ground floor windows as well as windows that are easily accessible above ground floor level should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P2A. (E.G. PAS24 P2A).
- Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether the walkway is accessed through a secure door or not).
- It also includes any area which has a hand hold within three meters of the ground. All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.
- Windows that form an integral part of the doorframe should be shown to be part of the manufacturers certified range of door sets. Alternatively where windows are manufactured separately from the door frames, they should be certified to either PAS24:2016, STS204 Issue 3:2012 or LPS2081 Issue 1:2014. In such cases the window should be securely fixed to the door set in accordance with the manufacturer requirements.
- All ground floor and vulnerable windows must have a lockable window restrictor to prevent unauthorized access – however consideration needs to be given if the windows are escape windows.
- **Where curtain walling is proposed at ground level the minimum standard that should be accepted is BS EN1627 RC3.**

**Security Compartmentation**

Based on the ground floor and upper floor layouts, blocks that are serviced by a single entrance lobby should include compartmentation to control free movement and reduce anti-social behaviour.

Access control is required on the main communal entrance door secondary communal entrance door (lobby), ground floor stair door and lift destination control is required if traditional compartmentation cannot be achieved on upper floors ( for both the resident and the visitor.)

If lift destination control is utilised then a trailing cable into the lift shaft is required to facilitate the lift and access control system working together.

**Balconies/Climbing Aids** – Balconies should be designed so that they have flush fitting glazed balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any external drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. The design should not provide opportunities to climb. If such examples cannot be designed out and climbing may be possible then vulnerable properties must have PAS 24:2016 doors and glazing.

**Communal Entrance** - Site specific recommendations

- Communal door sets should be certified to LPS1175 SR2 or STS202 Issue 3:2011 Burglary Rating 2 before considering LPS2081 SRB.
- Communal door sets should be self-closing, self-locking and single leaf– External entry should be restricted by key fob, key, key code or proximity reader. Now supported in Homes 2019
- Communal door sets should have vandal resistant audio/visual access control panels with electronic lock release – **NO Trade Buttons are permitted.**

**CCTV** – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postboxes as minimum. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use.

• **Postal strategy** – It would be advised that all post is delivered into an airlock (preferred) or through the wall to reduce the likelihood of tailgating and postal theft. Through the wall letter plates should incorporate a sloping chute and anti-fishing attributes to mitigate against mail theft and meet TS008 standard. If post is to be delivered into an airlock then these should be securely surface mounted and meet TS009 standard.

• **Bike Storage** – Site Specific Recommendations. We recommend that the external entrance doors should be to LPS 1175 SR2 or equivalent standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.

	<ul style="list-style-type: none"> <li>• <b>Bin Storage</b> – site specific recommendations but generally the external entrance doors should be to LPS 1175 SR2 or equivalent standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers, if they incorporate a slatted ventilation design. This should be data logged and fob controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.</li> <li>• <b>Lighting</b> – A lux plan should be provided to encourage overall uniformity of lighting and reduce the likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is compliant to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is <b>not recommended</b> as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and thus increase the fear of crime.</li> </ul>	
<p>NHS Clinical Commissioning Group</p>	<p>Thank you for the opportunity to comment on the above planning application. This response from NHS North Central London CCG addresses the healthcare impact of the development proposal.</p> <p>The planning application proposes 72 new homes, a cinema and supporting commercial uses. The CCG has recently responded to the neighbouring Goods Yard and The Depot planning application (HGY/2021/1771). Both applications will have a significant impact on local healthcare infrastructure.</p> <p>The site lies within the High Road West area allocated as site NT5 in the Tottenham Area Action Plan (2017). The High Road West Masterplan Framework (2014) acknowledges that additional healthcare provision is needed in the area, particularly primary care services. The two closest GP practices - Tottenham Health Centre and Somerset Gardens Family Health Centre have no surplus capacity as measured by the ratio of FTE GPs per registered patients which is above the standard benchmark.</p> <p>The CCG are in active discussions with the Council regarding new healthcare provision for Tottenham Health Centre as part of the High Road West regeneration plans. It is envisaged that this new facility could come forward in 2028-29, but the timing is uncertain.</p> <p>In advance of a new facility coming forward, investment is needed to increase the capacity of local GP premises. A s106 contribution is required to mitigate the site-specific impact of the development and the CCG has identified that investment at Somerset Gardens Family Health Centre could provide additional capacity. The HUDU Planning Contributions Model</p>	<p>Noted, however Haringey's Planning Obligations SPD and Annual Infrastructure Funding Statement make clear that health contributions should be dealt with through Strategic CIL rather than S106 planning obligations. Therefore the need for additional primary health care provision should be addressed by considering the use of Strategic CIL to support a new facility to cater for the needs arising from the wider High Road West site rather than through S106 planning obligations.</p>



	<p>has been used to calculate the contribution. The requirement would meet the tests in CIL Regulation 122 as it is considered necessary, reasonable and directly related to the development.</p> <p>Whilst health and wellbeing facilities are included on the Strategic Community Infrastructure Levy Infrastructure List, the list is indicative and there is no guarantee that CIL receipts will be allocated towards health infrastructure in north Tottenham to mitigate the impact of development.</p> <p>Using the proposed housing mix stated in the Planning Statement (Tables 4.1 and 7.1), the HUDU Planning Contributions Model calculates a primary healthcare s106 requirement of £35,845.</p>	
<p>Residents Associations - Cannon Road RA</p>	<p>Cannon Road residents group is broadly in favour of the Printworks development. We feel the addition of new homes and a potential cinema space would provide valuable resources to our residents and local community.</p> <p>Particularly regarding the existing La Royale space - we agree it should not be determined a community asset. Our residents are often impacted by noise from commercial events in this space, as sound proofing is not adequate on the north side of the building. When Goods yard and Depot buildings are occupied we would expect these residents to be impacted more than we are if the use of the site does not change. Given the changing nature of this HRW area, moving from industrial and commercial units to residential usage, we see the Printworks site, and removal of La Royale, playing a positive role in a successful transition and ensuring hundreds of homes are at least a little more peaceful and enjoyable.</p> <p>Given recent unprecedented flooding in London over the summer of 2021 we would like to query the statements about being a relatively low flood risk development - especially given the intention to carve out a basement space. Will basement spaces be designed in a way that superficial/decorative repairs won't be required if flooding occurs. As a small development, keeping an eye on possible expensive service charge items should be a strong consideration. We would also expect the council to sense check whether changes made to the roof type might cost future residents more in the long term - if it comes with higher risk of leaks, for example?</p> <p>Alongside, it wasn't quite clear whether any parking (even disabled spaces) is being made available for the cinema space.</p>	<p>Support for the development is noted.</p> <p>On flood risk – appropriate conditions are recommended.</p>

<p>Tottenham CAAC</p>	<p>The Tottenham CAAC has serious reservations over the demolition of, yet again, another building that constitutes a part of Tottenham’s historic High Street frontage and the continued erosion of the historic fabric that is an invaluable and recognised heritage asset.</p> <p>The modest no. 829 along with the narrow Brunswick Square alley provide much of characteristic rhythm all along Tottenham’s High Road. This is recognised in Haringey Council’s relatively recent North Tottenham Conservation Area Appraisal and Management Plan as well as in the applicant’s own DAS statement.</p> <p>We have read the arguments made by the applicant to justify the demolition of no. 829 but we also have noted:</p> <ul style="list-style-type: none"> <li>- the reservations expressed by the officers during several pre-planning meetings between the LPA and the applicants’ agents,</li> <li>- that apart from references to some input in pre-planning meetings, we also note the absence of any express comment from Haringey Council’s Conservation officers.</li> </ul> <p>We would point out that the fact that no. 829 is the “least interesting” building of the historic set does not take away that it has important value, both given its history, and as being part of a whole.</p> <p>We emphasise that the building is locally listed and refer to several sections of the North Tottenham Conservation Area Appraisal and Management Plan that fully support this important aspect of the nature of the Conservation area , notably:</p> <p>in Character Sub-area A Tottenham High Road North</p> <p>1.5.4 The section of the high road between Brantwood road and White Hart Lane, however, is the most complete part of the conservation area in terms of its surviving historic buildings and townscape form, retaining many Georgian and Victorian buildings with their consistency of scale, height and frontage width.</p> <p>After the passageway, No. 829, dating from the early-19th century, was a public house in the 1880s, and No. 827, rebuilt c1900, has a projecting gable that also adds a good punctuation in the roofline; both have well-preserved shop surrounds of c1900.</p> <p>in Townscape summary</p> <p>1.5.14 This character sub-area is the best-preserved and architecturally most diverse part of the conservation area, containing a sequence of buildings reflecting changing patterns of development from the early/mid 18th century through the 19th to the 20th century. the</p>	<p>Noted. the proposed development would result in both heritage harm and benefits, which affect the Listed buildings at Nos. 819-821, the North Tottenham Conservation Area, and the locally listed buildings at Nos. 823-829. This results in a complex interaction of harm and benefits.</p> <p>Having carefully considered issues, officers consider that the public benefits of the proposals outweigh the less than substantial harm that would be caused by the loss of the non-designated No. 829 High Road.</p>
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	<p>buildings, whilst of varying ages, contribute to a cohesive and contained streetscape that has a definite ‘sense of place’ in spite of the effects of the wide carriageway and density of road traffic. This is in part due to the general conformity in scale, height and materials (mostly brick) and the variation in silhouette or roofline.</p> <p>1.5.15 The variation in the building line helps to create a fluid, inter-penetrating and complex sequence of linked spaces and sub-spaces.</p> <p>1.5.16 There are few outstanding buildings on the west side of the central section, but with its slight concave curve to the continuous street frontage and the rhythm of narrow frontage widths and its varied roofline, this frontage is reminiscent of a 19th century country town high street.</p> <p>TCAAC further points out to the local Planning Authority and the Planning Committee, key principles listed in the NTCAA &amp; Management Plan. These are material considerations in making any decision.</p> <p>Section 2.4 Managing Change in the Conservation Area:</p> <ul style="list-style-type: none"> <li>- All new development in the conservation area should preserve or enhance its special interest, in terms of scale, design and materials and should have regard to the design guidance provided in part 3 - preserving and enhancing the Conservation area.</li> <li>- The Council will endeavour to ensure that its departments work corporately to ensure that development decisions preserve or enhance the conservation area.</li> </ul> <p>The applicant's Heritage Statement makes a good effort to reduce any significance of the building to a minimum and build a case for demolition but we would remind the local planning authority of Note 3 of Historic England's Good Practice guidance and especially step 4 which requires the exploration of ways to maximise enhancement and avoid or minimise harm. It is the applicants themselves that have referenced this guidance.</p> <p>We would also point out that the perspective looking west via a widened Brunswick Square, as featured on page 243 of the DAS, shows just how negative the effect of widening this alley into a major access street would be, given the bulk and massing of the structures behind it. The planners and committee much take into consideration how this affects the views and perspectives from the pavements in the context of the important value of townscape elements (scale, continuity, height) we have referenced above.</p> <p>We note that the HRW master plan makes provision to provide suitable vehicular and service access to this site from other locations and repeat that we feel that the narrow alleys are actually a defining constituent element of the character of the High Road at this location.</p>	
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	<p>We feel it is an error to have the principal vehicular and service access to a development of this size leading on/off of the High Road as this creates a full street intersection with the High Road traffic where one did not exist before. This is especially relevant at a time when the place of private vehicles within our public spaces is under consideration.</p> <p>We reference developments, among so many other in London and elsewhere, at:</p> <ul style="list-style-type: none"> <li>- Islington Place as it relates to the alley like entrance from Upper Street in N1 (Post office redevelopment),</li> <li>- Slingsby Place, St Martin’s Courtyard - and the historic alleyways around Covent Garden in general, and</li> <li>- several alleyways leading west off of Tottenham Court road.</li> </ul> <p>These are all examples of an alternative way in which a successful redevelopment can be undertaken in a very valuable historic context without demolition of no.829. and the feature alleyway.</p> <p>We further reference the North Tottenham CAA&amp;MP when it states: Condition and Development Pressure</p> <ul style="list-style-type: none"> <li>- much of the degradation is due to incremental alterations and poor standards of maintenance. And again to section 3.7.1 there is a presumption in favour of the retention of all buildings on the statutory list, locally listed buildings and buildings that make a positive contribution to the conservation area, in line with national and local policy.</li> </ul> <p>As such TCAAC feels that adequate efforts have not been made to seek to retain the building, and that the negative effects - the demolition of a locally listed building, the removal of a historic feature alleyway, the continued erosion of the special character of the Conservation Area, especially in this particular stretch, do not out way the benefits.</p> <p>Demolition is permanent. The new buildings are being conceived and an alternative/workaround can and should be found. Therefore, while the TCAAC does support the wider objectives and spirit of the proposed, above-referenced version of the scheme, we cannot support it specifically as it relates to the demolition of no. 829 High Road and the widening of the adjacent alley. On this basis we object to this application.</p>	
<p>Transport for London</p>	<p>Thank you for consulting with TfL. Regarding the above application, we have the following comments</p> <ol style="list-style-type: none"> <li>1) The site of the proposed development is on High Road, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act</li> </ol>	<p>Support for car free and the proposed level of cycle parking noted.</p>

	<p>2004 to ensure that any development does not have an adverse impact on the SRN.</p> <ul style="list-style-type: none"> <li>- The footway and carriageway on High Road should not be blocked during the demolition and construction period. Temporary obstructions during the conversion should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on High Road. All vehicles should only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.</li> </ul> <p>We request that the applicant manages their construction away from the SRN</p> <p>2) We welcome that the development is proposed as car free in line with London Plan Policy T6.B and welcome the disabled parking spaces provided in line with London Plan Policy T6.1.G. We also appreciate the number of cycle parking spaces proposed, in line with London Plan Policy T5, table 10.2</p> <ul style="list-style-type: none"> <li>- We request a scale drawing of the proposed cycle parking alongside the application. This should be in line with Chapter 8 of the London Cycling Design Standards (LCDS), in line with London Plan Policy T5.B. Please see here for guidance: <a href="http://content.tfl.gov.uk/lcads-chapter8-cycleparking.pdf">http://content.tfl.gov.uk/lcads-chapter8-cycleparking.pdf</a></li> <li>- We would welcome further detail in relation to how on site routes will connect to the wider cycle network in the area to the Cycle Superhighway 1 which finishes south of the site - Regarding potential cycle links, networks and access, it is key that the developers are in contact with the other developers for the surrounding sites in the High Street Western Masterplan. To make sure there is co-ordination and communication between them regarding their cycle plans, to help connectivity and the local cycling network as a whole.</li> <li>- Access routes to the site on foot should provide footways on both sides.</li> <li>- Delivery and servicing is proposed on on-street loading bays. TfL has concerns in relation to turning/reversing vehicles on Brunswick Square. Potential conflict with pedestrians and cyclists entering and leaving the long stay cycle parking provision should be mitigated. A Stage 1 RSA should be completed.</li> <li>- There are several concerning conflicts regarding the proposed cycle parking in the site. The access to the car park and the south of the site is next to the short-stay cycle parking locations, which could create danger regarding cyclists entering and leaving.</li> </ul>	<p>Combined Stage 1/2 Road Safety Audit required by recommended conditions.</p> <p>For the purposes of this application, based on 10 additional bus trips in the AM peak, officers do not consider that obligations towards additional bus services would meet the test for planning obligations set out in the NPPF and legislation. This approach was accepted on the extant permission for 867- 879 High Road which would have a greater impact on bus usage.</p> <p>A Construction Logistics Plan is required by way of condition which would safeguard safety during construction.</p>
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	<p>- This conflict could also occur at the long-stay parking at the north of the site, as it is in close proximity to the proposed loading bay.</p> <p>3) High Road is also a busy bus route, which serves the services, 279, 349, N279, 259 and the 149. There is also 2 White Hart Lane bus stops, located on High Road and White Hart Lane at the south of the site.</p> <p>- The trips associated with the Printworks development itself would not necessitate bus network capacity enhancements in isolation.</p> <p>- Confirmation of the accumulative impact of committed developments, as set out in tables 38 and 39, is welcomed. However, a mechanism is still needed to provide accumulative bus trip generation figures for the HRWM (with trips distributed by bus route and direction) so that the impact on the bus network capacity can be assessed. Further detail is required to clarify the wider picture of the surrounding bus network and capacity.</p> <p>- It is possible that contributions would be required to accommodate trips for the masterplan – in which case the Printworks site would be accountable for a percentage of that cost.</p> <p>- We require that the period of demolition and construction of the development will have no negative impact on bus operations, in terms of journey times, reliability or the manner in which bus stops are served. Construction plans should be shared and agreed with Service Delivery</p> <p>4) Regarding the site specifically, it does not appear to have a significant impact at White Hart Lane Station.</p> <p>- However, as the site sits within the HRWM, and any development impact to the London Overground (LO) should be considered cumulatively with any other sites seeking planning permission in the area. This should be considered assuming the proposed trip generation methodology</p> <p>- Cumulative rail impacts from the development in the wider area will be significant and the additional proposed sites are likely to put further strain on the station and services at White Hart Lane.</p> <p>5) Due to the site's proximity to the Tottenham Hotspur Stadium, the applicant needs to be aware of the impact that events at the stadium can have on construction</p>	
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	<p>arrangements and ease of access to the site. Construction arrangements should be aligned with major stadium events</p> <p>6) We would like to know details on the larger accumulative impact that this site will have on all the transport modes. As the development should be looked at and analysed in a wider site context, looking at the impact it has alongside the other developments and proposed developments within the High Road Western Masterplan. As the accumulative data needs to be analysed to check for potential pressure on surrounding transport services.</p> <p>7) We would like clarification regarding the residential trip generation, particularly for the AM peak and the low modal share assumed for rail.</p> <p>8) We request that no vehicles associated with the construction, demolition and refuse process should reverse at any time on the site. This is in line with the Mayor's Vision Zero initiative, which is also in line with London Plan Policy T4.F</p> <p>9) Due to the potential of conflict in a number of access roads, and the predicted larger pedestrian and cycle use from the development, we request a Road Safety Audit (RSA) to be completed by the applicant.</p> <p>10) We appreciate that within the Construction Logistics Plan, the applicant considered methods of sustainable freight. However, to add to this point, we would like the applicant to consider the use of cargo bikes as a method of freight for this development. This is to support London Plan Policy T1 which sets out that 'development plans should support and development proposals should facilitate the delivery of the Mayors strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041'.</p>	
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## **MINUTES OF MEETING Planning Sub Committee HELD ON Monday, 24th May, 2021, 7.00 pm**

### **PRESENT:**

**Councillors: Sarah Williams (Chair), Dhiren Basu, John Bevan,  
Luke Cawley-Harrison, Sheila Peacock, Reg Rice, Viv Ross, Yvonne Say  
and Liz Morris**

### **ALSO ATTENDING:**

#### **1. FILMING AT MEETINGS**

The Chair advised that the meeting was to be live streamed on the Council's website.

#### **2. PLANNING PROTOCOL**

Noted.

#### **3. APOLOGIES**

Apologies for absence were received from Councillors Adamou, Hinchcliffe and Mitchell.

Councillor Morris was in attendance as substitute for Councillor Hinchcliffe.

#### **4. URGENT BUSINESS**

None.

#### **5. DECLARATIONS OF INTEREST**

None.

#### **6. PPA/2020/0025 - 29-33 THE HALE, N17 9JZ**

The Committee considered the pre-application briefing for the demolition of existing buildings and construction of a part 7, part 24 storey building to provide 600sqm retail floorspace (Class E uses) accommodation at base; and 473 rooms of purpose-built student accommodation with communal amenity & ancillary spaces above; ancillary uses to student housing at ground level, with associated cycle parking & refuse storage at basement level; and associated landscaping and public realm works (elements of which will provide servicing and disabled drop off).

The applicant team responded to questions from the Committee:

- In terms of communal space, there was a gym on the 1<sup>st</sup> floor, a large lounge with kitchen, study and seating areas on the 7<sup>th</sup> floor and a large lounge at the top of the building. There was 50-60% more amenity space than in recent student schemes.
- The building was planned to be 24 storeys high. Daylight and sunlight studies had been carried out and the building would not block the light to the hotel at the opposite end of the block.
- The applicant did not currently own the site – if planning permission was granted then the purchase of the site would be completed.
- A 6-8 week consultation had been carried out, and there had been very limited feedback from local residents.
- On the lower floors there was one kitchen between six bedrooms and two kitchens to 20 bedrooms on the upper floors.
- A monetary donation would be made to the park, and the applicant would like to have a hand in the design for landscaping the street areas with the Council.
- The walls of the building would be 50cm thick, with high spec double glazed windows, which should block out the noise of the busy road junction.
- There were 16 bike spaces at ground floor level, along with secure parking in the basement.
- The site allocation plan indicated that the site was suitable for commercial use. The masterplan required all applicants to complete a commercial strategy to ensure there was a mix of commercial and residential.
- The scheme would be carbon neutral, car free and would connect to the energy network which would be available from 2024 (the scheme would complete in 2025).
- There would be two sets of stairs in the building. The building would have sprinklers and the fire safety strategy designed by experts. The safety standards would exceed current regulations and meet regulations due to be implemented at the end of the year.
- The affordable housing contribution proposal was to provide 35% of rooms at a discounted rate to make them more affordable for students. However, the Council's preference was for a financial contribution to be made for offsite affordable housing in the borough.

The Chair thanked the applicants for attending.

## **7. PRE/2021/0027 - 3 SITES IN TOTTENHAM, N17:**

The Committee considered the pre-application briefing for the Depot & Goods Yard sites combined (Sites (a) and (b)) and The Printworks (Site (c)). A Listed Building Consent application is also proposed for Nos. 819-821 High Road, which forms part of The Printworks site.

The applicant team responded to questions from the Committee:

- The development had been designed in such a way to ensure that the three buildings were part of a 'family' of buildings which added layers to the local area.

By increasing the height of the buildings, more public space had been created at ground level.

- The team had ensured that a 'landing spot' would be made available onto Spurs land if any future applications as part of the wider masterplan included a bridge link to the railway station.
- The affordable housing contribution was expected to be slightly higher than 35%.
- The development would be connected to the decentralised energy network and would be very close to zero carbon.
- The stairwells had been agreed with fire engineers, and all buildings would have sprinklers. The details for this would be signed off at Building Control stage.
- 4500 homes in Haringey and Enfield had been consulted with, and two public webinars held to present the scheme. Some changes had been made following consultation.
- There would be no vehicle connection from one end of the scheme to the other, therefore eliminating 'rat runs'.
- 

Members commented that the first building looked enormous from street level and did not feel sympathetic to the area at all. From the West it looked like a huge wall of blocks, and out of scale for the area. It was also felt that the three different colours would make the development look municipal. Members also added that 27 storeys as opposed to 18 was a cause for concern.

The Chair thanked the applicants for attending.

**8. DATE OF NEXT MEETING**

27 May 2021 (on the rise of the Council AGM) – Strategic Planning Committee (to approve the membership of the Planning Sub-Committee)

7 June 2021, 7pm – Planning Sub-Committee

CHAIR: Councillor Sarah Williams

Signed by Chair .....

Date .....

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Development Management Forum 25 May 2021 – (a) The Depot (Nos. 867-879 High Road & B&M store & land to rear); (b) The Goods Yard (Nos. 36 & 44-52 White Hart Lane & land to rear) and (c) The Printworks (Nos. 819-829 High Road & land to rear).

Updated overall proposals are: Refurbishment of High Road & White Hart Lane frontage buildings (although demolition of No. 829). New buildings of 4 to 32-storeys to provide approx. 940 homes (mix of private & affordable), with commercial uses on some ground floors. Plus, a new park, streets/open spaces, cycle & car parking.

A virtual MS Teams Development Management (DM) Forum was held on 25<sup>th</sup> May at 7:00 PM.

The key planning issues highlighted at the meeting by individual residents and councillors were as follows (these have been grouped and are not necessarily in the order in which they were raised):

- Building heights, location, design & impacts
- Relationship with LB Haringey/Lend Lease emerging proposals
- Affordable Housing
- Number of homes, dwelling mix & quality
- Loss of business space
- Child yield & infrastructure
- Heritage considerations & proposed loss of No.829 High Road
- Car parking
- Access to proposed open space
- Construction impacts
- District Energy Network & low carbon energy
- Programme

#### **Relationship with LB Haringey/Lend Lease emerging proposals**

- How do these proposals relate to those by Lend Lease for approx. 2,600 homes? Does Spurs intend to act as developer? What levels of public subsidy are expected? What discussions have there been with owners of the Peacock Industrial Estate? Applicant response: These are separate proposals from Lend Lease. It would be Spurs and/or a private developer and the only expected public subsidy relates to possible grant to help deliver affordable housing. Spurs leases a unit of the Industrial Estate and has met with owners at the Business & Community Liaison Group and individually. There is a need to comply with the London Plan 'agent of change' principle (not prejudicing continued use of the Estate).

#### **Building Heights, location, design & impacts**

- Proposed additional height was a 'step too far.' Northern most tower would be approx. 40% closer to Riverside Apartments than the approved tower. Appreciate that residents do not have a right to a view, but proposed location and spacing of the proposed three towers appears to favour future residents (they should be in a line). Applicant response: Reduction in height to proposed northern block made following discussions with residents, proposed podium building next to boundary lower than consented, lower buildings to help ensure appropriate wind conditions, each tower (including Riverside Apartments) would be spaces approx. 30m apart – details to be set out in application).
- Proposed towers look over bearing.
- Proposed towers would 'stick out like sore thumbs' – why not more subtle?
  
- On western side of site – what would overshadowing impacts be on proposed open spaces?
- Concerns about fire safety – design materials and management.
- Applicant response: Proposed towers sit broadly where identified in the adopted Masterplan. They would help 'optimise' development potential and free up land for open space as part of a design-led approach – there would be intensification, but not doubling. Detailed design & materials are still under development. Location, height and shape of proposed towers has been informed by initial overshadowing studies to ensure they meet guidelines – planning application will be supported by detailed studies. Design incorporates non-combustible cladding, evacuation & fire lifts & sprinklers – proposals need to comply with London Plan Policy D12 and (from 1 August) the Health & Safety Executive is to be a statutory consultee.

### **Affordable housing**

- Where is the social housing?
- What is proposed split of different types of affordable housing?
- Applicant response: Aim is to submit a 'scheme that provides 35% affordable housing (rising to 40% if grant), based on 40:60 split (low cost rented and shared ownership). Opportunity to help facilitate decant of residents in Love Lane Estate.

### **Number of homes, dwelling mix & quality**

- How many homes would there be?
- What would the dwelling mix be?
- Concern at lack of family housing.
- How big would the homes be?

- Concern about loss of families in the borough and effect this is having on communities, school rolls etc. Reports of London losing 800,000 people during pandemic (bigger issue, not just this scheme).
- Quality needs to be high if family-sized private homes are to sell.
- Applicant response: Currently proposed 867 homes on Goods Yard and Depot and 70 on Printworks. Goods Yard = 97 x 1-bed, 214 x 2-bed, 53x3-bed and 4, x 4-bed. Depot = 141 x 1-bed, 268 x 2-bed, x3-bed and x 4-bed. Overall, 17% family (3-bed+) sized homes for private and affordable homes. These would all be additional, as no existing homes would be lost. Sizes of homes and bedrooms would meet London Plan standards.

#### **Loss of business space and non-residential uses**

- Concern at loss of 'old industries' and replacement with cafés and bars.
- The development is referred to as a new 'neighbourhood', but there is not much proposed for families.
- Applicant response: Peacock Industrial Estate would remain in 'meanwhile' condition, application would allow for some business/employment and child care facilities as well as jobs from food & beverage uses.

#### **Child yield & infrastructure**

- No mention of children. What about play areas?
- How has 'child yield' been calculated? Is LBH developing its own methodology?
- What about local infrastructure – is Spurs looking for Lend Lease to provide?
- What about health facilities?
- Applicant response: Updated GLA calculator has been used to estimate child yield. Proposed dedicated play areas (including Northern and Southern Squares and Peacock Park) as well as in communal podium spaces (approx. 2,900sqm), designed aimed at different age ranges plus incidental play opportunities. CIL & s106 financial contributions would be paid to help provide additional social infrastructure.
- Officer response: LBH was considering an alternative child generation approach, but this was pre updated GLA calculator. Principle of proportionate payments established at Goods Yard Public Inquiry would be applied.

#### **Heritage considerations & proposed loss of No.829 High Road**

- Concern at proposed loss of No.829 High Road – no justification other than to make a wider road.
- Strong objection to the above, plus proposed works to White Hart Lane buildings.

- Query as to how sensitive potential impacts on ‘heritage assets’ are balanced with potential impacts on people
- Applicant response: Avoiding harm to ‘heritage assets’ is an important policy consideration. However, so too is safeguarding residential amenity – including relationship with Riverside Apartments. A balance is needed.

### **Car parking**

- What would parking levels be – sounds like less than approved?
- How many car club spaces would there be?
- Applicant response: Approved levels of residential car parking = 0.16 for Depot and 0.25 for the Goods Yard. The proposed level of residential parking for the combined site is 0.16. The Printworks would have a ratio of just 0.1. Four car club spaces are proposed (two on Goods Yard and two on The Depot).

### **Access to proposed open space**

- Would the proposed western green walkway be open to the public?
- Would it improve biodiversity?
- The importance of open space is a lesson from the COVID pandemic.
- Applicant response: The walkway would be a secured area, open to all residents on the Goods Yard site only (the proposed streets, squares and park would be the public spaces). Intention for this area to be biodiversity rich.

### **Construction impacts**

- Concern at adverse impacts during demolition/construction – including cumulative impacts.
- Applicant response: Expect impacts to be managed by management plan, secured by planning condition.

### **District Energy Network & low carbon energy**

- What about District Energy Network (DEN) – would there be different networks for Lend Lease? Some DENs have not performed well/expensive for residents (e.g. Sutton). What is fall back? Need to maximise on-site renewables.
- Heat from waste is not zero carbon (involves burning plastics etc.)
- With increase in recycling, there may not be enough waste in the future.
- The private communal heat network for the Cannon Road development is not successful. They are not regulated by OFGEM, residents are stuck in a contract and have had to fight to get contract delivered.



- Applicant response: Looking at two potential DEN connections, with PVs also being proposed (together with very high building insulation and façade design to minimise overheating). Targeting Net Zero Carbon.
- Officer response: s106 obligations likely to require connection or additional carbon offsetting contributions if not. Officers are actively pursuing DEN options for the borough and will be briefing Members shortly. Private DENs are not regulated, but the Government is considering bringing in regulations. Where the Council commissions or operates, it is likely to maintain a degree of control (e.g. price & performance standards)

### **Programme**

- What is the programme?
- Applicant response: Submission of Goods Yard/Depot planning application very soon. This application would have a 16-week statutory determination period (could be longer). Printworks application to follow. Current anticipated earliest start on site = Quarter 2022.

Meeting concluded at 8.45 PM  
GH 26.05.2021

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FRAME PROJECTS

**London Borough of Haringey Quality Review Panel**

**Report of Formal Review Meeting: High Road West Developments**

Tuesday 15 December 2020

Video conference

**Panel**

Peter Studdert (chair)

Esther Everett

Paddy Pugh

Andy Puncher

Lindsey Whitelaw

**Attendees**

Rob Krzyszowski London Borough of Haringey

Dean Hermitage London Borough of Haringey

Robbie McNaugher London Borough of Haringey

Richard Truscott London Borough of Haringey

Graham Harington London Borough of Haringey

Elisabetta Tonazzi London Borough of Haringey

Deborah Denner Frame Projects

Carolina Eboli Frame Projects

Penny Nakan Frame Projects

**Confidentiality**

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

**CONFIDENTIAL****1. Project name and site address**

High Road West, Tottenham. Three interrelated sites within the High Road West local plan allocation comprising:

- The Goods Yard, 36 and 44-52 White Hart Lane, Tottenham
- 867-879 High Road, Tottenham
- 819-829 High Road, Tottenham

**2. Presenting team**

Richard Serra	Tottenham Hotspur Football Club
Adrian Ball	F3 Architects
Alan Carruthers	F3 Architects
Ian Laurence	F3 Architects
James Beynon	Quod
David Liversey	Re-form Landscape Architecture
Mark Shilton	Re-form Landscape Architecture
Edgar Kiviet	Arup
Sophie Cambrun	Arup

**3. Planning authority briefing**

The proposals relate to three sites owned by Tottenham Hotspur Football Club on the west side of the High Road: Sainsbury / B&Q (798-808 High Road); the Banqueting Suite (819-829 High Road); and the Goods Yard. All are within a Growth Area and Site Allocation NT5 (High Road West) as identified in the Tottenham Area Action Plan.

There are existing planning approvals for the Sainsbury / B&Q site, and for the Goods Yard. The current proposals represent a significant increase in the height and number of tall buildings proposed. They also differ from the High Road West Masterplan Framework, published September 2014, which is undergoing an update process.

The current development proposals include:

- The Goods Yard, 36 and 44-52 White Hart Lane, Tottenham: a residential-led, mixed-use development comprising circa 500 homes within three towers alongside associated commercial uses and public realm, and the retention (including change of use) of 52 White Hart Lane (Station Master's House).
- 867-879 High Road: demolition of the existing buildings and erection of a new residential building of up to circa 39 storeys.
- 819-829 High Road: retention/restoration of the High Road properties, the demolition of the rear buildings/structures and the erection of a residential-led scheme of circa 86 homes.



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Officers asked for the panel's views on the scheme's relationship with and contribution to a wider masterplan approach to the High Road West Area, in terms of its layout, scale, massing, and design quality of the proposed buildings. Comments were also sought on the relationship with the heritage context, the proposed access and street network, and the quality of the open spaces.

**4. Quality Review Panel's view***Summary*

The panel recognises the complexity of the High Road West development sites, each of which have their own constraints. Nevertheless, the opportunity exists for the three sites to work well both individually and together. However, in the absence of an overall masterplan, the panel has significant concerns about the proposed density and heights. It recommends that these should be reduced to be more closely in accordance with the 2014 High Road West Masterplan Framework and previous planning approvals. The panel's view is that the 29-storey tall building permitted on the 819 - 829 High Road site should not be exceeded. The provision of amenity and open space should be reviewed against the standards required by both the London Plan and by Haringey Council. The panel would also like to see the scheme be better integrated with its historic surroundings and urges the design team to put these assets at the heart of the proposals.

An alternative route may be to work in collaboration with Haringey Council to develop a comprehensive scheme, using land assembly powers to allow the creation of a single masterplan including the Peacock Industrial Estate. If planned as one, there may be potential for density greater than the High Road West Masterplan Framework and existing permissions, supported by generous provision of public realm and green space. This would also provide different opportunities for access and integration with the heritage context.

The panel recommends a thorough review of several strategic issues before detailed design work begins and these issues are set out in greater detail below.

*Massing and development density*

- The panel does not feel that a convincing case has been made for the density and massing proposed. It notes that the current proposals deviate from the High Road West Masterplan Framework.
- The panel's view is that the 29-storey tall building permitted on the 819 - 829 High Road site should not be exceeded.
- The 39 storeys now proposed would require special justification, such as being located at a major transport interchange such as Tottenham Hale, which is not the case on this site.



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- The sites are in close proximity to existing residential neighbourhoods, and historic buildings along the High Road. It is not yet clear how these have informed the character of the development proposal.
- The panel does not think that the towers permitted as part of the nearby Tottenham Stadium justifies development of the density and height proposed for these sites. Its support for tall buildings adjacent to the stadium was given on the basis of their landmark function, marking an important civic building. This rationale would not apply to the High Road West sites.
- The proposed heights would affect the setting and views of the area's historic assets and would cause significant harm to the setting of the Tottenham High Road Conservation Area. The panel therefore recommends that the existing permission for 29 storeys be regarded as a maximum.
- There needs to be a rigorous investigation of the impact of tall buildings on the character and environment of the area, including sunlight and wind studies.
- The 8-storey building at the back of the site at 819-829 High Road appears detrimental to the historic character of the area and should be rethought to address the more human scale of its context.

*Place-making, character, and integration*

- The panel would like to see further thought given to the relationship between the scheme and its immediate context. The proposals should integrate with their surroundings, including nearby residential communities.
- The panel welcomes the re-use and repair of the heritage buildings, particularly those along the High Road, and the commitment to understand their history. These heritage assets should underpin the character of the scheme, especially for the 819-829 High Road site, and should inform the buildings' massing.
- Further consideration should be given to the demolition of part of the locally listed building at 823-829 High Road. This extension contributes to the character of the Conservation Area and its removal will impact on the street frontage.
- The scheme should explore ways of enhancing the existing historic alley leading to Brunswick Square, without demolition to widen this to become a street.
- The proposed roof extensions and Herald Yard development on the 819-829 High Road site should be sympathetic to the adjacent heritage buildings. There is not yet enough information to judge how successful this element of the scheme will be.



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- Where tall buildings are proposed, these should start from an understanding both of how people live and work and what the place will feel like. A focus on liveability will help to humanise the proposals.
- The panel welcomes the focus on the pedestrian experience at the southern end and the entrance from White Hart Lane. However, the 18-storey tower next to it will compromise the intended human-scale character.

### *Layout and amenity space*

- The panel would like to see a robust assessment of the amount of amenity space to be provided, to demonstrate that this is compliant with standards set out in the London Plan and by Haringey Council.
- The amenity and open spaces designed should be focused on serving the local neighbourhood areas.
- Given the density of the scheme, the panel is concerned that the mix of uses within the courtyards, such as bike stores and bins, will reduce their capacity to provide sufficient amenity space.
- The panel is concerned that the scheme may currently rely on the possible future redevelopment of the Peacock Industrial Estate to deliver the appropriate provision of amenity and play spaces - and does not think this would be an acceptable approach.
- Relocating the buildings in the Goods Yard site towards the railway line and the road to the east is a positive move. However, careful thought will be needed about how maintenance access alongside the railway is designed, to avoid creating a space that is unused and feels unsafe.

### *Architecture*

- The panel recognises the proposals are at an early-stage and that the architectural expression is yet to be developed.
- It welcomes the quality of the precedents presented but highlights that these are not drawn from contexts in TfL Zone 3 with 100% residential use, as proposed here. It would be helpful to refer to precedents which reflect similar uses, contexts, and scales to the surroundings of the site.

### *Overall masterplan*

- As an alternative to bringing forward planning applications for three independent, yet related, sites - the applicant could work with Haringey Council to develop a comprehensive scheme. Land assembly powers could be used to acquire the adjacent land and allow a single integrated masterplan for the entire area, including the Peacock Industrial Estate.



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- This would enable the proposed increase in density to be better understood, as well as the provision of adequate amenity and open spaces.
- The access strategy for 819-829 High Road site could also be reviewed within an overall masterplan.

### *Next steps*

- The panel would welcome a further opportunity to review the proposals. It highlights a number of action points for consideration by the design team, in consultation with Haringey officers.





**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;
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  - d Demonstrate how the quality of the development will be secured when it is built; and
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**Design Standards**

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  - f Active, lively frontages to the public realm; and
  - g Distinctive local architectural styles, detailing and materials.



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FRAME PROJECTS

**Haringey Quality Review Panel****Report of Formal Review Meeting: High Road West Developments**

Tuesday 18 May 2021

Video conference

**Panel**

David Ubaka (chair)

Esther Everett

Tim Pitman

Andy Puncher

Paddy Pugh

**Attendees**

Robbie McNaugher

London Borough of Haringey

Elisabetta Tonazzi

London Borough of Haringey

Katerina Koukouthaki

London Borough of Haringey

Richard Truscott

London Borough of Haringey

Graham Harrington

London Borough of Haringey

Sarah Carmona

Frame Projects

Kiki Ageridou

Frame Projects

**Apologies / report copied to**

Rob Krzyszowski

London Borough of Haringey

John McRory

London Borough of Haringey

Phillip Elliot

London Borough of Haringey

Dean Hermitage

London Borough of Haringey

Deborah Denner

Frame Projects

**Confidentiality**

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

### 1. Project name and site address

Two interrelated sites / applications within the High Road West Local Plan allocation, comprising:

- The Goods Yard, 36 and 44-52 White Hart Lane and The Depot, 867-869 High Road, Tottenham;
- The Printworks, 819-829 High Road, Tottenham.

### 2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Ian Laurence	F3 Architects
Sean Bashforth	Quod
Richard Coleman	Citydesigner
Ignus Froneman	Cogent Heritage
David Livesey	Re-form Landscape Architecture

### 3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

### 4. Planning authority briefing

The proposals relate to three interrelated sites, owned by Tottenham Hotspur Football Club, on the west side of the High Road: the Depot (formerly known as Sainsbury / B&Q, 867-869 High Road), the Goods Yard site (36 and 44-52 White Hart Lane) and the Printworks site (formerly known as the Banqueting Suite, 819-829 High Road). Parts of all three sites are within the North Tottenham Conservation Area and include – or are adjacent to – a number of heritage assets. All are within a Growth Area and Site Allocation NT5 (High Road West), as identified in the Tottenham Area Action Plan. Policy SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, provides the necessary infrastructure, and is in accordance with the full range of the Council's planning policies and objectives. Site Allocation NT5 calls for a masterplanned, comprehensive development that creates a new residential neighbourhood and leisure destination for London. It sets out a number of relevant requirements and development guidelines.

The most up-to-date masterplan is the High Road West Masterplan Framework, published September 2014. This highlights opportunities for improvement and change in the NT5 area and identifies where housing, open space and play areas, as well as community, leisure, education and health facilities and shops, could be provided. Tottenham Hotspur Football Club intends to submit two separate 'full' planning



applications: one for the Depot and Goods Yard combined and one for the Printworks. Previous planning permissions for the sites include: 330 residential units, a shop/café (A1/A3) and area of public open space for the Depot site (September 2020); 316 residential units, employment (B1 use), retail (A1 use), leisure (A3 and D2 uses) and community (D1 use) uses for the Good Yard site (June 2019); and historic permissions for the Printworks site.

Officers seek the panel's consideration of the proposed density and consequent 'liveability' issues, the acceptability of the three proposed towers (including the reduction from 39 to 32-storeys for the middle tower), the proposed tower architecture, and the relationship with existing High Road and White Hart Lane buildings. Comments are also sought on the access and heights strategy for the proposed Printworks scheme, and the proposed loss of the locally listed 829 High Road to create a wider Brunswick Square, as part the proposed Printworks scheme.

## 5. Quality Review Panel's views

### *Summary*

The Quality Review Panel welcomes the opportunity to review the proposals for High Road West, and thanks the project team for a very comprehensive and clear presentation. It highlights that the masterplan is a significant development project and will potentially deliver a very large number of homes; in this regard, it will be important for the panel to consider the individual buildings and spaces within the masterplan, including the relationship to the conservation area and heritage assets at a much greater level of detail at future review meetings.

The panel is very pleased to see how well the project team has responded to comments made in the previous review in December 2020. The scale and massing of the two sites is improved; the panel welcomes the removal of the fourth tower, and the reduction in height of the remaining three towers. While the central tower remains higher than the 29-storey threshold, the panel feels that this could be acceptable, subject to further design refinements. The overall organisation of the site and the network of routes seems to be successful, and the initial proposals for Goods Yard Walk show promise. Further work to improve the legibility of the east-west route and to create a stronger visual link to the pedestrian and cycle route westwards beyond the railway would be welcomed.

As design work continues, the panel would encourage further consideration of the architectural form, language, and materiality of the towers and the lower buildings across both sites, in addition to improvements in the configuration and layout of the individual buildings to maximise the quality and liveability of the accommodation. Consideration of low / zero carbon design and environmental sustainability principles should also underpin and inform key decisions about orientation, layout, three-dimensional form, elevational treatments and materiality; the panel feels that these aspects should be reinforced as the proposals evolve.



Scope for improvement also remains within the landscape and public realm proposals, which should seek to create special, distinctive, and characterful places while helping to establish and support a sense of community. Further consideration of public and private realms and the interface between the two would be supported.

As the panel considers that the proposals are likely to harm the setting and views of the conservation area, a broader programme of enhancements to the conservation area should be established and agreed, in consultation with officers.

Further details on the panel's views are provided below.

#### *Scope of the review*

- Due to the quantity of information presented within the limited time of a single review, discussion was focused mainly at a strategic level. It was not possible for the panel to look at the different parts of both sites in detail; it would welcome the opportunity to consider the material further, as design work continues.

#### *Massing and development density*

- The panel welcomes the removal of one of the four towers from the previous scheme, which enables a more balanced distribution of massing within the site.
- The reduction in height of the remaining towers is also supported, from 18/27/36/39 storeys (as presented to the panel in December 2020) to 27/32/29 storeys (running south to north). While the panel considers that a more appropriate threshold for the tower heights would be 29 storeys, as established in the existing consent for 867-879 High Road, it thinks that the revised tower heights within the proposals presented at review could be acceptable, subject to amendments and refinements to the detailed design, three-dimensional form, language and setting (at ground level) of the towers, outlined below.
- The northern tower with adjoining 'shoulder' buildings (the Depot) is the least successful of the towers; it lacks the elegance of proportion of the others as its footprint is wider. The junctions with the adjoining buildings also feel awkward, as they appear to 'collide' with the tower. Further consideration of the footprint and configuration of the tower and shoulder blocks would be supported.
- The Depot building forms one of the edges of the northernmost section of Peacock Park, and of the Northern Square. The building footprint has extended southwards towards the adjacent site, and now sits very close to the boundary. This relies on the neighbouring development not to build up to the boundary to avoid significant negative impacts upon the public realm. The panel would encourage further consideration of this problematic shoulder



building, in terms of three-dimensional massing and footprint, in addition to scenario planning if the scheme to the south fails to come forward, to ensure that the development will function well as a 'stand-alone' scheme.

- The building heights of the lower blocks across the two sites seem to be reasonable; however, the panel notes that it would like the opportunity to consider the proposals in further detail in terms of three-dimensional form and detailed design of the individual blocks, as this was not possible due to time constraints within the review.

#### *Masterplan, public realm and landscape design*

- At a strategic level, the panel feels that the overall organisation of the site and the street network is generally working well. The north-south route is well-considered, providing an attractive landscaped route through the site, and the location of the three towers close to the railway – and away from the High Road - seems sensible. The east-west route requires further consideration, as it lacks clarity and does not provide a clear and visible link through to the pedestrian link westwards across the railway.
- The design of the public realm will be extremely important; each open space will require its own design process, to ensure that each site becomes a distinctive, characterful, and high-quality place.
- This will be particularly relevant to the design of Brunswick Square. If the width of the space is increased by removing part of the building adjacent and setting back the building line, then this provides opportunities for a special landscape design approach in this important space that provides a key link between the High Road and the site. Consideration of the potential uses of this space would be welcomed, as this would help to define and enliven this important piece of public realm.
- The panel welcomes the creation of Goods Yard Walk at the western fringe of the site, adjacent to the railway, and feels that the terraced landscaping that steps down from the buildings into the space will be very successful.
- It understands why Goods Yard Walk has been identified as private amenity space for the residents immediately adjacent, but regrets that it is not possible to open it up – in part or in whole – to the public.

#### *Conservation area and heritage assets*

- A key question concerns the extent of the impact of the towers on the setting and views of the conservation area. Some of the images presented at review show that they will be visible – which will lend a different scale and character to the area, in contrast to that of the conservation area itself. The panel has concerns that there is potential for the towers to overwhelm the setting of buildings on the High Road. It concludes that there is likely to be some harm



to the conservation area, and in this regard, there should be a discussion about the benefits and enhancements that could offset this anticipated harm.

- There is clear national guidance that the applicant is required to demonstrate proposed enhancements that will serve to offset anticipated harm, and the panel notes that it is not yet clear what the scope of these enhancements will be. It understands that repairs to 823-829 High Road are proposed as enhancements; however, in a scheme of this size and importance the panel would expect a broader programme of further enhancements to the conservation area in mitigation of the harm caused by proposed development.

*Architectural expression and building configuration*

- The panel feels that some of the precedent images presented at review are lacking in richness, and don't represent the best examples. Alternative precedents could better inform the scheme's visual approach and architectural expression.
- It would encourage the design team to adopt a more coherent approach to the design of the three towers, so that they are perceived as a group. It welcomes the inclusion of glazed bricks within the elevations, but feels that the colour palette and visual language across the three towers could be closer in tone and substance, to increase the similarity while adopting subtle variations. It highlights that the Barbican towers are very successful as a group, which successfully strike a balance between similarity and subtle difference.
- Further consideration of the visual language, architectural form, materiality, and tone of the central white 'core' of accommodation within each tower would also be supported, to reduce the visual conflict with the main body of each tower. The panel understands the desire to reduce the scale of the upper floors of accommodation; however, it feels that the white 'pop-up' central core presents too much contrast with the form and texture of the richly articulated and coloured façades of the towers below.
- Due to time constraints within the review meeting, the panel has outstanding questions and comments. It was unable to consider the architectural expression, form, configuration, and layout of the lower buildings across both sites, and it feels that these should be subject to further detailed review meetings.
- It would like to know more about the rationale behind the different architectural forms and themes across both sites, and how these relate to the local context and character. It is not clear how the visual language has developed, and where the rationale for pitched roofs, flat roofs or ribbons originates.
- More information about the configuration and layout of the different buildings would also be welcomed. The panel wonders whether the lower blocks all have corridors, and questions whether there might be opportunities to





incorporate deck access, which could enable dual aspect, high-quality living environments.

- The three-dimensional form and architectural language of the shoulder buildings of the Depot would benefit from further consideration, to mitigate the awkward visual junction with the tower block and to achieve a less aggressive, calmer expression.
- The panel would encourage the design team to rigorously test the proposals for each individual building to ensure that the accommodation is of high-quality and 'liveable', in terms of what it might be like to live and work there. This should include consideration of individual dwellings, communal areas, circulation spaces and wayfinding. Good access to daylight and sunlight (in dwellings and circulation spaces) will be very important in this regard.

*Low / zero carbon design and environmental sustainability*

- The panel would like to know more about the strategic and detailed approach to low / zero carbon design and environmental sustainability within the scheme. Following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later, and proposals should demonstrate how they comply with these targets.
- Consideration of operational energy requirements should start with a 'fabric first' approach – optimising the performance and design of the building envelope, components, and materials to achieve sustainable and energy-efficient design. Utilising renewable energy sources, natural light, cross ventilation, and nature should form part of this work. A low / zero carbon approach to design should inform the earliest strategic design decisions and should be part of the ongoing narrative as a scheme evolves.
- The panel feels that the current proposals do not seem to respond to environmental conditions. It would like to see these considerations – including orientation, layout, wind profiling, window sizes, u-values of the external envelope, and solar gain - informing the detailed design of the scheme, at both an urban scale and in regard to the design of individual buildings and dwellings.
- It would also encourage greater rigour within the evolving floorplans, designing from the 'inside out' as well as the 'outside in'. There appear to be limited numbers of dual aspect apartments, and the number of single aspect accommodation should be minimised. The development should aspire to being an exemplar in terms of quality of accommodation, as well as low / zero carbon design.



- At a detailed level, the configuration of fenestration is also very important; vertically orientated windows are less efficient than horizontally orientated windows, especially in terms of daylight penetration into rooms.

#### *Next steps*

- The panel highlights a number of action points for consideration by the design team. It would welcome further opportunities to review the proposals in detail, as design work continues.
- It expresses concern about the quantity of material being covered in a single review. It highlights that multiple reviews will be needed, to allow time for adequate consideration of the tower buildings, the lower buildings, the squares, open spaces, the design of the public realm, and the relationship to the conservation area and heritage assets. It would like to look at each building in detail.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.



**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:
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201115 - PRINTWORKS

PRINTWORKS DRAWING REGISTER					
Drawing Number	Drawing Title	ISSUED FOR PLANNING	Revision	Sheet Size	Date
PRINT F3 ZZ 00 GA A 82100	EXISTING GA L00 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ 01 GA A 82101	EXISTING GA L01 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ 02 GA A 82102	EXISTING GA L02 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ RF EL A 82103	EXISTING GA ROOF PLAN (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ 00 GA A 82104	PROPOSED GA L00 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
PRINT F3 ZZ 01 GA A 82105	PROPOSED GA L01 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
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PRINT F3 ZZ 03 GA A 82107	PROPOSED GA L03 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
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PRINT F3 ZZ EX EL A 82516	DEMOLITION GA ELEVATIONS-SECTIONS West (823-829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
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PRINT F3 ZZ ZZ EL A 82518	PROPOSED GA ELEVATIONS South (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 82519	PROPOSED GA ELEVATIONS East (823 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 82520	PROPOSED GA ELEVATION East (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 82521	PROPOSED GA ELEVATIONS-SECTIONS West (819-821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 82522	PROPOSED GA ELEVATIONS-SECTIONS West (823-829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 82524	PROPOSED GA ELEVATIONS-SECTIONS	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
PRINT F3 ZZ ZZ EL A 82525	PROPOSED GA ELEVATIONS-SECTIONS	ISSUED FOR PLANNING	A2.P2	A1	24/11/2021
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PRINT F3 ZZ ZZ SE A 82527	PROPOSED GA ELEVATIONS-SECTIONS	ISSUED FOR PLANNING	A2.P2	A1	24/11/2021
PRINT F3 ZZ ZZ SE A 82528	PROPOSED GA ELEVATIONS-SECTIONS	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
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PRINT F3 ZZ ZZ EL A 82533	PROPOSED GA ILLUSTRATIVE MATERIALS ELEVATION STUDY	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
PRINT F3 ZZ ZZ EL A 82534	PROPOSED GA ILLUSTRATIVE MATERIALS ELEVATION STUDY	ISSUED FOR PLANNING	A2.P3	A1	22/12/2021
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PRINT F3 ZZ ZZ EL A 82553	PROPOSED GA ILLUSTRATIVE MATERIALS ELEVATION BAY STUDY	ISSUED FOR PLANNING	A2.P2	A1	24/11/2021
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PRINT F3 ZZ ZZ SE A 82601	EXISTING GA SECTIONS BB (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ SE A 82602	EXISTING GA SECTIONS CC (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
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PRINT F3 ZZ EX SE A 82605	DEMOLITION SECTIONS BB (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ EX EL A 82606	DEMOLITION SECTIONS CC (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ SE A 82607	PROPOSED GA SECTIONS AA	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ SE A 82608	PROPOSED GA SECTIONS BB	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ SE A 82609	PROPOSED GA SECTIONS CC (819 and 821)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
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PRINT F3 ZZ 01 GA A 89026	DEMOLITION GA L01 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ 02 GA A 89027	DEMOLITION GA L02 FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ RF GA A 89028	DEMOLITION GA ROOF FLOOR PLANS (819 - 829)	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
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PRINT F3 ZZ ZZ EL A 89032	ROOM 3 - 821 - FLAT 2 - L01 PROPOSED SET SHOWING REPAIRS TO INTERNAL FABRIC	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 89033	ROOM 4 - 819 - FLAT 1 - L01 PROPOSED SET SHOWING REPAIRS TO INTERNAL FABRIC	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 89034	ROOM 3 - 819 - FLAT 3 - L02 PROPOSED SET SHOWING REPAIRS TO INTERNAL FABRIC	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021
PRINT F3 ZZ ZZ EL A 89035	ROOM 4 - 819 - FLAT 3 - L02 PROPOSED SET SHOWING REPAIRS TO INTERNAL FABRIC	ISSUED FOR PLANNING	A2.P1	A1	30/07/2021

DISTRIBUTION LIST					
ROLE	COMPANY/NAME				
	CLIENT				
	ARUP				
	BURO HAPPOLD				
	QUOD	E			
	DELVA PATMAN REDLER				
	RE-FORM				
	COGENT HERITAGE				
	RICHARD MAX				

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Planning Sub Committee – 10 January 2022 Item No. 10

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/2882

**Ward:** Seven Sisters

**Address:** Land adjoining Remington Road and Pulford Road N15

**Proposal:** Redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.

**Applicant:** Haringey Council

**Ownership:** Council

**Case Officer Contact:** Tania Skelli

**Site Visit Date:** NA

**Date received:** 17/09/2021

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

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward and deliver 46 much needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.

- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new play areas.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.

The proposed development is car free (except for the provision of accessible parking bays) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels
- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 10/02/2022 or within such extended time as the Head of Development Management or the Assistant Director 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 (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

**Conditions** (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Energy strategy
- 5) Overheating
- 6) Living roofs
- 7) Biodiversity
- 8) Land contamination
- 9) Unexpected land contamination
- 10) Non-Road Mobile Machinery (NRMM)
- 11) Demolition management Plan (DMP)/ Construction Management Plan (CMP)
- 12) Drainage/ SuDS
- 13) Drainage/ SuDS – Maintenance
- 14) Telecommunications apparatus/ S Dishes
- 15) Secure by design
- 16) Cycle storage
- 17) Refuse storage
- 18) Hard and soft landscaping including tree replacement
- 19) Electric vehicle charging points (EVCP)
- 20) Obscure glazing
- 21) Servicing and Delivery Plan

### **Informatives**

- 1) CIL liable
- 2) Hours of construction
- 3) Asbestos removal
- 4) Street Numbering
- 5) Thames Water
- 6) Thames Water 2
- 7) Fire safety and sprinklers
- 8) Network Rail
- 9) Secure by design

### **Planning Obligations:**

2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.

2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.

2.7 It is recognised that the Council cannot commence enforcement against itself in respect of breaches of planning conditions and so prior to issuing planning permission measures will be agreed between the Council's housing service and the planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.

2.8 The Council cannot impose conditions on planning permissions requiring the payment of monies and so the Director of Housing, Regeneration and Planning has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

**Head of Terms:**

1. Carbon offset contribution
  - o Initial and deferred payment of £31,722.90 (50% of expected carbon offset based on the energy report) + any uplift. Payable on implementation including a 10% management fee.
2. Amending TMO
  - o The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.
3. Employment skills provision
  - o Provision of employment skills and support payment
4. Social Rent
5. Car Club membership
6. Residential Travel Plan
7. Employment and skills plan
8. Considerate Contractors
9. Carbon offset financial contribution (see below)
10. Architect retention

**Presumption in Favour of Sustainable Development**

2.5 In the event that members choose to make a decision contrary to the officer

recommendation it will be necessary to consider the presumption in favour of sustainable development in the NPPF. This is because the Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.

**CONTENTS**

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION
9. APPENDICES (INCLUDING PLANNING CONDITIONS & INFORMATIVES)

**APPENDICES:**

- |            |   |
|------------|---|
| Appendix 1 | Planning Conditions and Informatives                      |
| Appendix 2 | Consultation Responses – Internal and External Consultees |
| Appendix 3 | Plans and Images  |
| Appendix 4 | QRP Report  |
| Appendix 5 | Pre application presentation minutes                      |
| Appendix 6 | Development Forum minutes                                 |

### **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **3.1 Proposed development**

3.2 This is an application for the redevelopment of the site for residential use with associated landscaping and public realm enhancements. The development comprises 46 dwellings (31 apartments and 15 townhouses) for Council rent as follows;

12 x one-bed two-person units (26%)

16 x two-bed four-person units (35%)

14 x three-bed five-person (30%)

4 x four-bed four-person (9%)

3.3 The proposal includes the provision of cycle and refuse/recycling storage facilities, improvement to existing refuse/recycling facilities and provision of five new accessible car-parking spaces on Remington and Pulford Road and 2 additional spaces for general needs. The proposal also involves associated landscaping and public realm improvements which includes upgrading existing public and open spaces and creating new green, pedestrian and play space throughout the site.

3.4 The proposed buildings would be a mix of 2-storey townhouses and taller buildings of 3, 4, 5 and 6 storeys in height. The design reflects the triangular shape of the site and would be finished in textured buff brick with dark windows, panelling and balcony railings. It incorporates framed balconies on each of its three corners and inset brick panelling and detailing.

3.5 The site is one of several identified sites that the Council is seeking to develop for Council housing as part of its 2018 commitment to delivering a thousand new Council homes at Council rents by 2022.

#### **Site and Surroundings**

3.6 The site lies in the north-west corner of an existing Council estate between Remington Road and Pulford Road and a railway line which forms an embankment along its northern boundary. It sits in the Seven Sisters ward.

3.7 The site measures 0.526 hectares and covers three triangular shaped parcels of land encompassing part of Remington Road and Pulford Road and a public pathway connecting to Seven Sisters Road. It comprises a row of 20 old garages and amenity/seating space on its western end, an adjoining area of open grassland and a turning head, footpath and associated public realm on its eastern side. The open grassed area, which forms the central and the larger part of the site, accommodates several trees and is enclosed by a low-level railing with one point of access. The wider site also includes a strip of land/public realm around the perimeter of the existing block at 1-67 Remington

Road. A number of other trees of varying scale and quality are present across the site.

3.8 The surrounding area is urban and predominantly residential in character comprising a wide range of traditional and contemporary post-war residential development. Immediately opposite the site to the south on Remington Road and Pulford Road, sit substantial 5 and 6-storey linear flatted Council blocks and 2-storey Council terraced housing. To the west lies further Council accommodation in 3 and 4-storey linear buildings whilst adjoining the site along its eastern boundary are traditional 3-storey period terraces fronting Seven Sisters Road with commercial ground-floor uses.

3.9 The wider area accommodates a variety of property types/uses, sizes and architectural styles. These include other Council owned residential buildings forming part of the Tiverton Estate and across the railway to the north, around Suffolk Road and Kerswell Close, and further traditional Victorian and Edwardian properties along Seven Sisters Road and surrounding streets. The scale and height of development varies more significantly further afield with buildings such as Eckington on Pulford Road to the south rising to 10-storeys and others on the Sir Frederick Messer Estate to the east, across Seven Sisters Road reaching 8 and 17-storeys.



Figure 1: Aerial of existing site

3.10 The Public Transport Accessibility Level (PTAL) of the site is 3/4, regarded as moderate to good. There are several bus-stops nearby on Seven Sisters

Road and St. Ann's Road serving regular bus routes and Seven Sisters Underground and National Rail Stations are approximately 10-15 minutes' walk away to the north. Stamford Hill Overground Station is located 0.6 miles to the east and Harringay Green Lanes Overground Station just under a mile to the west and are approximately a 14 minute and 18-minute walk away respectively, whilst Manor House Underground Station is a few minutes further to the south.

3.11 The local area offers a wide range of retail and commercial facilities centred along Seven Sisters Road and within the nearby District Centres of Green Lanes and West Green Road/Seven Sisters Road, in addition to an extensive range of community related uses including nurseries, schools, leisure facilities and parks and open spaces. In respect to the latter these include amenity spaces within the Tiverton Estate, Tewksbury Road Open Space, Manchester Gardens, Paignton Road Open Space, Chestnut Park and Finsbury Park.

3.12 The site is not subject to any planning designations. It is not in a conservation area and does not affect the setting of any locally or statutorily listed building. St. Ann's conservation area lies to the north of the railway, north of the site.

#### **Relevant Planning and Enforcement history**

3.13 None

### **4. CONSULTATION RESPONSE**

#### **4.1.1 Planning Sub-Committee Pre-Application Briefing**

4.1.2 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 8th of September 2020. The minutes of the meeting are set out in Appendix 5.

#### **4.2 Quality Review Panel**

4.2.1 The scheme has been presented to Haringey's Quality Review Panel on two occasions; first on the 17<sup>th</sup> June and the second on 18<sup>th</sup> November 2020. The comments are set out in appendix 5 and summarised as follows:

4.2.2 The panel applauded the aim to deliver a zero carbon development and recommended to test an alternative development strategy which would retain the existing green space and trees and restore the original urban grain by building a linear block alongside the railway. The panel recommended simplifying the architecture to secure its delivery.

4.2.3 The panel welcomed the revisions (since the first QRP) to the layout and form of the proposals and felt that the scale of the proposals is suitable for the location. It applauded the quality of the ambitious project and encouraged public engagement. The panel commented that the scale and architecture proposed, worked well. The proposal was supported subject to further refinement of some of the detailed points, via conditions.

#### 4.3 Development Management Forum

4.3.1 A virtual meeting was held on 20<sup>th</sup> January 2021. The main topics raised were around bike storage, parking stress, play space provision, loss of tree and their replacement, energy and lifts in the new buildings. Details and summaries of the comments made and how they were addressed are available in Appendix 6.

#### 4.4 Application Consultation

4.4.1 The following were consulted regarding the application:

The following responses were received:

Internal:

- 1) Conservation: No objection.
- 2) Carbon Management: No objections, subject to conditions.
- 3) Nature Conservation: No comments.
- 4) Trees: No comments.
- 5) Building Control: No objections.
- 6) Highways Drainage: No objections, subject to condition/s.
- 7) Transportation: No objections, subject to conditions.
- 8) LBH Design: Support.

External:

- 9) Thames Water: Comments with suggested informatives.
- 10) Network Rail: No objection with suggested informatives.
- 11) Health & Safety executive: No objections.
- 12) Environment Agency: No objections.
- 13) London Fire Brigade: No objections.
- 14) Secure by Design/ Met Police: No objections, subject to condition.
- 15) UKPN: No comments made.

### 5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

256 Neighbouring properties  
4 site notices were erected close to the site



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

No of individual responses: 1  
Support: 1

5.3 The following local groups/societies made representations:

- NA

5.4 The following Councillor made representations:

- NA

## **6 MATERIAL PLANNING CONSIDERATIONS**

### Statutory Framework

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

### Considerations

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

1. Principle of the development
2. Design and impact on the character and appearance of the surrounding area
3. Landscaping, public realm, amenity and play space and associated works
4. Housing mix, tenure and quality of accommodation
5. Impact on neighbouring amenity
6. Impact on nearby conservation areas
7. Transport, parking, waste/recycling and servicing
8. Sustainability, Energy and Climate Change
9. Crime Prevention
10. Flood risk & Drainage
11. Air quality
12. Ecology
13. Land contamination

### **Principle of the development**

### National Policy

6.1.3 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan

process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

- 6.1.4 Paragraph 69 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

- 6.1.5 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.1.6 Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.1.7 Policy H2A 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. Whilst this site is above the above size, the proposal is considered to address the broad aims of the policy by developing underutilised land for housing delivery.
- 6.1.8 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.1.9 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

#### Local Policy

6.1.10 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 in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.

6.1.11 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.

6.1.12 The Development Management DPD (2017) (hereafter referred to as the *DPD*) is particularly relevant. Policy DM10 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*

6.1.13 The site is one of several identified sites that the Council is seeking to develop for Council housing as part of its 2018 commitment to delivering a thousand new Council homes at Council rents by 2022. This proposal makes a valuable contribution to Council housing supply.

6.1.14 This proposal seeks to provide 100% of the housing as Council rent which would satisfy the above planning policy requirements.

6.1.15 Officers note that the surrounding area is an established residential area which includes a range of tenures, including private rent, owner-occupation and Council rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to delivery of the Borough wide affordable housing target.

#### Loss of Open Space

6.1.16 DM Policy DM20 seeks to protect and enhance Haringey's open spaces and states that reconfiguration of open space will be supported where part of a comprehensive, deliverable scheme and there is no net loss of open space. The loss of open space will be supported where the development proposed is not detrimental to the environmental function of the open space and an enhancement to the deficiencies of existing site and open area. In this case, 2,026sqm of non-

designated open space is lost. This includes a row of old garages. However, the open space is considered to be of low-quality and in unkempt and informal state. It includes a number of low quality trees and is generally of low ecological value. It is most likely leftover from the previous redevelopment of the estate in this area and provides a buffer to the railway line. It is therefore underused.

- 6.1.17 Whilst not in line with the 'no net loss' requirement of policy DM20 its redevelopment will include the enhancement of the land between the existing and the new development with pedestrian areas, landscaping and informal play, a new triangle green and private amenity space provided behind the new tallest building. The existing ecological green corridor, parallel to the railway is outside the site boundaries and will remain as existing.
- 6.1.18 The open space lost is replaced with high-quality affordable housing, new open spaces and enhancements to the surrounding public realm, in a comprehensive manner which would be delivered by the Council. As such the benefits of the scheme are considered to outweigh the harm resulting from the loss of the non-designated open space.
- 6.1.19 The application site is well served by more formal and designated open space with a number of open spaces and parks close by. These include an existing area of open space to the rear of the block opposite at 1-27 Remington Road that accommodates informal grassland and a formal, fully equipped play area. Other more significant local spaces include Tewksbury Road Open Space, Manchester Gardens, Paignton Road Open Space, Chestnut Park and Finsbury Park. All are within walking distance of the application site or a short bus ride away and offer a variety of amenities and recreational facilities.
- 6.1.20 In summary, the site is not subject to any specific planning policy designations but is a largely brownfield site with good access to public transport within a residential area. Therefore, there is strong policy support for the principle of residential development on this site as set out in Policy H1 and H4 of the London Plan.
- 6.1.21 Residential development of this underutilised brownfield site is supported. The principle of an affordable residential development on the site is strongly supported by national, regional, and local policies. The provision of 46 units will make an important contribution towards meeting Haringey's housing target in line with Policies SP1, SP2 and DM10 and an important contribution to the Borough wide target of 40% affordable housing. Therefore, as mentioned above, this provision is considered to outweigh the harm resulting from the loss of non-designated open space at this site.

## 6.2 Design and impact on the character and appearance of the surrounding area

### *National Policy*

- 6.2.1 Chapter 12 of the NPPF (2021) states that 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.
- 6.2.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

### *Regional Policy – London Plan*

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

### *Local Policy*

- 6.2.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Policy SP12 requires new development to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.2.6 Policy DM1 of the 2017 DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.2.7 DPD Policy DM6 concerns building heights. It expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1. For buildings projecting above the prevailing height of the surrounding area it will be

necessary to justify them in in urban design terms, meeting prescribed design requirements.

### Assessment

#### *Site context*

- 6.2.8 In accordance with the above policies, the design of any proposal should optimise the potential of the site to deliver high-quality homes having regard to the character and appearance of the surrounding area.
- 6.2.9 The area comprises of 2-storey houses, 5 and a 6-storey linear residential block in the immediate vicinity as well as 3 and 4-storey blocks of houses which amount to a varied built environment. The existing garages on the application site are not of architectural merit.

### Tall Buildings

- 6.2.10 Policy D9 of the London Plan states that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. The Council's 2017 Local Plan (Strategic Policies DPD) pre-dates the London Plan and defines tall buildings as 10 storeys and above. However, given the London Plan is most recent policy it takes precedence and this proposal must be considered and assessed as a tall building in line with Policy D9.
- 6.2.11 Policy D9 B sets out that boroughs should determine if there are locations where tall buildings may be an appropriate form of development and such locations and appropriate tall building heights should be identified on maps in Development Plans. Tall buildings should only be developed in locations that are identified as suitable in Development Plans.
- 6.2.12 As the Local Plan only considers tall buildings to be 10 storeys or above in this instance this site has not been identified as suitable for a tall building as defined in the London Plan of 6 storeys and above. However, given this policy position a tall building can be considered acceptable if it meets the other detailed requirements of the Policy D9.
- 6.2.13 Policy D9 requires development proposals to address the following impacts:

1) *Visual impacts*

- the views of buildings from different distances:
- whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding
- architectural quality and materials
- harm to heritage assets and their settings.
- adverse reflected glare
- light pollution from internal and external lighting

2) *functional impact*

- safety of all occupants
- servicing, maintenance and building management arrangements
- entrances, access routes, and ground floor uses
- capacity of the area and its transport network
- maximises the role of the development as a catalyst for further change in the area
- should not interfere with aviation, navigation or telecommunication, and solar energy generation on adjoining buildings

3) *environmental impacts*

- wind, daylight, sunlight penetration and temperature conditions around the building(s)
- air movement
- noise should not detract from the comfort and enjoyment of open spaces around the building

4) *cumulative impacts*

6.2.14 The taller part of the development would be visible from surrounding areas, rising above some buildings and similar to those opposite the site. It would be most prominent in views from Seven Sisters Road and the railway. The building would be seen within the existing context of the two taller tall buildings adjacent. It would represent a match in height between those and the tall buildings on the other side which are more typical of prevailing buildings in the area. Its height, massing and position would not harm any protected local or strategic London views.

6.2.15 The existing taller buildings are established already visual landmarks and wayfinding points and located this building adjacent to them would reinforce the spatial hierarchy of the local and wider context and further aid legibility and wayfinding, particularly from Seven Sisters Road where it would be most prominent from.

- 6.2.16 The architecture and quality of materials are considered later in this report but considered to be high-quality design. The choice of materials will also assist to avoid harm to the nearby conservation areas (heritage assets) and views from within it.
- 6.2.17 The proximity to the taller buildings and location adjacent to existing houses to its sides and rear means it would not cause excessive light pollution in this setting and combined with its mix of recessed (and some projecting) balcony glazing, this would also avoid adverse reflected glare.
- 6.2.18 In terms of the functional requirements set out in Policy D9, the building features standard safety measures including adherence to fire safety standards and measures outlined in a fire safety strategy and compliance with relevant building regulations.
- 6.2.19 The tall building layout has been designed to consider servicing, management and maintenance arrangements. It would have generous room at the ground floor for services, plant, and resident facilities, good access would be provided to all relevant areas and routes in and out are clear and legible. Its height matching that of the neighbouring tall buildings would be insufficient to interfere in aviation, navigation, telecommunications, or solar energy generation on adjoining buildings.
- 6.2.20 A wind analysis was not carried out in this case as it was not considered necessary. The reason for this is the design of the taller parts forming part of a larger structure and not designed as a tower and therefore resulting in different impacts on its surroundings.
- 6.2.21 There would be no cumulative impact from other existing buildings and the proposed buildings' assessment have been considered. The proposal is therefore an acceptable tall building with regards to the criteria of London Plan Policy D9.

#### **Quality Review Panel (QRP)**

- 6.2.22 The proposal has been assessed by Haringey's QRP at pre-application stage. The Panel's final review supported the scheme and stated:
- The panel welcomes the opportunity to review the scheme for the site at Remington Road as it continues to evolve. It applauds the aspiration for quality within this very ambitious project and feels that it could be a very successful and attractive scheme.



- The panel considers that it will be very important to engage with the existing community to ensure that they are supportive of the development, especially in terms of the strategy and detail of the landscape and public realm proposals.
- The panel welcomes the strong sustainability objectives within the proposals and encourages further consideration of maintenance and durability issues.
- It thinks that the scale and architectural expression of the proposals work well, and highlights that the quality and detail of the proposed external fabric should be retained throughout the ongoing development process, and the panel would support planning officers achieving this through planning conditions.
- As the proposals continue to evolve, the panel highlights scope for further improvement of some of the residential floor plans, and the strategic and detailed landscape design.
- If there is a positive outcome from the community engagement process, then the panel can offer warm support for the proposals, subject to the further refinements outlined in detail below.

### **Response to QRP comments**

6.2.23 The development's high-quality design includes red and white brick, white stone and timber slatted fences. Windows and doors would be of aluminium and coloured composite stone. The quality of the scheme has evolved along the design process and is subject to condition for final detailed materials, hard and soft landscaping as well as the retention of the current architecture firm.

6.2.24 The scheme has been subject to several routes of public engagement as listed above and the proposal has been generally received well.

6.2.25 The QRP's initial request to explore the urban grain design of the main building (to flatten the triangle) was investigated but a decision was made to retain the design as a triangle to allow space for rear private amenity space and maximise the amount of homes within the development. In addition, the non-traditional 'triangle' design is considered to add interest to the street lines.

6.2.26 The energy and sustainability aspects of the proposal are paramount to the success of the scheme and are secured via conditions.



Figure 2: Aerial of proposed site and development

### *Design Assessment*

6.2.27 **The** proposed 31 apartments are contained within part 3, 5 and 6-storey buildings on currently open grassland on the corner of Remington Road and Pulford Road and backing onto a railway embankment. Buildings A, B and C are designed around 3 cores, fronting and accessed off Remington Road and Pulford Road. The cores provide staircase access and lift access to the fifth and sixth floors and accommodate plantrooms. There are accessible thresholds to communal circulation spaces internally.

6.2.28 Two of the cores serving the larger blocks also provide access to an external amenity and play space to the rear. The ground floor flats of building A, B and C have street-facing front doors onto Remington and Pulford Road respectively. This activates the frontages of the new buildings, promoting passive surveillance to the streets, and creating positive, neighbourly relationships with the surrounding existing homes. All of the new homes are at least dual-aspect, promoting good daylight and ventilation – some are triple aspect. Green roofs are proposed which also feature solar panels and air source heat pumps as sustainable energy sources which help to reduce operational carbon of the buildings and reduce energy costs for residents

6.2.29 To the south-west of the apartment buildings, a row of 8, 2 and 3-storey family townhouses are proposed to sit against the railway embankment, currently occupied by a row of garages. These echo the original urban form of terraced houses from the Victorian era. Each home has a ground floor amenity space at the front that accommodates cycle, refuse/recycling stores and similar space is

also provided to the rear. A section of Remington Road providing access to the existing garages is proposed to be removed and replaced with pedestrian friendly landscaping with new trees, seating and door step play elements as part of an enhancement of the existing green space in this location. The second existing part of Remington to the south of the site will be retained for vehicular access and refuse collection. This is considered to provide an attractive and useable community facility, akin to a village green, for the benefit of both existing and new residents.

6.2.30 To the north-east, 4, 3-storey maisonette properties are designed against the railway embankment and adjacent an existing sub-station on open land which forms a turning head at the end of Pulford Road. The maisonettes frame a new 'mews' street, with new public realm including lighting and high quality materials that are reminiscent of the old tramline. Tramway Mews creates an enhanced and more overlooked route from Pulford Road to Seven Sisters Road. External terraces are provided to the front which also accommodate cycle, refuse/recycling stores. Opposite, across part of the existing footpath leading to Seven Sisters Road, a row of 3, 1 and 2-storey family townhouses are proposed to be sited at the end of the existing terrace of properties on Pulford Road on land currently comprising landscaped public realm. The new homes to the rear of the existing terrace of Seven Sisters Road have been treated with obscured glazing and carefully laid out openings to the rear elevations. The pair of townhouses to the south of Tramway Mews steps down from 2 storeys to 1 storey to mitigate overlooking. At roof level provision is also made for air source heat pumps and green roofs.

### *Conclusion*

6.2.31 The proposal reflects the design elements suggested at pre-application stage and incorporates the final suggestions of the Quality Review Panel which supports the scheme. It is a considered a scheme which respects and relates to the character, appearance, and context of its location and surroundings. It is appropriate in scale, form, massing and appearance and would represent a positive contribution to the character of the area. The scheme represents a successful design-led scheme which will optimise the potential of the site to create a high-quality development of a density appropriate to its location. The proposal fulfils the aims of the above planning policy framework and is therefore acceptable in this regard

## **6.3 Landscaping, public realm, amenity and associated works**

6.3.1 The existing area of hardstanding and garaging on the north-east corner is considered to detract from the quality of the local environment whilst the communal green space, adjacent to the railways is considered unkempt, underused and inaccessible. The existing pedestrian link to the Seven Sisters

Road can benefit from enhancement. This proposal seeks to address these shortcomings. The landscaping unifies the scheme of different housing types to create a cohesive neighbourhood that includes the existing flats and houses adjacent to the site. The proposed public realm incorporates sustainable urban drainage systems to manage surface runoff from hardstanding elements. Defensible buffers at ground floor integrate planting provision for the residents with the public realm and provide privacy. The (limited numbers of) parking spaces are aligned in parallel with streets trees between and are well integrated and dispersed within the public realm design and bring another layer of activity to the streets. The proposed landscape and public realm scheme improves accessibility for all, with (M4 category 3) step free access routes through the courtyard to the rear of blocks A, B and C, and dropped kerbs at new crossing points across the site. The landscaping of the site achieves an Urban Greening Factor of 0.4, meeting the London Plan design requirements.

### *Policy Context*

- 6.3.2 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to “*promote the creation of new areas of publicly-accessible open space*” as well as “*enhance open spaces to provide a wider range of benefits for Londoners*”. London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.3.3 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m<sup>2</sup> of play space per child provided which meets several criteria.
- 6.3.4 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor’s SPG Providing for Children’s and Young People’s Play and Informal Recreation.
- 6.3.5 DPD Policy DM1 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 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.3.6 The proposal would redevelop the existing area of hardstanding and garages to provide the new housing. Having regard to the existing nature of this existing part of the site, the new building and landscaping are considered to represent a significant improvement to the character and appearance of the built

environment. The hard and soft landscaping elements around the building's frontage would improve the public realm.

- 6.3.7 A range of landscaping improvements, including the provision of new children's play spaces, are proposed within the application site, which comprises three areas of Local Areas of Play (LAPs) for children up to 5 years of age, in addition to private external amenity spaces associated with the new homes. These will be equipped with informal play elements, new planting including trees and seating. The new areas will provide an opportunity for sociable interaction, overlooked play with additional vegetation, incidental play elements, seating and lighting, promoting a feeling of safety and community.
- 6.3.8 Overall, high-quality public realm including new surfacing, wider pavements, improved lighting, seating and appropriate hard and soft landscaping works are designed outside the townhouses ('Village Square'). A tree lined street to the newly paved Remington Street including pavement widening, defensible planting at the base of the existing nos. 1-27 Remington Road block is proposed. The scheme includes a communal courtyard to the rear of the tall building (triangular building) merging with the ecological (railway) corridor behind it and a pedestrianised alley-way (Tramway Mews) with raised planters, leading to Seven Sisters Road.
- 6.3.9 An ecological report as well as Arboricultural Report are submitted with this proposal. A number of trees would be removed under this proposal to enable erection of the new buildings. As mentioned, the quality of the open space and trees is of such level that is considered acceptable and justified on the balance of the elements proposed within this development. The proposal includes 63 new trees (a net gain of 48 trees) supplemented with hard and soft landscaping measures to mitigate against this loss and its details together with an appropriate quantity of tree replacement is recommended to be conditioned.

#### *Urban Greening Factor*

- 6.3.10 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential.
- 6.3.11 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposals deliver an UGF of 0.4, which meets the requirement for residential development as set out in London Plan policy G5 and therefore satisfy this requirement.

6.3.12 The above landscaping details can be secured by condition to ensure Officers review the proposals in greater detail and with necessary consultation as required in order to secure a high-quality scheme and a long-term, viable implementation. Subject to this, the proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in play/children's space provision which is considered acceptable for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard.

#### 6.4 Housing Mix, Tenure and Quality of Residential Accommodation

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

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

6.4.3 The Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.

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

6.4.5 The proposal is for 46 units. The dwelling mix is as follows;

- 31 flat (incl. 4 wheelchair homes)
- 11 townhouses (incl. 1 wheelchair home)
- 4 maisonettes
- 12 x one-bed two-person dwellings (26%)
- 16 x two-bed four-person dwellings (35%)
- 14 x three-bed five-person dwellings (30%)
- 4 x four-bed four-person dwellings (9%)

6.4.6 This scheme provides a high number of family-sized housing as part of a mix that includes a good range of unit sizes and a varied typology, i.e. small, medium and large flats in apartments as well as maisonettes and townhouses with the appropriate provision of wheelchair homes. Therefore, the proposal would meet the identified need in the Local Plan and provide a balance across the Council's housing programme. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

*Quality of accommodation*

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

6.4.8 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

*Indoor and outdoor space/accommodation standards*

6.4.9 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards (balconies and terraces). All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space.

6.4.10 The QRP panel has applauded the aspiration of this project and its overall ambitious quality. All units would be at least double aspect, with most having a triple aspect. This would ensure good natural light penetration and levels of outlook to help ensure high-quality accommodation.

6.4.11 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance. It concludes that all dwellings including external space receive good levels of sunlight/daylight. The proposal would result in an acceptable standard of accommodation for future occupiers in this regard.

- 6.4.12 The external cycle parking and refuse/recycling storage is also located on each side of the taller part of the building. The cores provide staircase access and lift access to the fifth and sixth floors and accommodate plantrooms. Two of the cores serving the larger blocks also provide access to an external amenity and play space to the rear.
- 6.4.13 The proposed row of (8, 2 and 3-storey) family townhouses will sit against the railway embankment, currently occupied by a row of garages. Each home has a ground floor amenity space at the front that accommodates cycle, refuse/recycling stores and similar space is also provided to the rear. Whilst some of the gardens provided here may be considered small with 3-7m depth, they are considered acceptable in this case, due to the constraints of the site, and additional small defensible space to front is also provided and the open space in front of this area is landscaped with street furniture and play equipment ('Village Square').
- 6.4.14 The (4, 3-storey) maisonette properties are designed against the railway embankment and adjacent an existing sub-station on open land which forms a turning head at the end of Pulford Road. External terraces are provided to the front which also accommodate cycle, refuse/recycling stores and to the rear and at first floor level. Opposite, across part of the existing footpath leading to Seven Sisters Road, a row of 3, 1 and 2-storey family townhouses (1, 2 and 3 bed home including 2 wheelchair adapted homes) will be sited at the end of the existing terrace of properties on Pulford Road on land currently comprising landscaped public realm. The units are considered a welcome addition to the Council's housing stock and provide a rare opportunity for the provision of affordable housing in this part of the borough.

#### *Accessible Housing*

- 6.4.15 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.4.16 All dwellings achieve compliance with Building Regulations M4 (1), (2) and 10% of units achieve M4 (3) compliance. Five accessible car parking spaces are provided for the five wheelchair accessible units. The proposal is therefore acceptable in this regard.

#### *Child Play Space provision*



- 6.4.17 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.4.18 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. It requires 555sqm of play space based on a yield of 55.5 children with 10m<sup>2</sup> provision per child. The amount of play space provided exceeds this requirement, on balance, as explained below.
- 6.4.19 The areas at the 'Seven Sisters/ Village Square' (opposite new townhouses in NW of site), Local Area of Play (LAP) 1 and on the corner of Remington and Pulford Road (LAP 2) comprise total 374sqm. As these two areas are provided below the required minimum, the shortfall of 176sqm is met elsewhere through the enhancement of the open space outside nos. 1-27 Remington Road. This enhancement involves the re-landscaping and improvement of 524sqm of an area (LAP 3) which is currently underused grassland with planting, seating, and indicative play to provide more quality and valuable public amenity space. New tree, shrub and groundcover planting and seating in this area will provide a more attractive green and useable space and a broader range of habitats and ecological opportunities, improving biodiversity in accordance with the aims of the above planning policies.



Figure 3: LAP 1: Seven Sisters / Villagae Square

6.4.20 Provision for older children is considered to be met in neighbouring areas and meets the requirements of the London Plan.

*Noise – future occupiers*

6.4.21 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.

6.4.22 The application is accompanied by an Acoustic Report, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. The main noise generator in respect to the site is the railway to the north. The railway line is however raised and a number of metres away from the site boundary and screened by the

ecological corridor. The main noise generated from the railway is during the daytime.

- 6.4.23 In accordance with the recommendations of the Acoustic Report, the development incorporates double glazing and trickle vents with heat recovery systems to mitigate should residents not wish to open windows during the daytime to provide ventilation.

*Housing provision: Summary*

- 6.4.24 In summary, the standards of accommodation and living conditions proposed are very high and while some parts of the building are more noise sensitive than others, the acoustic performance would be good. For a scheme in this location with its site constraints, the proposal represents very good quality units and living conditions which satisfy planning policy.

**6.5 Impact on neighbouring amenity**

- 6.5.1 The NPPF (para.130) requires planning decisions to create places with a high standard of amenity for existing users in the area. London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts. DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours.

*Outlook, and overlooking/privacy*

- 6.5.2 The buildings' position, distance and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be adversely affected.
- 6.5.3 The proposed building at its closest point, will be approximately 16m away from the large existing residential block directly opposite across Remington Road. This distance increases to approximately 18m towards the junction with Pulford Road. The elevations facing the proposed block contain an access walkway so the main habitable rooms are located on its southern side and are therefore unaffected. The proposed apartment buildings also sit directly opposite the existing 2-storey terraces on Pulford Road, approximately 17m away. The proposed building on this frontage presents a part 3 and part 5-storey elevation with a 6th floor set-back. Whilst this building would face habitable room windows on the existing

houses, the scale of the proposed buildings and the 17 metre separation are considered to present an acceptable relationship in this urban setting.

- 6.5.4 The proposed development would also have an acceptable relationship with the existing properties which face onto Seven Sisters Road towards the eastern end of the site. The proposed houses at this point are only 1 and 2-storeys and are orientated away from the rear boundary and there is consequently no direct overlooking. Furthermore, the ground floors of these neighbouring properties are in commercial use.
- 6.5.5 Accordingly, the privacy of adjoining occupiers will be maintained and protected in the context of this proposed development.

*Daylight/sunlight assessment*

- 6.5.6 The Mayor's Housing SPG, indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development. Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 6.5.7 The design of the proposed development has also been informed by detailed sunlight and daylight analysis to ensure that neighbouring properties receive sufficient sunlight and daylight.
- 6.5.8 The submitted report demonstrates that the proposed development will have a low impact on the neighbouring properties. This is primarily because of the development's orientation to the north of existing buildings. The majority of windows meet the Building Research Establishment (BRE) guidelines for daylight levels. Some of those which do not pass the BRE guidelines, such as at 1-24 and 25-67 Remington Road are already situated underneath overhangs or adjacent to projecting wings which limits the current daylight levels.



Figures 4 & 5; Nos. 1-24 Remington Road north elevation

6.5.9 The BRE guide explains that one way to demonstrate that the overhangs/wings are the main factor in low levels of daylight is to carry out an additional calculation without these existing obstructions in place. In this instance, the windows pass the test using the additional calculation with the existing obstructions removed. This demonstrates that the proposed development is a modest obstruction and it is the presence of the overhangs/wings, rather than the size of the new development, which causes low levels in daylight/sunlight.

6.5.10 The report also highlights that the limited shortfalls from BRE recommendations are in respect of bedroom windows and small kitchens (without dining rooms) at 1 to 24 Remington Road, 90, 92 & 94 Pulford Road. The submitted daylight assessment calculates that the ratio of light received to the windows affected will be 0.7% which is marginally below the minimum recommended of 0.8% and as mentioned, this is to windows which are mostly already affected by an overhang. However, the shortfalls affect small kitchens (without dining rooms) or bedrooms. This is considered acceptable, on balance.

6.5.11 There will be no loss of sunlight to neighbouring existing properties. There will be no loss of daylight to existing neighbouring gardens. Accordingly, the proposed development's impact on its surroundings is considered acceptable in this dense urban context.

*Noise*

6.5.12 The proposal is not considered to increase noise levels beyond those expected in a residential area and the proposal is not considered to result in harm to neighbouring living conditions in this regard.

*Summary*

6.5.13 In summary, the proposal would not result in detrimental harm to neighbouring living conditions/accommodation. The proposal satisfies relevant planning policy in this regard.

**6.6 Impact on nearby Conservation areas**

6.6.1 DPD Policy DM9 states that development should sustain and enhance the significance of heritage assets. The site lies near three conservation areas (CA). Trinity Gardens CA lies beyond the site and its boundary, towards the south-east and east. Bowes Park CA lies beyond the site and its boundary, to the north-east and north (on the far side of the two Partridge Way tall buildings). Wood Green Common CA extends approximately 260m to the south and south-east of the application site.

6.6.2 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.

6.6.3 The Council's Conservation Officer has reviewed the proposal and raised no objections over any impact on the significance of the St. Ann's Park CA and associated historic buildings.

6.6.4 The Conservation Officer notes that the St. Ann's Park CA covers a substantial area to the north and north-west of the application site across the railway line. There are the two points where the proposed site is visible from the Conservation Area and in both views, most of the proposed buildings are obscured by the existing housing adjacent to the Conservation Area and the raised railway line embankment beyond. Where the proposed development is visible, the impact is limited and it not considered to result in harm to the character and appearance of the Conservation Area.

6.6.5 In summary, the proposal would have a very negligible impact on the surrounding heritage assets. In line with paragraph 202 of the NPPF this must be treated as less than substantial harm, when weighed against the public benefits of the proposal, it is considered acceptable and sufficient to satisfy planning policy. The proposal is considered to preserve the character and appearance of the conservation areas.

## 6.7 Transport, parking, highway safety, waste/recycling and servicing

- 6.7.1 Paragraph 110 of the NPPF (2021) states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.7.2 The Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for car parking spaces that are proposed.
- 6.7.3 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.
- 6.7.4 DM32 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3-4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

### *Highway changes*

- 6.7.5 The proposal includes the re-alignment and re-configuration of the highway arrangements on Remington Road. At present, Remington Road varies in width as a two way road, narrowing to 3.9m wide in the first section and last sections and where vehicles park along the straight connecting to Pulford Road, the available two way width reduces to 2.7m.



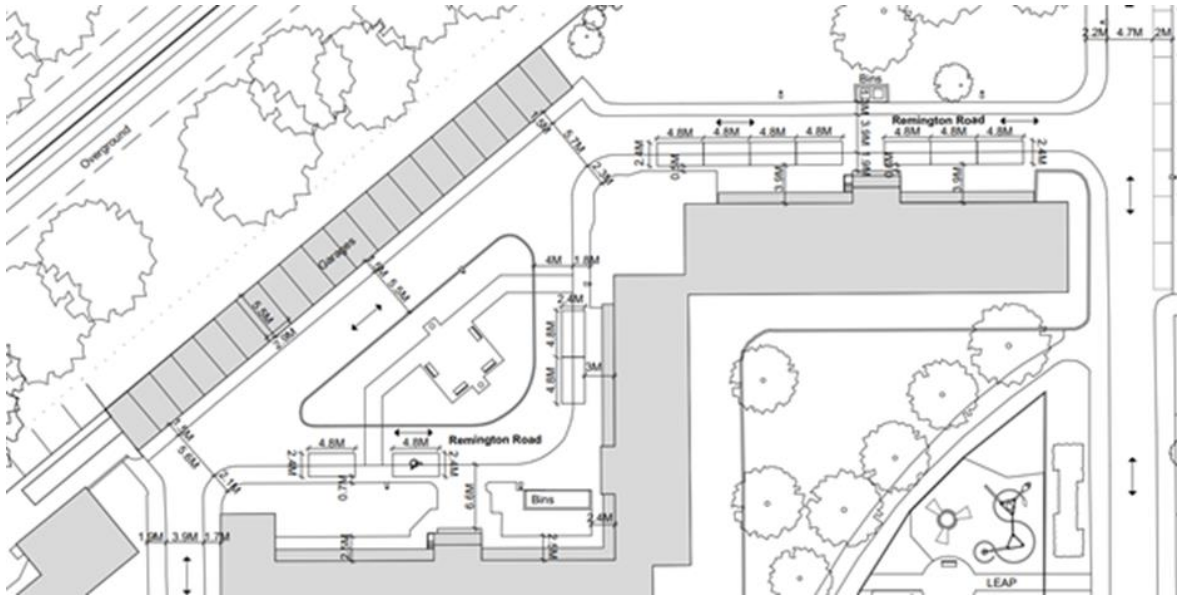


Figure 6: Existing highway arrangement

- 6.7.6 The proposed development would implement a one-way eastbound arrangement along Remington Road, from the junction of Remington with Moreton Road to the junction with Pulford Road. The length of carriageway that currently services the garages would be taken out of use.
- 6.7.7 The new arrangement will suit the proposed building layout and facilitate deliveries, enable provision of blue badge parking for the accessible units, accommodate refuse/recycling collections and also accommodate cyclists in both directions. Swept path plots have been provided for visiting refuse collection trucks and these indicate a satisfactory arrangement that can accommodate vehicle movements. Carriageway widths vary between 3.6m at the narrowest to 4.4m at the widest.



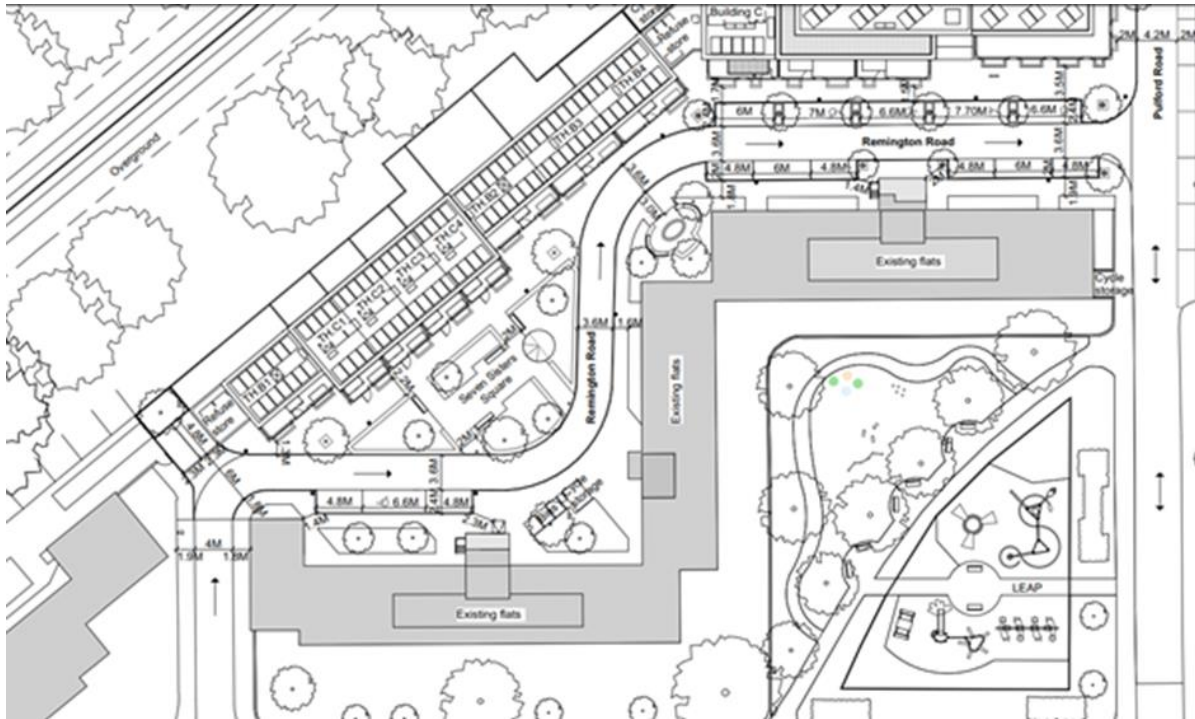


Figure 7: Proposed highway arrangement

6.7.8 Additional on-street car parking will be provided with the new layout, at present within Remington and Pulford Roads there are 20 on street spaces including one blue badge bay, the proposals within this application increase this to 27 spaces including 5 blue badge bays. The proposed blue badge bays are designed to be provided adjacent to their residences.

6.7.9 The implementation of a one-way driving system enables the provision of additional parking, as mentioned above and the provision of blue badge, car club and 1-2 bays spare (for general needs). Footways are designed to provided good pedestrian comfort in accordance with the constraints of the site. cycling is supported in both directions, in accordance with TfL guidance.

6.7.10 Overall, there are expected to be very low flows along Remington Road as the road will essentially service the dwellings along it only and it is not a through route or connector. It is considered that the actual cyclist demand to travel westbound along Remington will be low. The detailed design process and implementation will require Section 278 and 38 Agreements (where required) where the final detail will be agreed with the Council's Highways Team.

6.7.11 The proposed improvements to the public realm and access arrangements will enhance manoeuvring and turning areas and will increase highway and pedestrian safety in and around the site for the benefit of all users. A road Safety Audit has been carried out, however, the final details would be secured under a S278 process.

*Car parking/ free*

- 6.7.12 The site is located with easy access to a range of local amenities, has a PTAL of 3/4 and good pedestrian and cycle links. The site and roads adjoining the site are within the Green Lanes B(GL) Outer controlled parking zone (CPZ) where regulations apply Monday to Saturday 8am to 6.30pm. Accordingly, the proposal meets the relevant policy criteria for Car-free development.
- 6.7.13 The application was submitted with a comprehensive transport statement/assessment which includes a trip generation assessment which has shown that the proposed development would have a negligible impact on local roads and public transport services. Due to the loss of parking (the garages on site) a Parking Survey following the 'Lambeth Methodology' which is typically used in assessing parking stress/impacts of proposals in the borough has been carried out.
- 6.7.14 The parking surveys found that the average overnight parking stress of Controlled Parking Zone GL (B) where permit holding residents can park within the survey area is 80%. Whilst some of the road surveys around the site were recorded with high or very high parking stresses, they were not critical. As mentioned above, to replace the existing 20 parking spaces removed 27 spaces are re-provided in the area adjacent and surrounding the site. This result in 7 additional parking spaces. The re-provision is designed to cater for existing parking permit holders in the area. Of the 27 spaces, 7 are new and includes 5 blue badge bays for the new housing. The remaining 2 spaces are designed to be for car club users or general use.
- 6.7.15 As outlined above, planning policy sets out that residential developments in PTAL 3 and 4 can be 'car free'. The proposed development will be car-free in that no on-site parking is provided (other than 5 nos. wheelchair bays which are a requirement for the accessible flats), and new residents (within the development) would not be permitted to apply for on-street CPZ parking permits. Subject to this, the proposal would not increase overnight parking stress on CPZ permit-controlled spaces nearby. therefore, whilst the development is 'car-free' this means that residents with accessibility requirements would be able to apply for the blue badge bays. The re-provision of the existing 20 parking spaces will be for residents with existing parking permits with the subject CPZ.
- 6.7.16 The site is close to Seven Sisters Road bus routes and the wider transport routes nearby. The proposal includes the provision of electric vehicle charging points. The number of electric vehicle charging bays to be provided at between 2-6. bays, however, the final details for their location (included within the overall 27) is recommended to be secured by condition.

*Transport alternatives*

- 6.7.17 To supplement this, and encourage sustainable travel choices/options for residents, cycle parking is provided for 96 cycles within three secure communal cycle stores in accordance with the planning policy requirements above. Visitor cycle parking is also provided, in accordance with policy requirements. As mentioned, private cycle parking is provided to each of the townhouses and maisonettes.
- 6.7.18 The Council's Transportation Officers have reviewed the scheme. They note that even in the 'worse case' scenario, the scheme is not considered to result in unacceptable highway safety, capacity or parking impacts. They are satisfied with the above parking assessment, a car-free development (with exception to the accessible parking spaces), and the cycle parking provision. The cycle parking will be secured by condition to confirm the details.
- 6.7.19 With regards to the loss of the existing 18 garages; it is considered that bulk storage is not the primary intention for garages and these garages are a public good on an under-utilised site, where the borough is under pressure to provide housing to accommodate an identified and significant need to ease housing pressure. Given the relatively high PTAL level of the site, Officers consider the need for housing to outweigh the ability of the public to hire/use a garage for parking/bulk storage here.

*Waste/ recycling and servicing*

- 6.7.20 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 requires well designed recycling facilities to be integrated into all new developments, and DPD Policy DM4 requires all proposals to make on-site provision for general waste and separate recycling provision. Further guidance of waste and refuse is set out in Haringey's Sustainable Design SPD and its Waste Management Services guidance note.
- 6.7.21 The waste storage arrangements are detailed in the Design and Access Statement and Transport Statement. The building would have integral waste storage (accommodating general waste, food waste, and recycling waste), accessible internally for residents, and externally for collection via a ground floor door to the street in close proximity.
- 6.7.22 The proposed houses and maisonettes will have refuse/recycling bin storage incorporated into their frontages whilst there are four new refuse/recycling stores for the proposed apartment blocks. One of these new stores will also serve (in part) the existing residential block at 1-24 Remington Road as a result of the proposed public realm enhancements which remove the existing refuse store on-

street. This block will still retain its existing refuse/recycling store near its entrance but will make use of the new store for overflow refuse.

6.7.23 The existing residential block to the west at 25 - 67 Remington Road will also be given a new refuse store due to additional public realm enhancements and this will be located further away from ground floor habitable room windows than the existing refuse store found on the street. This new store will only be used as overflow storage for 25-67 Remington Road and will again be managed by the Council.

6.7.24 The Council's Transportation Officers have indicated that the proposed arrangements for refuse storage and collection are satisfactory including refuse/recycling carry and pulling distances and refuse vehicular manoeuvrability. This is supported by the Waste Management Team.

6.7.25 Overall, the proposed refuse and recycling storage facilities will offer suitable provision for the new development and an improvement to the existing housing stock.

## **6.8 Sustainability, Energy and Climate Change**

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

6.8.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.8.3 DPD Policy DM1 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.

6.8.4 An energy statement was submitted with the application which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its

environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy. The scheme achieves a 81% improvement in CO2 emissions over the baseline requirements within Building Regulations Approved Document Part L1A. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance.

- 6.8.5 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing. Air source heat pumps and PV Panels are specified to maximise carbon savings for the site. An Overheating Assessment has been submitted which details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. All rooms are shown to provide a good level of thermal comfort for new residents. The shortfall in the CO2 improvement is due to limited roofspace for additional PV panels, which could be reviewed if technologies evolve within the development timeframe.
- 6.8.6 The Council's Carbon Management Team has been consulted on the application. In summary, it supports the scheme based on its carbon reductions. It has requested further information which can be dealt with by conditions. A carbon offset contribution of £31,663.50 + 10% monitoring fee can be secured in the agreement. This would be secured as £17,414.925, based on 50% of expected carbon offset based on the energy report, payable on implementation. Followed by a deferred carbon offset contribution of £17,414.925 based on 50% of expected carbon offset based on the energy report, plus any additional carbon offset charges required following energy testing based on £95/per tonne of carbon.
- 6.8.7 Subject to these, the proposal represents a zero carbon scheme which significantly exceeds the Local Plan Policy requirements of a 35% reduction and therefore represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard.

## 6.9 **Crime prevention**

- 6.9.1 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.9.2 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated from the pre-application stage where the Metropolitan Police

Designing Out Crime Officer and a Constable were consulted and provided advice, commentary on the indicative proposals, and recommendations on what measures to include in the scheme. They indicated that the proposal was capable of SBD accreditation. These measures and approaches have been incorporated into this proposal. The Design and Access Statement provides information on the way the proposed development seeks to enhance security through the design of the building and treatment of the public realm.

6.9.3 The applicant advises that they aim to achieve a SBD Silver Award, with the aspiration to achieve a SBD Gold Award.

6.9.4 The Metropolitan Police Designing Out Crime Officer (DOCO) was consulted on this final design. They recommend planning condition(s) to secure accreditation prior to commencement. Subject to SBD measures by condition, Officers consider the proposal would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.

## 6.10 Flood Risk and Drainage

6.10.1 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.

6.10.2 A Flood Risk Assessment has been carried out for the site which highlights it as being in Flood Zone 1. All sites are in a flood zone categorised between 1 and 3, with 1 having the least risk. It concludes that the risk of flooding is low. It demonstrates that the effect of the proposed development on off-site flood risk is also low and that there is a decrease of surface water run-off rates and run-off volume as a result of the development.

6.10.3 The proposal would incorporate sustainable drainage (SUDs) and water runoff measures. The approach taken for the drainage of all new surfaces is to create a management train from run-off source to site outfall, incorporating attenuation and treatment wherever possible. The proposal is to use permeable paving and to use threshold drainage installed on entrances to the building. Green roofs as well as other hard and soft landscaping measures are designed towards meeting the relevant policies in this aspect.

6.10.4 The Council's drainage Officers have reviewed the scheme and agree that the above approach is acceptable subject to securing details of the long-term management of the sustainable urban drainage systems in-place to remain in place for the lifetime the development. Subject to this, the proposal satisfies relevant planning policy and is acceptable in this regard.

## 6.11 Air Quality

6.11.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.11.2 Officers have reviewed this assessment and agree that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

## 6.12 Ecology

6.12.1 Consistent with the NPPF, London Plan Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain, while G5 requires major developments to contribute to urban greening. DPD Policy DM6 requires proposals for taller buildings to consider their ecological impact.

6.12.2 An ecology survey was carried out to determine the presence of any important habitats or species which might be impacted by the proposed development. The report concludes that the existing site is of negligible value to wildlife. The habitat surveys undertaken recorded no species of any significance, nor did they highlight any biodiversity feature of significance.

6.12.3 The ecological approach and proposed soft landscape strategy is guided by the baseline ecology survey to ensure that all existing ecological assets are protected and opportunities for enhancement are maximised. Consideration has been given to opportunities for rainwater harvesting and the introduction of hibernacula, bird-feeding stations, and artificial nest boxes.

6.12.4 The ecology survey has given consideration to the ecologically important corridor along the northern boundary of the site with the railway. In response, native planting is proposed to be incorporated in areas adjacent to the ecology corridor to support it and promote biodiversity. In addition, the proposed landscaping strategy is designed to raise biodiversity measures through planting including green roofs and species to the site, such as bats and birds, by providing suitable nesting solutions.

6.12.5 Accordingly, the proposal is considered to enhance biodiversity and is acceptable in this regard, subject to conditions.

### **6.13 Land Contamination**

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

6.13.2 A desk study preliminary risk assessment has been carried out which has identified several potential sources of contamination including:

- Contaminated ground associated with previous site use (roadway / verge, lock-up garages)
- Potential for Made Ground associated with previous development operations
- Potential asbestos containing materials within existing buildings

6.13.3 The risk of contamination identified in the report is moderate to low/ moderate.

6.13.4 Officers consulted the Council's Environmental Health/ Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions which would initially require a site investigation to be conducted, to allow a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any remediation requirements if necessary. An asbestos survey is also advised to be undertaken prior to any demolition works, to identify the location and type of asbestos containing materials. Any asbestos containing materials would be required to be removed from safely from the site.

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

### **6.14 Conclusion**

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward and deliver 46 much



needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new play areas.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.

The proposed development is car free (except for the provision of accessible parking bays) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels
- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

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

### **7.0 CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £339,223.20 (5,620sqm x £60.36) and the Haringey CIL charge will be £117,120.80 (5,620sqm x £20.84). This will be collected by Haringey after/should the scheme is/be commenced 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. 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 the planning obligations set out a para 2.8.

Applicant's drawing No.(s)

174-008-EX-PLN, 174-007-EX-LOC, 174-006-GA-LOC, 174-009-GA-PLN, 174-010-GA-PLN, 174-011-GA-PLN , 174-012-GA-PLN, 174-013-GA-PLN, 174-014-GA-PLN, 174-015-GA-PLN, 174-016-GA-PLN, 174-017-GA-PLN, 174-018-GA-PLN, 174-019-GA-SEC, 174-020-GA-PLN, 174-021-GA-ELE, 174-022-GA-ELE, 174-023-GA-ELE, 174-024-GA-ELE, 174-025-GA-ELE, 174-026-GA-ELE, 174-027-GA-ELE, 174-028-GA-ELE, 174-029-GA-ELE, 174-030-GA-ELE, 174-031-GA-ELE, 174-034-EX-ELE, 175-035-GA-PLN, 175-036-EX-PLN, 175-037-EX-LOC.

Supplementary documents:

Air Quality Assessment by Hydrock dated 18/6/2021, Acoustic Report by Auricl, Arboricultural Impact Assessment prepared by Arboricultural Solutions, Biodiversity Assessment Rev 1 by Arboricultural Solutions dated August 2021, Construction Logistics Plan by PRP dated August 2021, Daylight and Sunlight Impact (to Neighbouring Properties) Assessment by Right of Light Consulting dated 6/7/2021, Design and Access Statement & Landscape Strategy by Satish Jassal Architect & Groundwork dated September 2021, Preliminary Ecological Assessment by Tom Haley Ecology dated 29/7/2021, Outline Fire Safety Strategy by BB7 dated 13/8/2021, Flood Risk Assessment & Drainage Strategy by Sweco dated 15/9/2021, GLA energy spreadsheet by IcenI, Internal Daylight and Sunlight Assessment by Right of Light Consulting dated 23/8/2021, Phase 1 – Land Contamination Assessment by Ecologia dated 15/9/2021, Planning Statement by the London Borough of Haringey dated September 2021, Road Safety Audit by Scott White and Hookins dated 15/9/2021, Statement of Community Involvement (SCI) by the London Borough of Haringey, SUDs Proforma by Sweco, Sustainability, Embodied Carbon and Overheating Assessment by IcenI dated August 2021, Carbon Management Note by IcenI dated November 2021 (supplementary response), Transport Assessment prepared by Scott White and Hookins, Residential Travel Plan Rev 2 by Scott, White and Hookins dated July 2021.

**Appendix 1**

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:

174-008-EX-PLN, 174-007-EX-LOC, 174-006-GA-LOC, 174-009-GA-PLN, 174-010-GA-PLN, 174-011-GA-PLN , 174-012-GA-PLN, 174-013-GA-PLN, 174-014-GA-PLN, 174-015-GA-PLN, 174-016-GA-PLN, 174-017-GA-PLN, 174-018-GA-PLN, 174-019-GA-SEC, 174-020-GA-PLN, 174-021-GA-ELE, 174-022-GA-ELE, 174-023-GA-ELE, 174-024-GA-ELE, 174-025-GA-ELE, 174-026-GA-ELE, 174-027-GA-ELE, 174-028-GA-ELE, 174-029-GA-ELE, 174-030-GA-ELE, 174-031-GA-ELE, 174-034-EX-ELE, 175-035-GA-PLN, 175-036-EX-PLN, 175-037-EX-LOC.

Supplementary documents:

Air Quality Assessment by Hydrock dated 18/6/2021, Acoustic Report by Auricl, Arboricultural Impact Assessment prepared by Arboricultural Solutions, Biodiversity Assessment Rev 1 by Arboricultural Solutions dated August 2021, Construction Logistics Plan by PRP dated August 2021, Daylight and Sunlight Impact (to Neighbouring Properties) Assessment by Right of Light Consulting dated 6/7/2021, Design and Access Statement & Landscape Strategy by Satish Jassal Architect & Groundwork dated September 2021, Preliminary Ecological Assessment by Tom Haley Ecology dated 29/7/2021, Outline Fire Safety Strategy by BB7 dated 13/8/2021, Flood Risk Assessment & Drainage Strategy by Sweco dated 15/9/2021, GLA energy spreadsheet by Icenl, Internal Daylight and Sunlight Assessment by Right of Light Consulting dated 23/8/2021, Phase 1 – Land Contamination Assessment by Ecologia dated 15/9/2021, Planning Statement by the London Borough of Haringey dated September 2021, Road Safety Audit by Scott White and Hookins dated 15/9/2021, Statement of Community Involvement (SCI) by the London Borough of Haringey, SUDs Proforma by Sweco, Sustainability, Embodied Carbon and Overheating Assessment by Icenl dated August 2021, Carbon Management Note by Icenl dated November 2021 (supplementary response), Transport Assessment prepared by Scott White and Hookins, Residential Travel Plan Rev 2 by Scott, White and Hookins dated July 2021.

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

#### Materials

3. Details of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

#### Energy

4. The development hereby approved shall be constructed in accordance with the Energy, Sustainability and Overheating Statement prepared by Icenl (dated August 2021) delivering a minimum 81% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 15% reduction), air source heat pumps (ASHPs) and minimum 98.4kWp solar photovoltaic (PV) energy generation.

(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:

- 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 including: 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 the final carbon reduction at the Be Green stage of the energy hierarchy;
- A metering strategy.

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

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

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

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

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 Policy SP4 and DM22.

#### Overheating

5. Prior to occupation of the development, the following overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Energy, Sustainability and Overheating Statement prepared by Icení (dated August 2021):
- Natural ventilation, with openable areas of 100% and opening angle of 15° (except ground floor windows, with Secure by Design measures)
  - Glazing g-value of 0.58
  - Internal blinds (solar transmittance of 11%, overall g-value of 0.36 including glazing)
  - MVHR with summer bypass (1.5 ach)
  - No active cooling

These approved measures must be retained for the lifetime of the development.

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

#### Living roofs

6. (a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
  - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
  - ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
  - iii) Roof plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 (minimum footprint of 1m<sup>2</sup>), rope coils, pebble mounds of water trays;
  - iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
  - v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
  - vi) Management and maintenance plan, including frequency of watering arrangements.
- (b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of sedum, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Biodiversity

7. (a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.
- (b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

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

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

#### Land Contamination

8. Before development commences other than for investigative work:
  - a. Using the information already submitted on the Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15th September 2021, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.
  - b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
  - c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
  - d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

#### 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.

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

#### Demolition/Construction Environmental Management Plans

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

The following applies to both Parts a and b above:

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;



viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting; and,

x. Details of any other standard environmental management and control measures to be implemented.

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

i. Monitoring and joint working arrangements, where appropriate;

ii. Site access and car parking arrangements;

iii. Delivery booking systems;

iv. Agreed routes to/from the Plot;

v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and

vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and

vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

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

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;

ii. Details confirming the Plot has been registered at <http://nrmm.london>;

iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;

iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);

v. A Dust Risk Assessment for the works; and

vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality."

#### Drainage

12. The authorised development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved by the Local

Planning Authority. This shall include drainage calculations and confirmation of rate and point of discharge from the water authority.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development and comply with Policy SI13 of the London Plan 2021, Policies SP0 and SP4 of the Haringey Local Plan 2017 and Policy DM24 of The Development Management DPD 2017.

#### Drainage 2

13. Prior to the occupation of the development, management maintenance schedules, including details of who is responsible for maintenance, for each SuDS element of the development, shall be submitted to and approved in writing by the local planning authority. The SuDS shall remain in place for the lifetime of the development.

To manage and mitigate flood risk impacts in accordance with Policy SP5 of the Haringey Local Plan 2017 and Policy DM24 of the Haringey Development Management DPD 2017.

#### No Telecommunications apparatus

14. Notwithstanding any provisions to the contrary, no telecommunications apparatus (including satellite dishes) 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.

#### Secure By Design

15. Prior to occupation, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure safe and secure development and reduce crime.

#### Cycle storage

16. The proposed 96 secure and covered cycle parking facilities as set out on the approved plan shall be provided prior to the occupation of the use hereby permitted and such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

#### Refuse storage

17. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the

commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: To ensure a satisfactory standard of development, in accordance with policy 5.16 of the London Plan 2017, policy SP6 of the Haringey Local Plan 2017 and policy DM1 of the Haringey Development Management DPD 2017.

Hard and soft landscaping

18. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme 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 consistent with Policy G7 of the London Local Plan 2021, Policy SP11 of the

Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Obscure glazing

19. Details of window treatment and obscure glazing to the rear of TH D and rear/ side of TH E (south side of Tramway Mews) shall be submitted to the Council, at the relevant stage, in order to secure the privacy of occupiers within the residential homes at the rear of the development. The approved details shall be maintained and retained as approved.

Reason: In the interest of the protection of amenity of surrounding occupiers.

EVCP

20. Details and location of the electric vehicle charging points, shall be submitted and approved by the Council, prior to occupation. The charging points shall remain and be maintained as approved thereafter.

Reason: To provide accessible electric vehicle charging points for vehicles in the interest of emission reduction.

Service and Delivery Plan

21. Prior to any residential, commercial or community use of the site, a full Service and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The service and delivery plan must also include facility for the delivery and storage of parcels for residents of the development. The plan shall be implemented as approved and maintained thereafter unless agreed in writing by the Local Planning Authority.

Reason: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

## **INFORMATIVES**

SBD

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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

NR

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone

- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Should you have any further questions, please do not hesitate to contact Network rail.

**ASBESTOS:**

Prior to demolition of 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.

**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 charge will be £335,176.80 (5,620sqm x £59.64) and the Haringey CIL charge will be £117,795.20 (5,620sqm x £20.96). 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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

**INFORMATIVE :**

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

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

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

**INFORMATIVE :** The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce

the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

**INFORMATIVE :**

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

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

## Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response						
<b>INTERNAL: Carbon Management/ Energy &amp; Sustainability</b>	<p><b>Carbon Management Response 27/10/2021</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy, Sustainability and Overheating Statement (dated August 2021), prepared by Icen</li> <li>• GLA Energy Spreadsheet</li> <li>• Relevant supporting documents.</li> </ul> <p><b>Summary</b> The development achieves a reduction of 81% carbon dioxide emissions on site, which is supported. Some minor clarifications must be provided with regard to the overheating and ASHPs.</p> <p><b>Energy – Overall</b> Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 81% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 44.4 tonnes of CO<sub>2</sub> from a baseline of 54.5 tCO<sub>2</sub>/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 49.2 tCO<sub>2</sub>.</p> <p><b>Energy – Lean</b> The applicant has proposed a saving of 7.4 tCO<sub>2</sub> in carbon emissions (12%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% reduction set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="548 1308 1600 1403"> <tbody> <tr> <td>Floor u-value</td> <td>0.10 W/m<sup>2</sup>K</td> </tr> <tr> <td>External wall u-value</td> <td>0.15 W/m<sup>2</sup>K</td> </tr> <tr> <td>Roof u-value</td> <td>0.10 W/m<sup>2</sup>K</td> </tr> </tbody> </table>	Floor u-value	0.10 W/m <sup>2</sup> K	External wall u-value	0.15 W/m <sup>2</sup> K	Roof u-value	0.10 W/m <sup>2</sup> K	<p>Noted conditions attached.</p>
Floor u-value	0.10 W/m <sup>2</sup> K							
External wall u-value	0.15 W/m <sup>2</sup> K							
Roof u-value	0.10 W/m <sup>2</sup> K							

Stakeholder	Question/Comment		Response
	Door u-value	1.40 W/m <sup>2</sup> K	
	Window u-value	1.40 W/m <sup>2</sup> K	
	G-value	0.58	
	Air permeability rate	3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa	
	Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	90% efficiency, summer bypass SPF of 0.52 W/l/s	
	Thermal bridging	Accredited Construction Details ( $\gamma=0.05$ per dwelling)	
	Low energy lighting	100%	
	Heating system (efficiency / emitter)	Individual gas boilers 90% efficiency (Be Lean), underfloor heating	
	Thermal mass	High – brick, cavity and blockwork	
	Space heating requirement	21.6 kWh/m <sup>2</sup> /year; 12% improvement in the fabric energy efficiency standard (FEES)	
	Overheating is dealt with in more detail below.		
<b>Energy – Clean</b>			
The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN) connection points. A Combined Heat and Power (CHP) plant would not be appropriate for this site.			
<b>Energy – Green</b>			
As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.			
The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 36 tCO <sub>2</sub> (66%) reduction of emissions are proposed under Be Green measures.			
The solar array peak output would be 98.4 kWp, which is estimated to produce around 91,000 kWh/year of renewable electricity per year, equivalent to a reduction of 21.2 tCO <sub>2</sub> /year. The array of 246x 400W panels with an efficiency of 22.6% would be mounted on a roof area of 438 m <sup>2</sup> , at a 15° angle, facing south.			



Stakeholder	Question/Comment	Response																													
	<p>The individual air-to-water ASHP systems (min. SCOP of 4.35) will provide hot water and heating to the dwellings through underfloor heating, and a supply temperature at 35°C.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> <li>- Will 100% hot water and space heating demand be met by the individual ASHPs?</li> </ul> <p><b>Carbon Offset Contribution</b></p> <p>A carbon shortfall of 10.1 tCO<sub>2</sub>/year remains. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years.</p> <table border="1" data-bbox="548 537 1543 857"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Residential</th> </tr> <tr> <th>tCO<sub>2</sub></th> <th>%</th> </tr> </thead> <tbody> <tr> <td>(SAP10 emission factors)</td> <td></td> <td></td> </tr> <tr> <td><b>Baseline emissions</b></td> <td>54.5</td> <td></td> </tr> <tr> <td><b>Be Lean savings</b></td> <td>8.4</td> <td>15%</td> </tr> <tr> <td><b>Be Clean savings</b></td> <td>0</td> <td>0%</td> </tr> <tr> <td><b>Be Green savings</b></td> <td>36</td> <td>66%</td> </tr> <tr> <td><b>Cumulative savings</b></td> <td>44.4</td> <td>81%</td> </tr> <tr> <td><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td>10.1</td> <td></td> </tr> <tr> <td><b>Carbon offset contribution (+10% management fee)</b></td> <td colspan="2">£95 x 30 years x 10.1 tCO<sub>2</sub>/year x 10% = £31,663.50</td> </tr> </tbody> </table> <p><b>Overheating</b></p> <p>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.</p> <p>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. Results are listed in the table below.</p> <p>All rooms pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be delivered built based on:</p> <ul style="list-style-type: none"> <li>- Natural ventilation, with openable areas of 100% and opening angle of 15° (except ground floor windows)</li> <li>- Glazing g-value of 0.58</li> <li>- Internal blinds (solar transmittance of 11%, overall g-value of 0.36 including glazing)</li> <li>- Overhangs and balconies (300mm and 600mm)</li> </ul>		Residential		tCO <sub>2</sub>	%	(SAP10 emission factors)			<b>Baseline emissions</b>	54.5		<b>Be Lean savings</b>	8.4	15%	<b>Be Clean savings</b>	0	0%	<b>Be Green savings</b>	36	66%	<b>Cumulative savings</b>	44.4	81%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	10.1		<b>Carbon offset contribution (+10% management fee)</b>	£95 x 30 years x 10.1 tCO <sub>2</sub> /year x 10% = £31,663.50		
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	<ul style="list-style-type: none"> <li>- MVHR with summer bypass (1.5 ach)</li> <li>- No active cooling</li> </ul> <p>Proposed future mitigation measure of external venetian blinds (solar transmittance 4%; overall window g-value of 0.037) will help pass all rooms in DSY1 for the 2050s and improve conditions under DSY3 2050s and DSY1 2080s.</p> <p>The submitted overheating strategy is considered acceptable.</p> <table border="1" data-bbox="548 505 1675 979"> <thead> <tr> <th data-bbox="548 505 942 597">London Weather Centre</th> <th data-bbox="942 505 1299 597">Number of habitable rooms pass TM59</th> <th data-bbox="1299 505 1675 597">Number of habitable rooms pass (with future mitigation)</th> </tr> </thead> <tbody> <tr><td data-bbox="548 597 942 630">DSY1 2020s</td><td data-bbox="942 597 1299 630">40/40</td><td data-bbox="1299 597 1675 630">40/40</td></tr> <tr><td data-bbox="548 630 942 662">DSY2 2020s</td><td data-bbox="942 630 1299 662">34/40</td><td data-bbox="1299 630 1675 662">40/40</td></tr> <tr><td data-bbox="548 662 942 695">DSY3 2020s</td><td data-bbox="942 662 1299 695">28/40</td><td data-bbox="1299 662 1675 695">33/40</td></tr> <tr><td data-bbox="548 695 942 727">DSY1 2050s</td><td data-bbox="942 695 1299 727">32/40</td><td data-bbox="1299 695 1675 727">40/40</td></tr> <tr><td data-bbox="548 727 942 760">DSY2 2050s</td><td data-bbox="942 727 1299 760">0/40</td><td data-bbox="1299 727 1675 760">0/40</td></tr> <tr><td data-bbox="548 760 942 792">DSY3 2050s</td><td data-bbox="942 760 1299 792">0/40</td><td data-bbox="1299 760 1675 792">12/40</td></tr> <tr><td data-bbox="548 792 942 824">DSY1 2080s</td><td data-bbox="942 792 1299 824">0/40</td><td data-bbox="1299 792 1675 824">12/40</td></tr> <tr><td data-bbox="548 824 942 857">DSY2 2080s</td><td data-bbox="942 824 1299 857">0/40</td><td data-bbox="1299 824 1675 857">0/40</td></tr> <tr><td data-bbox="548 857 942 889">DSY3 2080s</td><td data-bbox="942 857 1299 889">0/40</td><td data-bbox="1299 857 1675 889">0/40</td></tr> <tr> <td data-bbox="548 889 942 979">Total number of homes / habitable rooms / corridors modelled</td> <td colspan="2" data-bbox="942 889 1675 979">12 homes out of 46 homes 40 habitable rooms 0 corridors</td> </tr> </tbody> </table> <p><b>Overheating Actions:</b></p> <ul style="list-style-type: none"> <li>- Is noise attenuation required for windows when they are open due to their proximity to the railway (it is noted that the dwellings pass noise requirements when windows are closed but the overheating assessment assumes natural ventilation). For which windows would it be required?</li> <li>- Please include the modelling of the top floor corridor in the apartment building.</li> </ul> <p><b>Overall Sustainability</b></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, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p>	London Weather Centre	Number of habitable rooms pass TM59	Number of habitable rooms pass (with future mitigation)	DSY1 2020s	40/40	40/40	DSY2 2020s	34/40	40/40	DSY3 2020s	28/40	33/40	DSY1 2050s	32/40	40/40	DSY2 2050s	0/40	0/40	DSY3 2050s	0/40	12/40	DSY1 2080s	0/40	12/40	DSY2 2080s	0/40	0/40	DSY3 2080s	0/40	0/40	Total number of homes / habitable rooms / corridors modelled	12 homes out of 46 homes 40 habitable rooms 0 corridors		
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	<p><u>Whole Life Carbon</u> Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement, however, an assessment following the RICS Professional Statement has been done to gain an understanding of the proposal's embodied carbon impact.</p> <p>The total calculated emissions over the lifetime of 60 years based on the GIA of 4,049 m<sup>2</sup> is estimated at:</p> <ul style="list-style-type: none"> <li>- 1,873,826 tCO<sub>2</sub>eq embodied carbon over 60 years</li> <li>- 7,210,467 tCO<sub>2</sub>eq whole life carbon emissions (equivalent to 1,732 tCO<sub>2</sub>eq/m<sup>2</sup>)</li> </ul> <p>The operational carbon accounts for 66.1% of the calculated whole life carbon of the development.</p> <table border="1" data-bbox="548 657 1732 943"> <thead> <tr> <th></th> <th>Estimated whole-life carbon emissions (tCO<sub>2</sub>eq)</th> <th>Per GGIA kgCO<sub>2</sub>eq/m<sup>2</sup></th> </tr> </thead> <tbody> <tr> <td>Products - Modules A1-A3</td> <td>1,664,062</td> <td>411</td> </tr> <tr> <td>Transport - Module A4</td> <td>179,630</td> <td>44</td> </tr> <tr> <td>Construction – Module A5</td> <td>30,134</td> <td>7</td> </tr> <tr> <td>Recurring - Modules B1-B5</td> <td>366,018</td> <td>90</td> </tr> <tr> <td>Energy and Water – Modules B6-B7</td> <td>4,766,260</td> <td>1,177</td> </tr> <tr> <td>End of Life – Modules C1-C4</td> <td>210,454</td> <td>54</td> </tr> <tr> <td>Produce Re-use – Module D</td> <td>-6,090</td> <td>-2</td> </tr> </tbody> </table> <p>The highest embodied carbon is associated with the products stage (A1-A3). The material selection and reduction of material mass are therefore key areas to reduce the embodied energy of the scheme. A number of areas have been identified to calculate more accurately and to reduce the embodied carbon of the buildings.</p> <p><u>Circular Economy</u> Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>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</p>		Estimated whole-life carbon emissions (tCO <sub>2</sub> eq)	Per GGIA kgCO <sub>2</sub> eq/m <sup>2</sup>	Products - Modules A1-A3	1,664,062	411	Transport - Module A4	179,630	44	Construction – Module A5	30,134	7	Recurring - Modules B1-B5	366,018	90	Energy and Water – Modules B6-B7	4,766,260	1,177	End of Life – Modules C1-C4	210,454	54	Produce Re-use – Module D	-6,090	-2	
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	<p>encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p><u>Living Roofs</u> 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. Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p>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 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.</p> <p><b>Conclusion</b> Overall, it is considered that the application <b>can be supported</b> from a carbon management and sustainability point of view.</p> <p><b>Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Carbon offset contribution (and associated obligations) of £31,663.5 (indicative), incl. a 10% management fee</li> </ul> <p><b>Planning Conditions</b></p> <p><u>Energy Strategy</u> The development hereby approved shall be constructed in accordance with the Energy, Sustainability and Overheating Statement prepared by Iceni (dated August 2021) delivering a minimum 81% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 15% reduction), air source heat pumps (ASHPs) and minimum 98.4kWp solar photovoltaic (PV) energy generation.</p> <p>(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:</p> <ul style="list-style-type: none"> <li>- 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;</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</li> <li>- Details of the PV including: 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 the final carbon reduction at the Be Green stage of the energy hierarchy;</li> <li>- A metering strategy.</li> </ul> <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. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.</p> <p>(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</p> <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>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</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 Policy SP4 and DM22.</p> <p><u>Overheating</u> Prior to occupation of the development, the following overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Energy, Sustainability and Overheating Statement prepared by Icenl (dated August 2021):</p> <ul style="list-style-type: none"> <li>- Natural ventilation, with openable areas of 100% and opening angle of 15° (except ground floor windows, with Secure by Design measures)</li> <li>- Glazing g-value of 0.58</li> <li>- Internal blinds (solar transmittance of 11%, overall g-value of 0.36 including glazing)</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- MVHR with summer bypass (1.5 ach)</li> <li>- No active cooling</li> </ul> <p>These approved measures must be retained for the lifetime of the development.</p> <p>Reason: In the interest of reducing the impacts of climate change, to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.</p> <p><u>Living roofs</u></p> <p>(a) Prior to the 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:</p> <ul style="list-style-type: none"> <li>i) A roof plan identifying where the living roofs will be located;</li> <li>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</li> <li>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</li> <li>iii) Roof plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 (minimum footprint of 1m<sup>2</sup>), rope coils, pebble mounds of water trays;</li> <li>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);</li> <li>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</li> <li>vi) Management and maintenance plan, including frequency of watering arrangements.</li> </ul> <p>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of sedum, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the</p>	

Stakeholder	Question/Comment	Response
	<p>condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>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 Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p><u>Biodiversity</u></p> <p>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</p> <p>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</p> <p>Development shall accord with the details as approved and retained for the lifetime of the development.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p><b>Carbon Management Response 16/11/2021</b></p> <p>In preparing this response, we have reviewed:</p> <ul style="list-style-type: none"> <li>Iceni's Briefing Note – Carbon Management Response Note, dated November 2021</li> </ul> <p><b>Response</b></p> <p><u>Air source heat pumps</u> 100% of the demand will be met by the ASHPs.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Overheating - Noise attenuation</u> Having spoken to the noise consultant, the acoustic report notes a night-time noise level of 53 dB at the external façade. The desirable maximum internal noise levels are set at 30 dB at night by the World Health Organisation. This minimum can be achieved with the windows being closed with standard double glazing.</p> <p>The AVO Residential Design Guide notes that an additional 13dB should be accounted for when windows are open. The dwellings facing the railway will experience a medium risk of noise during the night, at a level of around 40dB. The consultant noted that 40dB is a worst-case scenario. Whilst this is close to the high-risk level of above 42dB where occupant behaviour is very likely to change (i.e. closing of windows), it is accepted that the MVHR presents an alternative option for ventilation. The natural ventilation strategy is therefore considered acceptable.</p> <p><u>Overheating – Corridors</u> The 5<sup>th</sup> floor level corridor in Building A was modelling as a sample for the development. It has northeast- and southwest- facing windows. The corridors are proposed to be naturally ventilated. The corridor was found to pass all three DSY scenarios for 2020s and 2050s. It fails marginally for the 2080s timeframe. This is considered acceptable.</p> <p><b>Conclusion</b> The development is supported in carbon reduction and sustainability terms and meets the relevant planning policies. The planning conditions proposed above do not need to be amended in light of the additional information.</p>	
<b>LBH Drainage</b>	<p>We have had a detailed discussion with scheme consultant</p> <p>Generally, we do not add planning conditions on Full application when the applicant have not submitted detailed drainage calculations and a confirmed discharge rates from Water Authority. However we are prepared to add 3 conditions related to</p> <ol style="list-style-type: none"> <li>1) Detailed Drainage Calculation</li> <li>2) Management and Maintenance and</li> <li>3) Confirmation on Rate &amp; point of discharge confirmation from Water authority.</li> </ol>	Noted conditions attached. with



Stakeholder	Question/Comment	Response
<b>INTERNAL: WASTE</b>	<p>The size and location of refuse store 1 and 2 appear to be suitable for access both for residents as well as the waste collection services.</p> <p>For refuse store 1, the collection would need to be made from Pulford Road with bins pulled to the stationary collection vehicle. This will require an element of reversing which we aim to eliminate as far as possible. Were provision able to be worked into the plans to allow the collection vehicle to turn at the end of Pulford Road, enabling it to drive to the bin store and leave post collection in a forward gear this would be welcome. Dimensions of the collection vehicle used to collect from small blocks/estates/high rise is attached for information.</p> <p>The pull distance is within 10m. There is no reference to a drop kerb being put in place to allow bins to be pulled onto the carriageway to the collection vehicle and returned to the bin store safely. These would need to be factored in.</p> <p>For refuse store 2, the collection would be able to be made from Remington Road. The drag distance again is within 10m but again a drop kerb would be needed to enable bins to be emptied and returned safely.</p> <p>The bin type and capacity, 6900 litres within each refuse store (13,920l total) broken down as 4 x 1100l refuse, 2 x 1100l recycling, 1 x 360l food waste for each) is in line with that needed for this development based on a weekly collection of each waste stream.</p> <p>It is recommended that access to the refuse stores is restricted to residents via a fob/digilock entry system. This will help to prevent fly tipping, misuse, ASB etc on completion and in occupation.</p> <p><u>Following revision:</u> 8/12/2021 I am satisfied that the comments made have been acknowledged and will be worked into the plans.</p> <p>The communal bin drag distances are all within acceptable levels, drop kerbs have been indicated and key fob/digi locks will be used on the doors of each of these. Based on this I am ok to approve.</p>	<p>Noted. Revised refuse Strategy submitted. Revised strategy accepted. Condition attached.</p>
<b>INTERNAL: BUILDING CONTROL</b>	<p>I have had a quick look at the Fire Strategy for this project and have the following observations to make;</p> <ul style="list-style-type: none"> <li>The document doesn't demonstrate the adequacy of the Fire Appliance access route.</li> </ul>	<p>Noted. Informative attached.</p> <p>The applicants advised that the Fire</p>

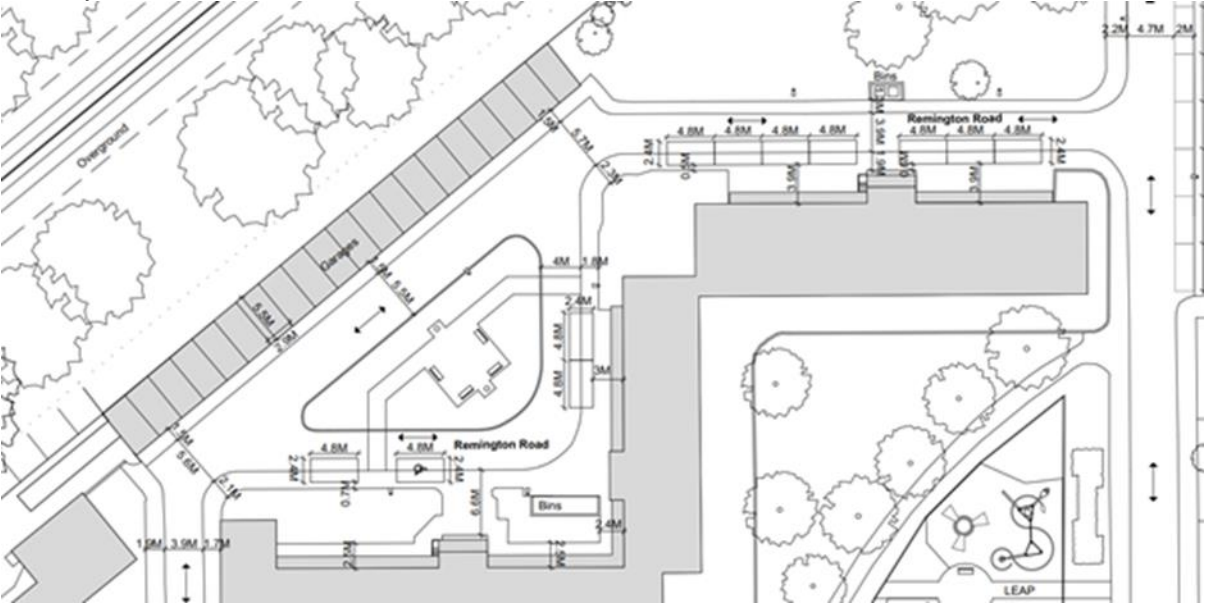
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Maximum 60m Hose length from appliance set down point to furthest points in Blocks B &amp; C not shown.</li> <li>• Fire brigade Wayfinding not mentioned in document.</li> <li>• Document mixes Regulations with References to Approved Document B &amp; BS 9991 which is discouraged.</li> </ul>	<p>access was looked at carefully and The Fire brigade are happy with arrangements. The flatted blocks have adequate vehicular access and sprinklers.</p>
<p><b>INTERNAL: CARBON MANAGEMENT TEAM (POLLUTION)</b></p>	<p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the Redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities and I will like to comment as follows.</p> <p>Having considered all the relevant supportive information especially the Air Quality Assessment report with reference RR-HYD-XX-ZZ-RP-Y-2001-P02 prepared by Hydrock Ltd dated 18<sup>th</sup> June 2021 taken note of sections 4 (Baseline Air Quality Conditions), 5 (Construction Dust Risk Assessment), 7 (Air Quality Neutral Assessment), 8 (Mitigation Measures) and 9 (Discussion and Conclusion) as well as Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15<sup>th</sup> September 2021 taken note of sections 4 (Historical &amp; Industrial Site Settings), 5 (Outline Conceptual Site Model), 6 (Conclusions &amp; Recommendations) and Table 5.4 (Outline Conceptual Site Model &amp; Preliminary Risk Assessment), <b>please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted considering the sensitive receptors around the development site with the fact that further mitigation work is required with the proposed development emissions been above the Transport Emission Benchmark (TEBs).</b></p> <p><b>Whilst really immaterial, the council have no passive monitoring location with site ID 58 and 79 as reported in Table 5: Haringey and Hackney Monitoring of the Air Quality Assessment report.</b></p> <p><b>1. <u>Land Contamination</u></b> Before development commences other than for investigative work:</p>	<p>Noted. Conditions added.</p>

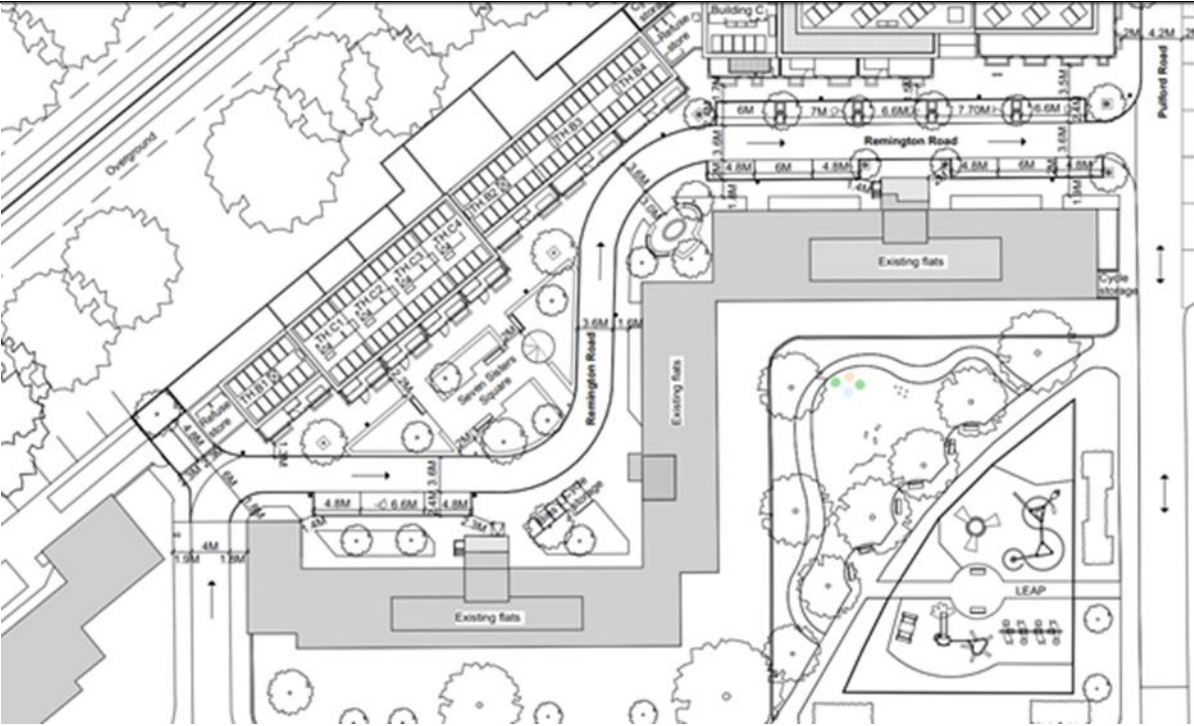
Stakeholder	Question/Comment	Response
	<p>a. Using the information already submitted on the Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15<sup>th</sup> September 2021, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.</p> <p>b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</p> <p>d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><b>Reason:</b> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><b>2. Unexpected Contamination</b></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><b>Reasons:</b> 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><b>3. NRMM</b></p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW</p>	

Stakeholder	Question/Comment	Response
	<p>has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p><b>b.</b> An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p><b>Reason:</b> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p><b>4. Demolition/Construction Environmental Management Plans</b></p> <p><b>a.</b> Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p><b>b.</b> Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p> <p>iv. Details of an Unexploded Ordnance Survey;</p> <p>v. Details of the waste management strategy;</p> <p>vi. Details of community engagement arrangements;</p> <p>vii. Details of any acoustic hoarding;</p> <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p>	

Stakeholder	Question/Comment	Response
	<p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> <li>i. Monitoring and joint working arrangements, where appropriate;</li> <li>ii. Site access and car parking arrangements;</li> <li>iii. Delivery booking systems;</li> <li>iv. Agreed routes to/from the Plot;</li> <li>v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and</li> <li>vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and</li> <li>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</li> </ul> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> <li>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</li> <li>ii. Details confirming the Plot has been registered at <a href="http://nrmm.london">http://nrmm.london</a>;</li> <li>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</li> <li>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</li> <li>v. A Dust Risk Assessment for the works; and</li> <li>vi. Lorry Parking, in joint arrangement where appropriate.</li> </ul> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p><b>Reason:</b> To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p><b>Informative:</b></p> <ol style="list-style-type: none"> <li>1. Prior to demolition or any construction work of the existing garages, 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.</li> </ol>	

Stakeholder	Question/Comment	Response
<b>INTERNAL: Transportation</b>	<p>This application is for redevelopment of the garage block in Remington Road to provide 46 new residential dwellings and associated amenity space, landscaping, refuse and cycle storage facilities. Associated with the proposal is a reconfiguration of Remington Road to a one way eastbound arrangement, to enable provision of blue badge parking, facilitate deliveries and refuse/recycling collections, and permit contraflow cycling.</p> <p><u>Location and Access</u> This site is located at Remington Road, which is to the north west side of the Seven Sisters Road, and immediately to the south of the London Overground alignment.</p> <p>According to the TfL WEBCAT database, the bulk of the site appears to have a PTAL value of 2, with part of the western end having a PTAL of 1.</p> <p>However, the PTAL value on the WEBCAT website does not include use of the privately owned and well established footpath that connects Pulford Road to Seven Sisters Road. When use of this connection is considered for access to Seven Sisters Road, it considerably reduces the walk distances to bus and rail services and local shops and services.</p> <p>A manual PTAL undertaken by the applicant based on using the pedestrian footpath/cut through proposes that the centre of the site just tips into PTAL 4. If a plot similar to WEBCAT was produced, it would likely show the site with areas of both PTAL 4 and PTAL 3. Therefore, the WEBCAT value is underplaying the actual public transport accessibility of the site.</p> <p>With regards local parking controls, the site is within the 'Green Lanes 'B' CPZ, which has operating hours of 0800 – 1830 Monday to Friday.</p> <p><u>Development proposals</u> The residential units break down as follows;</p> <ul style="list-style-type: none"> <li>• 12 No. 1 bedroom units</li> <li>• 16 No. 2 bedroom units</li> <li>• 14 No. 3 bedroom units</li> <li>• 4 No. 4 bedroom units</li> </ul> <p>Cycle parking to meet the numerical requirements of the London Plan is proposed, with a total of 96 long stay spaces provided, within 3 cycle stores (for apartments within blocks A, B and C) and within curtilage for the townhouses. 4 visitor cycle parking spaces will be provided, and two bike hangars for use by existing residents.</p>	<p>Noted and conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p><u>Highway changes</u> It is proposed to realign and reconfigure Remington Road with this proposal.</p> <p>At present, Remington varies in width as a two way road, narrowing to 3.9m wide in the first section and last sections and where vehicles park along the straight connecting to Pulford Road, the available two way width reduces to 2.7m.</p>  <p>It is proposed with this development to implement a one-way eastbound arrangement along Remington Road, from the junction of Remington with Moreton Road to the junction with Pulford Road. The length of carriageway that currently services the garages will be taken out of use.</p>	

Stakeholder	Question/Comment	Response
	 <p data-bbox="548 979 1703 1130">This arrangement will suit the proposed building layout and facilitate deliveries, enable provision of blue badge parking for the accessible units, accommodate refuse/recycling collections and also accommodate cyclists in both directions. Swept path plots have been provided for visiting refuse collection trucks and these indicate a satisfactory arrangement that can accommodate vehicle movements. Carriageway widths vary between 3.6m at the narrowest to 4.4m at the widest.</p> <p data-bbox="548 1162 1738 1344">Additional on street car parking will be able to be provided with the new layout, at present within Remington and Pulford Roads at the site there are 20 on street spaces including one blue badge bay, the proposals within this application increase this to 27 spaces including 6 blue badge bays. More detail is provided later in this response with respect to this, suffice to say that the proposed arrangements should ensure the ability of blue badge holders living within the accessible units to park adjacent to their residence.</p>	



Stakeholder	Question/Comment	Response
	<p>2.0m footway widths are provided for almost all of the lengths of footway along the realigned Remington Road, there are a number of very short lengths of footway where the available width reduces to between 1.5m and 2.0m where the footway runs adjacent to planters and boundaries, and a footway width of 1.5m does still enable wheelchair and pushchair users to pass a pedestrian. There are only very short lengths where these occur.</p> <p>Local Parking stresses are high and this arrangement implementing one way and reducing the running lane width to 3.6m enables provision of more parking bays at the location of the new housing to ensure availability of blue badge bays for occupiers of the fully accessible units and some additional on street facility for those residents that require a vehicle for their livelihoods or employment, who have business permits such as those working as self employed mobile technicians/Engineers and the like and the construction trades.</p> <p>In order to accommodate contraflow cycling a signing arrangement will be in place at either end of Remington Road, to formalise this and inform cyclists they can travel in both directions, and advise drivers that cyclists will be able to travel westbound. The available width will be able to accommodate contraflow cyclists and accords with the requirements within Local Transport Note 1/20. In addition to this, where cyclists have historically been able to travel in two directions along a road, TfL's London Cycle Design Standards do detail that the ability to do this should remain in these instances where roads are made one way for vehicles.</p> <p>There are expected to be very low flows along Remington Road as the road will essentially service the dwellings along it only and it is not a through route or connector. Also, it is considered that the actual cyclist demand to travel westbound along Remington will be low, and cyclists are expected to use other routes to travel to local destinations and further afield.</p> <p>Nevertheless, the enabling of two way movement for cyclists within Remington will ensure a westbound facility is retained with the proposed highway changes and accords with LTN 1/20 and TfL's Cycle Design Standards.</p> <p>The Highways team have been consulted with respect to the proposed arrangements and are supportive in principle. The detailed design process and implementation will need to be covered by Section 278 and 38 Agreements where required for the design checks and any land changes to establish Public Highway.</p> <p>A stage 1 Road safety Audit Has been carried out and details accompany the submission, the audit process during development of the scheme has resulted in ensuring swept path plots show no footway overhang, achieved with localised widening at bends, and the provision of pedestrian drop kerbs at optimum crossing points has also been included. Swept path plots are provided for refuse collection</p>	

Stakeholder	Question/Comment	Response
	<p>vehicles along with visibility splay information at junctions and this appears sound. Detailed design checks will be carried out via the S278 process.</p> <p><u>Transportation impacts</u>            Considering trips arising from these new residential units, the overall numbers generated will be low and of no consequence with respect to public transport services and the operation/capacity of the public highway.</p> <p><u>Local facilities</u>            It is detailed within the TA that a number of essential services and facilities are within short waling distances of the site. Chestnuts Park is an 8 minute walk/3 minute cycle ride, and the nearest post office, food shopping outlets and pharmacy are all within a 4 minute walk/1.5 minute cycle ride or less. The close proximity of these will add to the overall sustainability of this proposal in transportation terms.</p> <p><u>Car parking considerations and permit free status</u>            The proposed arrangements enable provision of a slight increase in parking spaces along Remington and Pulford Roads compared to present. Within Remington Road, there will be a total of 11 standard car parking spaces and 5 disabled parking spaces. Within Pulford Road, there will be a total of 10 standard car parking spaces and 1 disabled car parking space.</p> <p>The net increase in car parking provision on Remington Road is 7 spaces (3 standard, 4 disabled) and on Pulford Road is 2 spaces (1 standard, 1 disabled). It is envisaged that at least 1 of the standard parking bays will be used for a Car Club vehicle.</p> <p>The highway changes to provide a one way arrangement essentially enable this increase in provision within these roads, which will ensure that there is a London Plan compliant level of blue badge parking provided on street at the development. A small increase in standard on street spaces is also provided which recognises that the existing parking stresses within Remington and Pulford are very high, and that there may be some occupiers within the new units that obtain business permits such as those that are self employed and work within the construction trades or distribution, requiring a vehicle for their livelihoods.</p> <p>The TA considers potential car ownership for the new units, the 2011 census information for this part of the Ward is in the table below;</p>	

Stakeholder	Question/Comment	Response										
	<table border="1" data-bbox="579 245 1717 428"> <thead> <tr> <th data-bbox="579 245 1146 282">Category</th> <th data-bbox="1146 245 1717 282">Percentage</th> </tr> </thead> <tbody> <tr> <td data-bbox="579 282 1146 319">No car or van in household</td> <td data-bbox="1146 282 1717 319">67.4%</td> </tr> <tr> <td data-bbox="579 319 1146 357">1 car or van in household</td> <td data-bbox="1146 319 1717 357">28.6%</td> </tr> <tr> <td data-bbox="579 357 1146 394">2 cars or vans in household</td> <td data-bbox="1146 357 1717 394">3.7%</td> </tr> <tr> <td data-bbox="579 394 1146 428">3 or more cars or vans in household</td> <td data-bbox="1146 394 1717 428">0.2%</td> </tr> </tbody> </table> <p data-bbox="543 493 1724 643">It is expected that actual levels of car ownership will have reduced in the last ten years as they have throughout London, and that the combined effect of moderate/good accessibility to public transport services, high quality cycle parking, reasonable proximity to local shops and essential services, a travel plan and particularly provision of a car club facility will reduce likely levels of car ownership within the new units to those occupiers that require a vehicle for their livelihoods as described above.</p> <p data-bbox="543 675 1734 824">Considering the additional spaces able to be provided with the proposed arrangements, effectively a parking provision of 0.2 spaces per unit is able to be provided albeit on street rather than within the site curtilage with the new spaces physically closest to the new residential units. This is below the range of provision that the London Plan includes for outer London sites with a PTAL of 3 to 4 which is in the range of 0.5 to 0.75 spaces per unit.</p> <p data-bbox="543 857 821 885"><u>Parking stress analysis</u></p> <p data-bbox="543 888 1730 976">Two parking stress surveys have been carried out, one in June 2020 and another in August 2020. As these were carried out at different times the analysis has been based on the average results from the two surveys.</p> <p data-bbox="543 1011 1703 1099">The Parking Stress Surveys carried out for this proposal recorded very high levels of parking and parking stress in the immediate locality of the site but also recorded capacity within a 2 to 3 minute walk.</p> <p data-bbox="543 1131 1749 1252">The average parking stress recorded for the whole survey area was 80%, with 93 spaces available out of the 455 within the survey area. This is indicative of relatively high parking stresses in the locality of the site, however not quite reaching the levels widely considered to be critical considering the survey area in its entirety, which are when stresses reach 85 to 90%.</p> <p data-bbox="543 1284 1734 1403">However, what has been recorded with both surveys, is that local stresses are very high in the immediate locality of the site. The parking stresses recorded within Remington Road and the northern end of Pulford Road close to the site were 100% plus, indicating this immediate area is very stressed in parking terms.</p>	Category	Percentage	No car or van in household	67.4%	1 car or van in household	28.6%	2 cars or vans in household	3.7%	3 or more cars or vans in household	0.2%	
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	<p>Moving to the south of the site, the parking stresses reduce, as they do for those streets surveyed to the eastern side of Seven Sisters Road. The table below summarises the findings of the survey broken down into the respective survey areas;</p> <table border="1" data-bbox="579 396 1698 602"> <thead> <tr> <th data-bbox="579 396 888 459">Area</th> <th data-bbox="888 396 1157 459">Car Parking Capacity</th> <th data-bbox="1157 396 1428 459">Average Car Parking Surveyed</th> <th data-bbox="1428 396 1698 459">Average Occupancy Proportion</th> </tr> </thead> <tbody> <tr> <td data-bbox="579 459 888 496">South of Railway Line</td> <td data-bbox="888 459 1157 496">206</td> <td data-bbox="1157 459 1428 496">172</td> <td data-bbox="1428 459 1698 496">83.49%</td> </tr> <tr> <td data-bbox="579 496 888 534">East of Seven Sisters Rd</td> <td data-bbox="888 496 1157 534">102</td> <td data-bbox="1157 496 1428 534">69.5</td> <td data-bbox="1428 496 1698 534">68.14%</td> </tr> <tr> <td data-bbox="579 534 888 571">North of Railway Line</td> <td data-bbox="888 534 1157 571">147</td> <td data-bbox="1157 534 1428 571">120.5</td> <td data-bbox="1428 534 1698 571">81.97%</td> </tr> <tr> <td data-bbox="579 571 888 602">Combined Total</td> <td data-bbox="888 571 1157 602">455</td> <td data-bbox="1157 571 1428 602">362</td> <td data-bbox="1428 571 1698 602">79.56%</td> </tr> </tbody> </table> <p>It was noted during the survey that cars were seen parked on the double yellow lines opposite the garages on Remington Road, and also within the turning head at the north end of Pulford Road, and on the western side of Pulford Road adjacent to the triangle of parkland, again on double yellow lines.</p> <p>The ability to provide some additional on street parking along Remington and Pulford Roads recognises that these streets are effectively oversubscribed, and the provision of one space per accessible unit should ensure that mobility impaired occupiers/residents have the ability to park very close to their residences. A regularised parking space layout within these two roads should also ensure less likelihood of difficulties arising with inappropriately parked cars for visiting service vehicles and refuse/recycling collection trucks and the emergency services.</p> <p><u>Electric vehicle charging points</u> The TA references provision of 2 active points on the north side of Remington Road adjacent to blocks A and C. However, another drawing in the TA indicates 6 spaces. This should be clarified. It also suggests associated with the highway works to provide the realigned arrangements that the opportunity be taken to include the necessary ducting and other requirements to enable all new spaces to eventually be able to be provided with active charging facilities over time. The provision of electric vehicle charging spaces and future proof ducting works can be confirmed and covered by condition.</p> <p><u>Future Permit free status</u> It is recommended that the new units are designated as CPZ permit free via the appropriate planning agreement, to restrict occupiers of the development from obtaining CPZ permits. The costs to the Council for administering this are £4000, and the applicant will need to meet these costs via the S106.</p>	Area	Car Parking Capacity	Average Car Parking Surveyed	Average Occupancy Proportion	South of Railway Line	206	172	83.49%	East of Seven Sisters Rd	102	69.5	68.14%	North of Railway Line	147	120.5	81.97%	Combined Total	455	362	79.56%	
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Stakeholder	Question/Comment	Response
	<p>This will act as a deterrent to those occupiers that do not require a vehicle for essential reasons such as their employment/business from owning a vehicle, and this should ease any increase in parking demands that could be generated by the development. The moderate to good public transport accessibility, proximity to local shops, services and leisure facilities, London Plan compliant cycle parking and car club membership will provide sustainable alternatives for new residents</p> <p>For self employed residents such as those working in the building trades, or distribution work, or mobile jobs, Business parking permits are able to be applied for from the Council.</p> <p><u>Cycle parking considerations</u>  There are three communal cycle storage facilities for the apartment blocks (providing 12, 23 and 18 spaces respectively). Two of the stores utilise a two level storage system and the third a bike hanger.</p> <p>Each of the townhouses and maisonettes have their own dedicated storage locker for 2 bicycles. For visitors, there are four visitor cycle spaces provided in the form of "Sheffield" type stands to the front of apartment buildings A and B.</p> <p>It is also noted that two Bike Hangars are also proposed for the south side of Remington Road for existing resident use, and this is welcomed in principle.</p> <p>The proposed layouts and locations for the cycle parking are shown in the application, however full dimensional details should be provided to confirm centres, manoeuvring space and headroom meet the manufacturer's installation requirements, and it needs to be clearer how the cycle stores are accessed from the residential units as they appear to be close to and have accesses shared with the refuse stores. These details can be covered by a pre commencement condition. It is essential that the proposed means of access will be attractive and secure taking into consideration it will be shared with the refuse/recycling bin stores.</p> <p><u>Deliveries and servicing</u>  Delivery and servicing vehicles will as they do at present be able to access Remington and Pulford Roads, and will use available on street parking to make short duration visits for deliveries and the like.</p> <p><u>Refuse and recycling storage and collection arrangements</u>  4 refuse/recycling stores are proposed, which will include some rationalisation of arrangements with the existing properties within Remington Road. Colleagues within the waste team will need to confirm if the proposed storage, capacity and collection arrangements are satisfactory. Collections will take place from refuse collection vehicles passing along Remington and Pulford Roads, with the vehicle reversing back to the northern end of Pulford Road.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Sustainable transportation considerations</u>            As commented earlier in this response, there are a number of sustainable transport initiatives and considerations with this development proposal.</p> <p>Details of proposals by both Zipcar and enterprise for a car club facility have been included in the application, and ultimately, a facility should be provided for this development which includes three years membership for each new unit, and provision of a bay/vehicle in the locality of the site. One of the new bays able to be provided within Remington could be the appropriate location for this. Car club provision is known to reduce the appetite for private car ownership within an area or development that it serves and this can be covered by the S106 agreement.</p> <p>In addition to the car club provision, the development will include cycle parking to meet London Plan standards and is well located for local shops, servicing and leisure facilities, available within short walks of the site.</p> <p>The TA makes reference to a Travel Plan having been drafted that will further encourage the uptake of active and sustainable modes by occupiers and visitors to the development. However, this doesn't appear to have been included within the submitted documents. It is expected that the Travel Plan will propose appropriate measures for improving mode shares over time for sustainable and active travel modes and the implementation of further measures as required, plus contract details for the development's Travel Plan co-ordinator. This can be conditioned for submission and approval via condition.</p> <p>Designation of the development as permit free will also encourage the uptake of sustainable and active travel modes by occupiers and visitors to the site.</p> <p><u>Construction Phase</u>            An outline Construction Logistics Plan (CLP) accompanies the formal application, which comments on how the development will be built out, and how impacts on adjacent neighbours, existing residents and the public highway will be managed and mitigated. This draft references a 32 month build out, and the need to provide temporary access arrangements to maintain walking, cycle and vehicle access during the works. A one way access regime from west to east is envisaged with vehicles arriving using Moreton and exiting via Pulford. Preliminary estimates of the number of construction vehicles attending site indicate up to 3 vehicles a day on average.</p> <p>A 'final' version of the CLP will be required for review and approval 3 months prior to commencement of any demolition or construction work, and the applicant will need to engage with Highway and Network Management Officers, to ensure the approach taken will be the optimum with regards to highway safety, and the consideration of existing residents adjacent to the development site. The</p>	

Stakeholder	Question/Comment	Response
	<p>production of the detailed CLP can be covered by a pre commencement condition requiring review and agreement 3 months prior to commencement of any demolition or construction works.</p> <p><u>Summary</u>  This development proposal is for demolition of the existing garage block to the north side of Remington Road, and the provision of 46 new residential dwellings, along with reconfiguration/realignment of Remington Road to enable provision of the optimum access arrangements for deliveries and servicing, blue badge parking for the accessible units within the development and walking and cycling. Cycle parking to meet London Plan requirements will be provided along with additional cycle parking for existing residents, and a car club facility will also be provided to promote alternatives to the private car and the uptake of sustainable and active modes of travel. Several blue badge parking spaces will be provided adjacent to the accessible units to provide parking facilities for the mobility impaired so each accessible unit should be catered for on street.</p> <p>It is recommended that the development be formally designated as a car free/permit free development via S106 agreement to prevent occupiers from obtaining CPZ permits, local parking stresses at the site are high and this should act as a deterrent to private vehicle ownership. Self employed residents of the new units that use a vehicle for their businesses or employment will be able to apply for Haringey Business parking permits should they require.</p> <p>Finally, to ensure the appropriate Highway arrangements are implemented, the applicant will need to enter into the appropriate Highways Act Agreements (Section 278/38) to manage the design and construction of the realigned and reconfigured public highway associated with the development.</p> <p>Subject to the above and the following conditions/S106 obligations, Transportation do not object to this application;</p> <p><u>Conditions (all pre commencement)</u></p> <ul style="list-style-type: none"> <li>• Cycle parking details</li> <li>• Delivery and servicing Plan</li> <li>• Construction Logistics Plan (CLP)</li> <li>• Travel Plan</li> </ul> <p><u>S106</u></p> <ul style="list-style-type: none"> <li>• Permit free/car free formal designation (£4000 costs to be met by applicant)</li> <li>• Car club provision (three year's membership per unit plus provision of on street bay and vehicle in locality of the site)</li> <li>• Electric Vehicle charging point provision (active/passive) to meet London Plan requirements</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>S278/38 Highways Act Agreements as required for the Public Highway changes</li> </ul>	
<b>INTERNAL: PUBLIC HEALTH</b>	<p style="text-align: center;"><b>Date: 21<sup>st</sup> October 2021</b></p> <p>Haringey Public Health reviewed the planning application for the site located at the land adjoining Remington Road and Pulford Road, N15. The development will provide low-carbon housing with 81% CO2 saving. There are a good number of new accessible flats and plans to create a safe and overlooked pedestrian route through the site. Overheating and ventilation has been thought through with multiple interventions to prevent overheating such as double glazing with trickle vents with heat recovery system, so windows don't need to be opened for ventilation. Below are our further comments -</p> <p><b>Trees, Green and Open Spaces</b> It is positive to see 48 new trees will be planted with an addition 3 new play areas in the communal spaces. Some of the new trees in the plan seem to be very close to the corner of the existing flats and we would like to ensure this does not block sunlight as they grow, and the trees are regularly maintained. The gardens of the mew houses are paved, and this may provide more opportunity to maximise green space in this development following the loss of large existing green space. The walk to the nearest green space, Finsbury Park is 18 minutes– may be prohibitive for wheelchair users, therefore we need to ensure the accessible mew house (with paved garden) is getting equal green space benefits as other new residents.</p> <p><b>Waste</b> There are several refuse storage areas provided for the new developments and a new refuse storage for the existing building. We want to ensure good design of refuse stores 02, 03, and the townhouses and maisonettes, and specifically how the door opens and accessibility to them. Many residents feel discouraged entering a closed-room refuse storage with minimal ventilation and having to go all the way to dispose waste. We would like to know if there is ventilation for the refuse store 01 and 03 for existing homes? The townhouses and maisonettes refuse store seems to be quite tight and the door is to be pushed inwards, which could be difficult in accessing the food waste storage with residents having to close the door behind them slightly in order to dispose food waste, this may put many off.</p> <p><b>Daylight and Sunlight</b> The daylight/sunlight will affect 1-27 Remington Road as the windows on ground floor don't pass BRE assessment. However, 96% on the proposed habitable rooms pass BRE light assessment and those that don't are open plan due to accessibility considerations. Properties on Pulford Road will also be affected. We need to ensure there are mitigation measures in place for the existing flats.</p>	<p>- The corner trees are not in front of any habitable rooms, and the crowns are 2.5 metres up from the pavement level. Therefore, they will not block light into habitable spaces.</p> <p>- The mews street has planters, trees, grasscrete areas and views into the ecological corridor to promote greenness into that part of the site.</p> <p>- A greening factor calculation has been provided with the application. This demonstrates compliance with planning policy.</p> <p>- The brief from Homes for Haringey is that private terraces should be paved. They are not maintained by residents and are not accessible to Homes for Haringey to maintain without permission from</p>



Stakeholder	Question/Comment	Response
	<p><b>Questions:</b></p> <ul style="list-style-type: none"> <li>• Wheelchair parking space at opposite end of mews to accessible house – could the order be switched around? It would also improve access to refuse storage.</li> <li>• Is cycle storage just for new residents?</li> <li>• There is new communal space behind the new flats – is this accessible for new or all residents?</li> </ul>	<p>residents. There are open spaces closer to the site than Finsbury Park e.g. Tewksbury Open Space within the estate.</p> <ul style="list-style-type: none"> <li>- Refuse Store 1 does not have a roof, therefore is naturally ventilated.</li> <li>- Refuse Store 2 has louvred doors that provide natural ventilation.</li> <li>- Refuse Store 3 has louvred doors that provide natural ventilation.</li> </ul> <p>All refuse stores have access via the overlooked public street. They will be fully controlled to allow access to residents only, not the general public.</p> <ul style="list-style-type: none"> <li>- The door you refer to is a window. The access to the external townhouse bins is through the main entrance door. The food waste bin is small and handheld.</li> <li>- Daylight and sunlight testing has been submitted with the</li> </ul>

Stakeholder	Question/Comment	Response
		<p>application for the existing flats and demonstrate that there is no unreasonable impact.</p> <ul style="list-style-type: none"> <li>- We have consulted with the Waste Officer at Haringey as they have confirmed that access to this refuse store is acceptable.</li> <li>- We have provided two secure bike hangars for existing residents</li> <li>- This space is for new residents only to help keep that space secure.</li> </ul>
<b>INTERNAL: CONSERVATION</b>	We offer no objection from the conservation perspective to the proposed development.	No objection noted.
<b>EXTERNAL:</b>		
<b>EXTERNAL: Environment Agency</b>	<p>Thank you for consulting us on this planning application.</p> <p>We have assessed this application as having low environmental risk and therefore have no comments.</p> <p>Best Regards,</p> <p><b>Tom Craig</b>            Planning Advisor, Hertfordshire and North London Sustainable Places  <b>Environment Agency</b>   2 Marsham Street, 3<sup>rd</sup> floor, London, SW1P 4DF</p>	Noted. Informative added.

Stakeholder	Question/Comment	Response
<p><b>Met Police/ Secure by Design</b></p>	<p><b>Re: Planning Application at:</b> Land adjoining Remington Road and Pulford Road N15</p> <p><b>Proposal:</b> Redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.</p> <p>Dear Haringey Planning,</p> <p><b><u>Section 1 - Introduction:</u></b></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall site. The Architects have made mention in the Design and Access Statement with reference to design out crime or crime prevention demonstrating the key features of the design that will reduce crime. At this point it can be difficult to design out any specific issues identified and at best crime can only be mitigated against, as it does not fully reduce the opportunity of all offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects and Developers maintain an ongoing dialogue to discuss this project prior to completion, throughout its build up by following the advice given. 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 form at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if the advice given is adhered to.</p>	<p>Noted. Conditions and informative attached.</p>

Stakeholder	Question/Comment	Response
	<p><b><u>Section 2 - Secured by Design Conditions and Informative:</u></b></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><b><u>Conditions:</u></b></p> <p>(1) Prior to the first occupation of each building or part of a building or use, a '<b>Secured by Design accreditation</b>' shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.</p> <p>(2) Accreditation must be achieved according to current and relevant Secured by Design guidelines at time of above grade works of each building or phase of said development.</p> <p><b><u>Informative:</u></b></p> <p>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 <b>free of charge</b> and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><b><u>Section 3 - Conclusion:</u></b></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised the final Decision Notice, with attention drawn to any changes within the development and subsequent</p> <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.</p> <p style="text-align: center;"><b>Appendix 1: Concerns and Comments</b></p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the local authority/ architect. Site specific actions may change depending on further information or site limitations as the project develops:</p>	

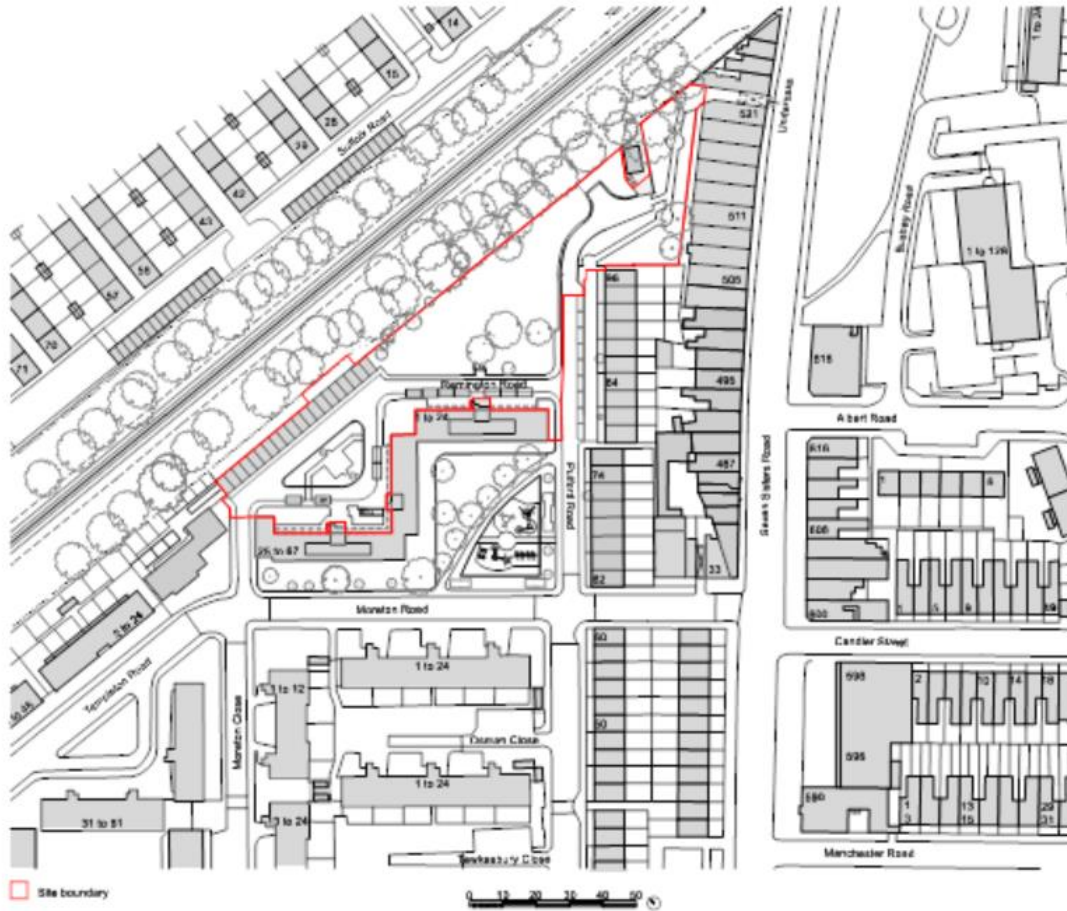
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• <b>Door/Window Specifications –</b> <ul style="list-style-type: none"> <li>• All easily accessible windows should be certificated to either PAS24:2016 P2A, STS204 Issue 3 2012, LPS1175 Issue 7:2010 Security Rating 1 or LPS 2081 Issue 1 Security Rating A.</li> <li>• All glazing in and adjacent to communal, front, back doors and ground floor windows as well as windows that are easily accessible above ground floor level should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P2A. (E.G. PAS24 P2A).</li> <li>• Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether the walkway is accessed through a secure door or not).</li> <li>• It also includes any area which has a hand hold within three meters of the ground. All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.</li> <li>• Windows that form an integral part of the doorframe should be shown to be part of the manufacturers certified range of door sets. Alternatively where windows are manufactured separately from the door frames, they should be certified to either PAS24:2016, STS204 Issue 3:2012 or LPS2081 Issue 1:2014. In such cases the window should be securely fixed to the door set in accordance with the manufacturer requirements.</li> <li>• All ground floor and vulnerable windows must have a lockable window restrictor to prevent unauthorized access – however consideration needs to be given if the windows are escape windows.</li> <li>• <b>Where curtain walling is proposed the minimum standard that should be accepted is BS EN1627 RC3.</b></li> </ul> </li> <li>• <b>Balconies/Climbing Aids –</b> Balconies should be designed so that they have flush fitting g balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any ext drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. design should not provide opportunities to climb. If such examples <ul style="list-style-type: none"> <li>• cannot be designed out and climbing may be possible then vulnerable properties must have 24:2016 doors and glazing.</li> </ul> </li> <li>• <b>Communal Entrance -</b> <ul style="list-style-type: none"> <li>• Communal door sets should be certified to LPS1175 SR2 or STS202 Issue 3:2011 Burglary Rating 2</li> <li>• Communal door sets should be self-closing and self-locking – External entry should be restricted by key fob, key, key code or proximity reader.</li> </ul> </li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Communal door sets should have vandal resistant audio/visual access control panels with electronic lock release – <b>NO Trade Buttons are permitted.</b></li> <li>• <b>Lobby/Airlock</b> – All residential blocks should incorporate a secondary lobby door to the same standard as the communal entrance door, which should be self-locking self-closing and access controlled both visitors and residents.</li> <li>• <b>CCTV</b> – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postbox as minimum. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use.</li> <li>• <b>Postal strategy</b> – It would be advised that all post is delivered into an airlock (preferred) or through the wall to reduce the likelihood of tailgating and postal theft. Through the wall letter plates should incorporate a sloping chute and anti-fishing attributes to mitigate against mail theft and meet TS008 standard. If post is to be delivered into an airlock then these should be securely surface mounted and meet TS009 standard.</li> <li>• <b>Bike Storage</b> – Site Specific Recommendations. We recommend that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.</li> <li>• <b>Bin Storage</b> – External entrance door should be to LPS 1175 SR2 standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers, if they incorporate a slatted ventilation design. This should be data logged and controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.</li> <li>• <b>Lighting</b> – A lux plan should be provided to encourage overall uniformity of lighting and reduce likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is compliant to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and increase the fear of crime.</li> </ul> <p><b>A declaration of conformity by a competent lighting engineer, demonstrated to at least ILP Level 3 or 4 will be requested. (Circa Homes 2019 para 18.5)</b></p>	

Stakeholder	Question/Comment	Response
<b>EXTERNAL: NETWORK RAIL</b>	<p>Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.</p> <p>The developer must ensure that their proposal, both during construction and after completion does not:</p> <ul style="list-style-type: none"> <li>• encroach onto Network Rail land</li> <li>• affect the safety, operation or integrity of the company's railway and its infrastructure</li> <li>• undermine its support zone</li> <li>• damage the company's infrastructure</li> <li>• place additional load on cuttings</li> <li>• adversely affect any railway land or structure</li> <li>• over-sail or encroach upon the air-space of any Network Rail land</li> <li>• cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future</li> </ul>	Noted and informative added.
<b>London Fire Brigade</b>	The fire fighting access would be considered satisfactory as long as the comply with the comments in the fire strategy document	Noted and informative attached.
<b>APPENDIX 3: REPRESENTATIONS BY Adjoining occupiers/ neighbours NEIGHBOURING PROPERTIES</b>	I am writing in support of this development which will bring much needed council homes to this area. I am also impressed by the design of the flats and houses and the attention to the well thought out open spaces which are so important to local communities. The area will be 'lifted' and much improved by the building of these properties.	Support noted.

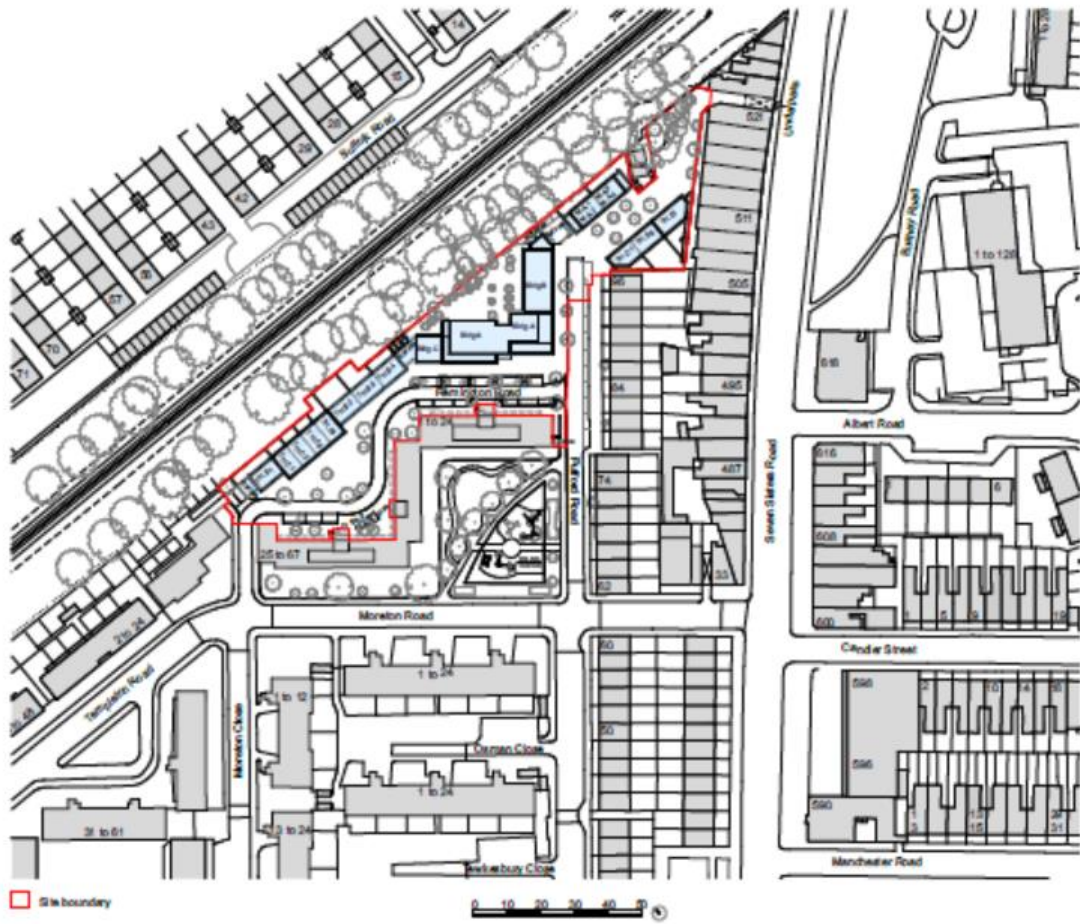
**Appendix 4 Plans and Images**

**Location Plan**



Proposed Location plan





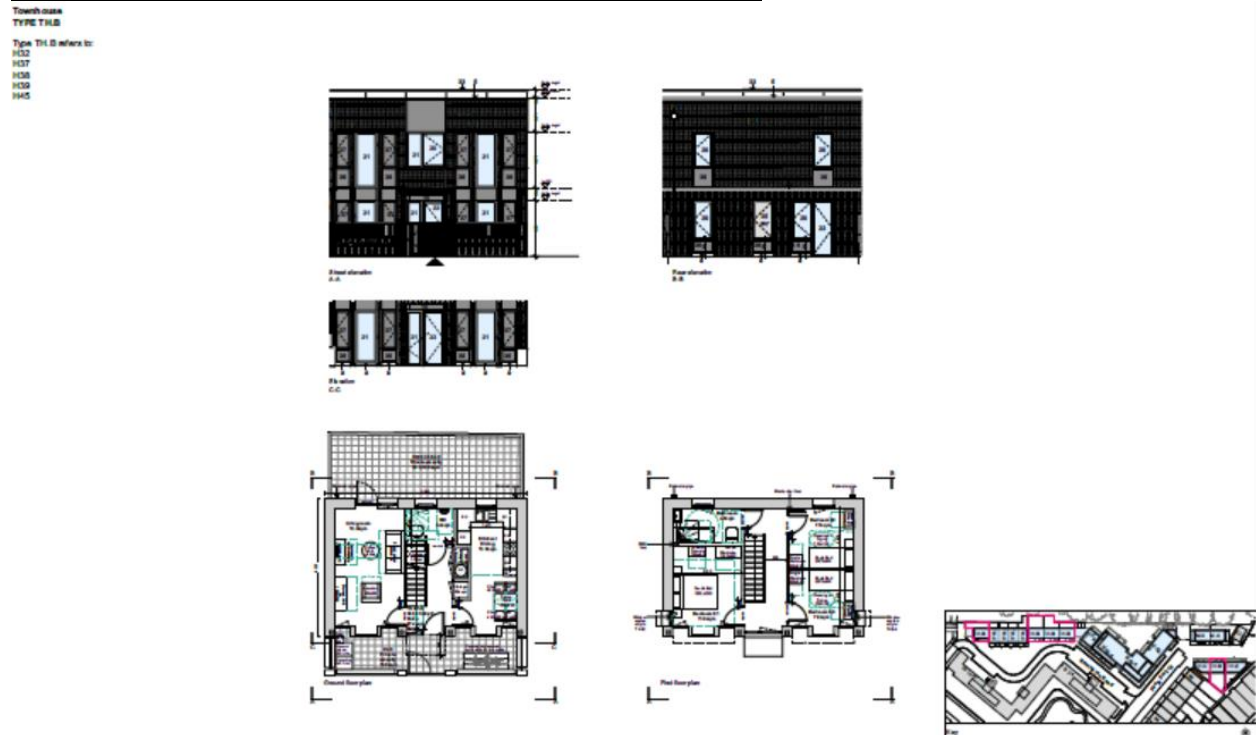
Proposed ground floor plan



Proposed ground floor – Townhouses East side



**Proposed Town houses south-east and west side**



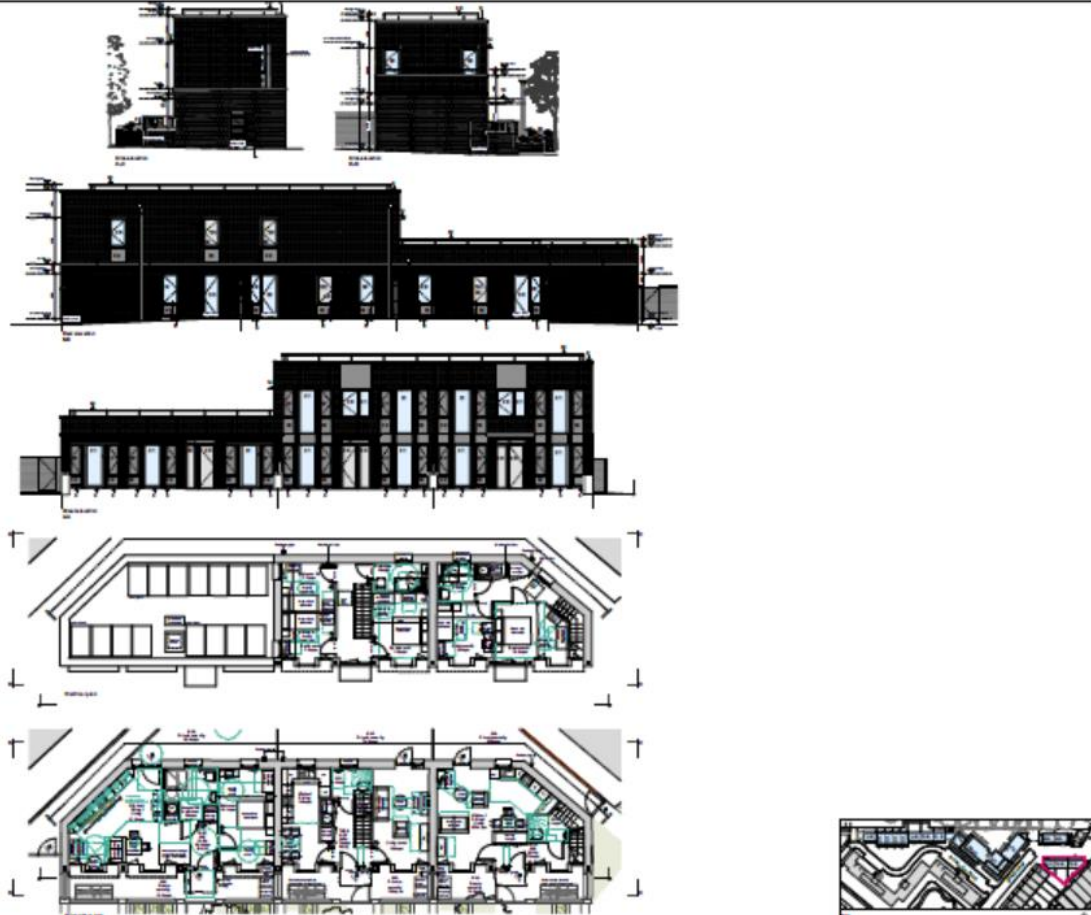


**Proposed townhouses mid-north side**

Project:  
ITHMC  
TH, Craters, Inc.



**Proposed townhouses south of site**



**CGI view from Pulford and Remington Road**



A. Existing view



**CGI view on Pulford Road towards Tramway Mews**



B. Existing view



**CGI view from Tramway Mews towards Remington Road (alleyway from Seven Sisters Road)**



D. Proposed view



C. Existing view



E. Proposed view



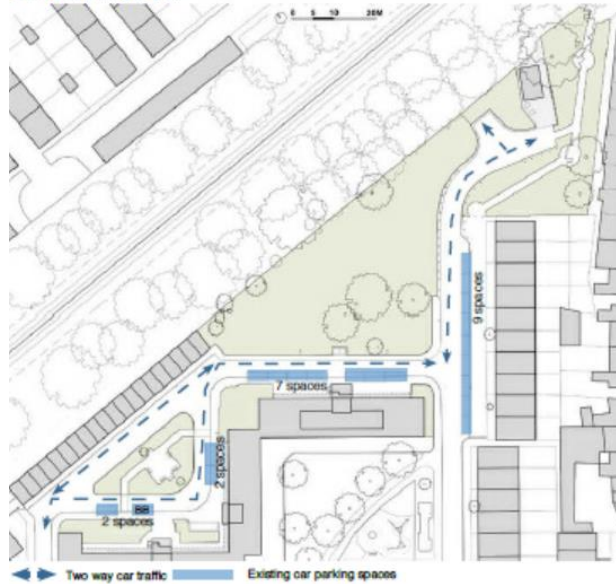
## Proposed bay design study

These images show precedent images for the typical facade design for apartment Buildings A, B and C.

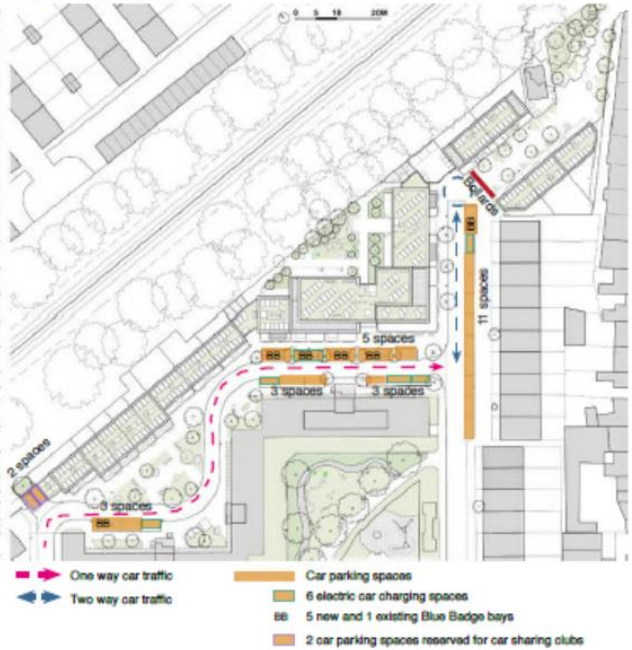


## Parking arrangements

Existing car parking diagram



Proposed car parking diagram

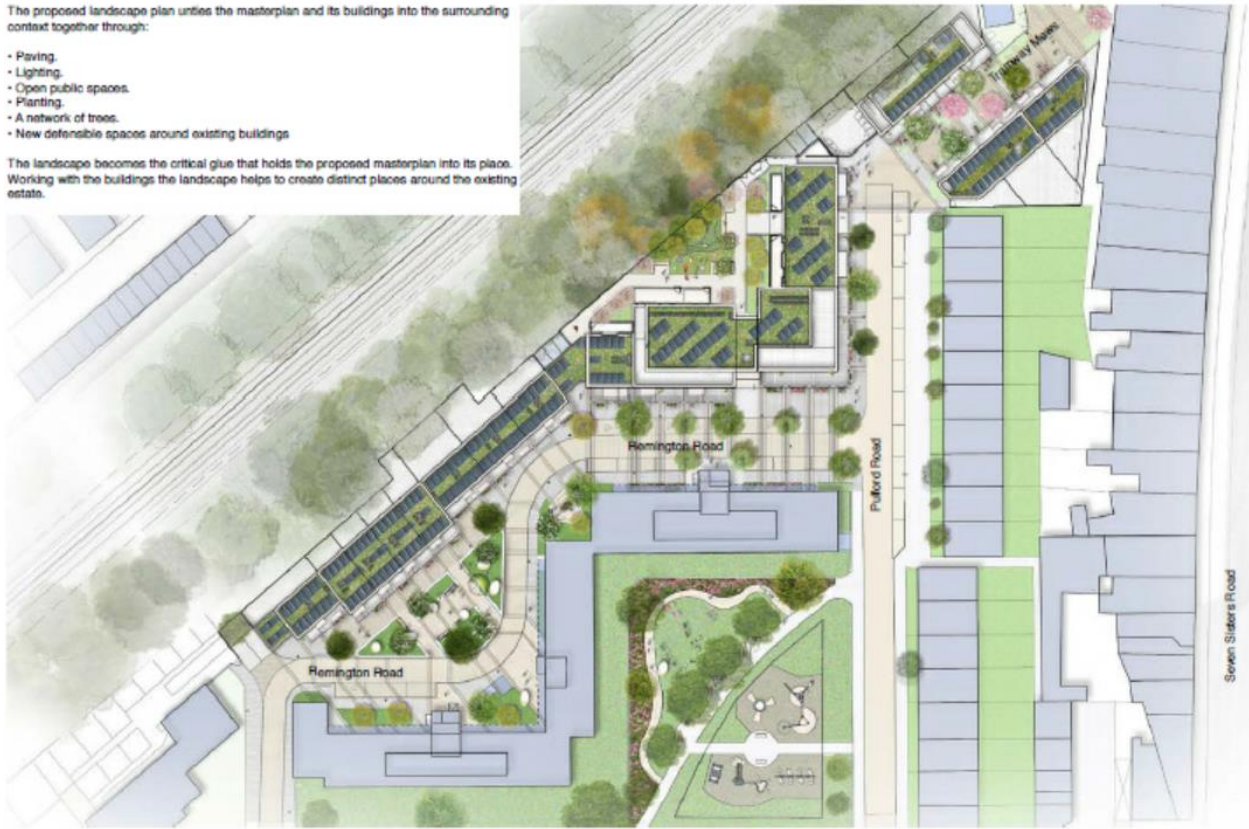


## Landscape plan

The proposed landscape plan unites the masterplan and its buildings into the surrounding context together through:

- Paving.
- Lighting.
- Open public spaces.
- Planting.
- A network of trees.
- New defensible spaces around existing buildings

The landscape becomes the critical glue that holds the proposed masterplan into its place. Working with the buildings the landscape helps to create distinct places around the existing estate.





## Character area 1 - Doorstep play & village square

Diagram and images below demonstrate proposed design for character area 1.



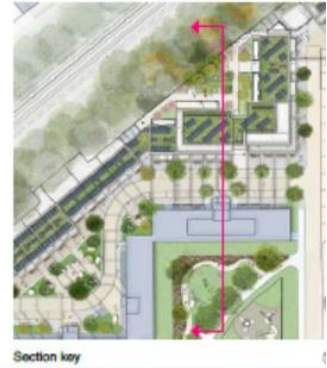
### Tramway Mews – proposed trees



**Amenity space enhancements – Remington Road, south**



**Remington Road and Communal courtyard – section with ecological corridor**



**63 New trees**



### Existing and proposed trees

These diagrams demonstrate existing trees to be retained, removed and proposed trees. There are currently 17 existing trees. The application proposed to increase this to 65 trees, a net gain of 48.



Existing trees to remain: 2      Existing trees to be removed: 15

Existing tree diagram  
Total trees 17



Existing trees to remain: 2      Proposed trees: 63

Proposed tree diagram  
Total trees 65

## **Appendix 5 QRP Note**

Report of Formal Review Meeting  
17 June 2020  
HQR101 \_Remington Road

### *Summary*

The panel supports the design team's ambition to deliver high quality design, both in the detailing of new buildings and in the improved public realm. It considers that the overall development strategy has the potential to work successfully and suggests some potential refinements. However, it would also encourage the design team to test an alternative development strategy, retaining the existing green space and trees and restoring the original 19th century urban grain by building a linear block alongside the railway. At a strategic level, the panel applauds the intention to deliver a zero carbon development. As design work continues, the architecture could benefit from being simplified to help ensure the design quality promised by the planning application can be delivered. The panel also offered some detailed comments on: building entrances; public realm; residential layouts; car and cycle parking. These comments are expanded below.

### *Development strategy*

- The panel considers that the overall development strategy has the potential to work successfully, and considers the proposed combination of taller and lower buildings to be convincing and appropriately distributed.
- However, it notes that removing the existing green space and introducing a Lshaped block (Buildings A, B & C) will create a poor outlook for flats facing south, onto the rear of the existing building at 1-67 Remington Road.
- The strategy will also make significant demands of the relatively narrow areas of public realm on Remington Street to the south of Buildings A, B & C, between the new building and the existing blocks. This space will be constrained, and is likely to be noisy because of its hard surfacing.
- The panel suggests exploring the potential to reduce the depth of the main block (Buildings A, B & C) to widen Remington Street. The public realm should also incorporate greenery to make it as pleasant as possible
- An alternative development strategy could involve retaining the existing green space and trees and restoring the original 19th century urban grain by building a linear block alongside the railway. This approach would deliver fewer residential units, but would deliver a larger and higher quality space between the new and existing blocks, and create a more direct east-west connection through the area.
- Both approaches have advantages and disadvantages, and the panel does not suggest that one option is clearly preferable. However, it does consider that developing an alternative strategy would be beneficial, both to ensure the full range of options is assessed, and to provide a second option if it is required after local consultation.

### *Sustainability*

- The panel is pleased to see that the design team is looking at how it can deliver a zero carbon development. This objective is not easy to achieve, and should be integrated as a fundamental part of the design from an early stage.

- An options appraisal should be carried out to assess the embodied carbon in proposed materials, and identify the lowest carbon options.
- A passive design approach will be essential, ensuring that heat and noise are modulated through the building design, and that the building itself is part of environmental control strategy. For example, glazing and solar shading should vary in response to different aspects of the building, to create comfortable places to live as passively as possible.
- Comfort will need to be maintained for residents throughout the life of the buildings, amid a changing climate. It is therefore important to consider the resilience of the design, and how they will perform in the medium term, in response to such change.
- An all-electric heating strategy is the right approach to take, but thought should be given to the location of heat pumps. Outdoor units are bulky, noisy and not yet optimised for residential developments, while indoor units need to be carefully sited.
- Photovoltaic cells are a good use of roof space, but are very sensitive to overshadowing. High and low output areas should be identified, to inform the location of PVs.

#### *Architectural approach*

- The panel questions the suggestion that the existing estate lacks character, and suggests that community engagement should be informed by an understanding of the nature and positive aspects of a local vernacular that is characteristic of this part of London.
- The panel appreciates the proposed detailing and articulation of the new buildings, but suggest that the architectural language should be simplified a little, to create a clearer visual presence.
- Reducing the complexity of the architecture will also help to ensure it can be delivered. The panel encourages the design team to be realistic in terms of detailing and materials, to avoid the risk that their vision will be compromised at the construction stage.
- The panel suggests that the tripartite windows in Buildings A, B & C, while reflecting local designs, could be simplified to reduce the number of small glazing elements and improve light levels in the rooms they serve.
- White glazed bricks could be used to lighten the recessed balconies of Buildings A, B & C, which currently seem relatively dark.
- The panel also asks that care is taken with the articulation of the upper storeys of Buildings A, B & C, to ensure blank walls are not presented in views from the approach route to the east.

#### *Building entrances*

- The panel suggests that the main entrance to Building A would benefit from a stronger presence, and a more residential appearance. The entrance space could be made more generous, with its verticality articulated.
- The stonework band across the façade of Buildings A, B & C could be moved a storey lower, helping to tie the façade detailing into the main entrance.

#### *Public realm*

- The panel suggests that the next stage of landscape design will prove very important to helping the scheme work as a whole. A strong landscape narrative is needed to give coherence to the series of public spaces created by the scheme. One way of achieving

this might be to use trees to draw a thread through the site all the way from the Seven Sisters Road entrance.

- The panel also notes that the way vehicles move through pedestrian spaces is very important to the success of the development. The way in which streets are designed to slow drivers down, and create a good pedestrian environment will need careful thought.
- The panel notes the options presented for the design of either a mews or a square at the eastern end of the development. It suggests these options should be discussed with residents.
- The mews concept has advantages. In particular, it would provide good surveillance for an otherwise hidden entrance route.
- The panel thinks the proposed front boundaries for properties on the mews, combining brickwork, balustrades and planting are over-complicated. They could be developed and simplified, with further a landscape architecture input.
- The panel asks whether the pair of mews houses closest to the Seven Sisters Road entrance will feel isolated and exposed.
- The existing electricity substation breaks up the proposed mews, the panel feels that continuity is important to creating a successful space. The panel suggests that the design team should explore options with National Power, to understand whether there is any possibility of downgrading, decommissioning or removing the substation.
- The proposed triangle of green space on the south side of the mews at its eastern end also breaks up the continuity of the space. The panel would encourage the design team to explore how greater continuity and containment can be achieved.

#### *Buildings A, B & C layouts*

- The panel suggests the option of deck access should be explored. This could allow large family units to be moved to the front of the buildings, establishing a clearer hierarchy between front and the back, which will be important to the creation of clear street relationships.
- The panel feels that the layout of Building A should be adjusted to reduce the number of doors opening onto the constrained landing space, which will also lack daylight.
- The single north-facing unit on the 3rd and 4th floors of Building A would benefit from larger living room windows. These face west and, if they were widened, would introduce more sun and make living rooms lighter.
- The nature conservation corridor beside the railway offers views of trees and greenery. The panel suggest that layouts are adjusted, where possible, to maximise this view from apartments.

#### *Town house layouts*

- The panel suggests that the town house entrance halls could be more generous spaces, with room to store coats and shoes. To achieve this, the positions of the staircase and the ground floor toilet and first floor bathroom could be swapped, placing the entrance hall at the centre of plan and allowing it to be larger.
- The ground floor toilet has an entrance directly from the living room. It would be preferable if it could be accessed from the entrance hall instead.
- The two-bed and the four-bed town houses have very similar layouts, but will be used differently. The panel suggests further thought about how these house types could be

tailored to suit the number of people living in them. This could include providing separate working space, which is likely to prove important in future.

#### *Car and cycle parking*

- The panel cautions that the design of a car-free development, alongside the removal of existing garage space, may cause problems for residents. It asks that the design team considers the needs of those who rely on their vehicles for work. A more detailed parking plan should be developed to ensure residents are not disadvantaged by their occupations.

### **2<sup>nd</sup> QRP Report**

18 November 2020

HQRP101 \_Remington Road

#### *Summary*

The panel welcomes the opportunity to review the scheme for the site at Remington Road as it continues to evolve. It applauds the aspiration for quality within this very ambitious project and feels that it could be a very successful and attractive scheme. The panel considers that it will be very important to engage with the existing community to ensure that they are supportive of the development, especially in terms of the strategy and detail of the landscape and public realm proposals. The panel welcomes the strong sustainability objectives within the proposals and encourages further consideration of maintenance and durability issues. It thinks that the scale and architectural expression of the proposals work well, and highlights that the quality and detail of the proposed external fabric should be retained throughout the ongoing development process, and the panel would support planning officers achieving this through planning conditions. As the proposals continue to evolve, the panel highlights scope for further improvement of some of the residential floor plans, and the strategic and detailed landscape design. If there is a positive outcome from the community engagement process, then the panel can offer warm support for the proposals, subject to the further refinements outlined in detail below.

#### *Massing, development strategy and overall scheme layout*

- The panel supports the amendments that have been made to the overall layout of the scheme since the previous review. The scale and massing is successful and the increase in width to Remington Road works well, as does the removal of the townhouses at the east end of the site.
- The configuration of the mews at the east end of the site is also supported; a double-sided arrangement works well in urban design terms and is very good for surveillance on the street.
- Officers will need to consider the acceptability of the distance between windows with neighbouring properties; it will be important to avoid – or mitigate through design – conflict and privacy issues between neighbouring windows.
- The panel welcomes the exploration of an alternative strategy for development of the site with a linear arrangement of blocks. It understands the decision to continue with the preferred option as it allows for a greater number of residential units and avoids issues associated with deck access. However, it considers that the alternative strategy may have some utility as a second option after the local consultation process, as it may be more



acceptable to existing residents due to the increased space between the existing and proposed buildings. In this regard, issues with deck access could be mitigated through design.

#### *Landscape and public realm*

- The panel welcomes the variety of textures proposed within the landscaping but feels that the proposals require some further work. The scheme does need to be visually 'greener' (with an increase in soft landscaping elements) and simpler in detail (allowing for realistic maintenance) while retaining high quality materials and strong visual amenity.
- At a detailed level, consolidating smaller pockets of grassed area into a larger area may be easier to maintain.
- The panel notes that the precedent images are very attractive and show a lot of planting and soft landscape features in contrast to the actual landscape plans, which have a greater proportion of hard landscaping.
- It encourages the design team to think about prioritising the pedestrian experience within the landscape, and it highlights the potential conflict between the projecting entrance to the existing flats on Remington Road and the line of parked cars, which will necessitate a circuitous route for pedestrians. Consideration of how all the existing and proposed car parking spaces will be integrated to enable a high-quality pedestrian environment while protecting the privacy of ground floor residents will be very important.
- Understanding likely pedestrian desire lines, alongside a willingness to extend the red site boundary to the frontage of the existing buildings, will contribute to the creation of a high-quality and liveable public realm. Introducing landscape elements in the area up to the existing flats at ground floor would be supported by the panel.
- The panel notes that a desire line passing over an area of Grasscrete may be impractical as it can become waterlogged.
- There are potential conflicts between the proposed parking spaces and the location of trees within the site. Trees work well to break up and soften open areas; however, they do need to be adequately protected from damage when vehicles are parking in close proximity. Fewer, more mature and well protected trees might be a sensible approach.
- The panel feels that a greater level of enclosure of the triangular open space at the west of the site might help to create a sense of place. Opening up the primary entry point to the space and 'tightening' others may help to achieve this. This should tie in with the anticipated desire lines across the wider scheme. This informal play area may also provide an opportunity to plant some substantial trees, subject to underground services.
- 'Memory Lane' could be very attractive, but the panel feels that a simpler approach, prioritising good lighting, safety, and clear desire lines, might be a more appropriate strategy for what is essentially a 'back-alley'.
- The panel encourages the design team to engage with the local community in refining both the landscape strategy and its detailed design.

#### *Floor plans and architectural expression*

- The panel feels that in general terms, the evolving plans are improving in quality. However, it highlights some areas that would benefit from further consideration.
- It welcomes the provision of multi-generational housing within the maisonettes but feels there should be more storage within the accommodation, especially at ground floor level,

as there is very limited space for storing items like prams, buggies, tools and ironing boards. This is relevant for both multi-generational living and for units occupied by independent households.

- The panel questions whether it might be possible to adjust the layout of the circulation core in Buildings A and B to reduce the number of internal doors, or increase the perception of space and connectedness, while still meeting fire safety standards.
- If this is not possible, glazed doors may help to 'open up' and enable views through the spaces. The panel would also suggest that the location and direction of all door-swings within the core are audited for compliance with building regulations to ensure that they will not impede escape.
- Increasing the size of the circulation core by moving the lift element further to the north would also help to increase the generosity of the communal area.
- In addition, the panel would encourage the inclusion of glazed elements or doors to enable views through the entrance lobby to the garden space beyond.
- The inclusion of projecting balconies in Building B is welcomed.
- The production of an 'unfolded' elevation of the scheme is helpful. The panel feels that the architectural expression is working well, and that the design team has gone a long way to achieve consistent materials and detailing throughout the scheme, which is one of the strengths of the proposal.

### *Sustainability*

- The panel applauds the ambition for a zero-carbon development. It highlights that it will be very important to consider maintenance and access at this early stage, so that the proposals are realistic and achievable.
- It notes that there is a lot of hardware at roof level, including photovoltaic (PV) panels and air source heat pumps. Proposals for green roofs under the array of PV panels may be impractical, due to issues of maintenance and overshadowing, consequently brown roofs may be more realistic.
- Railings and other safety equipment may be required at roof level for access purposes and the visual impact of this should be considered – and mitigated - at an early stage.
- Achieving zero-carbon development would potentially require a very large roof area for sufficient PV panels; the panel suggests that there is an opportunity to locate PV panels on the existing blocks within the estate, and it would encourage the Council to explore this option.

### *Next steps*

The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

## **Appendix 6**

### **Pre application CM presentation minutes**

- 4.1.1** The proposal was presented to the Planning Committee at a Pre-Application Briefing on 8th of September 2020. The relevant minutes of the meeting are described below:

- Site visits would be useful before pre-application presentations
- The following conditions should be included on the main application: feedback to be taken from residents after moving in and no satellite dishes to be permitted
- A car-free development could cause conflict with current residents.
- There was no uniformity across the design of the development.
- Green space was a necessity due to the proximity to Seven Sisters Road
- The road should either be a road or a pedestrianised street, not a shared street due to safety. There seemed to be no reason for cars to drive around the suggested area, so it should be pedestrianised
- The townhouses looked like mini versions of the blocks, but this did not work and consideration should be given to changes in the design to allow them to stand out
- The 'blended street' could not be considered a play space and given the number of 3- and 4-bedroom units, play space was required onsite.'

4.1.2 In response, officers advise that site visits were not carried out due to Covid-19. The appropriate conditions are attached. The site will/ will not be car-free. The proposal as evolved addressed the design of the buildings to a high-quality standard. Green spaces have been re-designed and detailed below with no 'shared streets'. Play spaces are provided.

## **Appendix 7**

### **Development Management Forum**

- What type of bike hangars are you going to have and issues regarding security?

*Applicants' response - secure bike storage will be provided in accordance with policy requirements for the new development and bike hangars installed in convenient and overlooked locations for existing residents*

- Graffiti

*Applicants' response - The proposed development has been planned and designed to encourage natural surveillance and will incorporate CCTV. The development presents a high-quality public realm. Homes for Haringey will manage and maintain the new development and associated public realm and open space.*

- Parking – what are the policy requirements of spaces per flats (development should be car-capped for PTAL 4 and above).

*Applicants' response – the scheme proposes no on-site parking but*

- Disabled parking provision.

*Applicants' response - 5 new on-street Blue Badge car parking spaces are provided to cater for the new development and existing needs.*

- Queries regarding PTAL.

*Applicants' response – the site lies within a PTAL 3/4 area which is considered moderate to good in terms of accessibility. The site is also within close to a range of local amenities including shops, schools and open spaces/parks.*

- Play space quality / areas of greenery.

*Applicants' response - the proposed development provides new and enhanced high-quality play space and facilities for the benefit of both existing and new residents.*

- Number of trees / not saplings. Would they be replaced like for like in number? More greenery in the public realm space? More exciting play area needed. 42 new trees to be planted, not saplings. There will be an expansion on the play space and green areas.

*Applicants' response - existing trees will be removed as part of the development and replacement trees planted. In total there will be a net gain of 48 trees across the site and nearby as part of a comprehensive landscaping and public realm strategy. New and enhanced play areas and facilities will also be provided to serve both existing and future residents.*

- Complexity of air source heat pumps.

*Applicants' response – as part of a comprehensive energy strategy, the proposed development will incorporate Air Source Heat Pumps as an efficient means of heating the new homes. This will be combined with high thermal insulation and solar Photo-voltaic panels providing renewable energy.*

- Lifts are included.

*Applicants' response - lift access is provided for the larger apartment building proposed.*

- Mix of units – unit sizes. A lot of smaller units when larger family homes needed.

*Applicants' response - the proposed development presents a range of dwelling sizes to cater for different housing needs including 1, 2, 3 and 4-bedroom homes.*

- Number of units with separate kitchen areas.

*Applicants' response - the proposed homes have been designed to provide high-quality and useable accommodation to suit modern living needs. Where appropriate some dwellings are open plan whilst others are not to ensure that the space available within each home is most effectively used. The larger family dwellings will however generally have separate kitchen and living rooms.*

- Cycle lanes created and replacing parking spaces. Not part of this proposal but would need to be assessed if such a proposal ever came forward.

*Applicants' response – given the length of Remington Road and Pulford Road, dedicated cycle lanes are not proposed but the development will enable safe cycle passage.*

- Height of the mews should match on either side.

*Applicants' response – the new homes within the proposed mews on the eastern end of the site have been designed to respect the scale of the pedestrian route and neighbouring property.*

- Internal communal walls maintenance.

*Applicants' response – all internal communal areas will be designed and fitted out to ensure they are robust and will be maintained by Homes for Haringey.*

- Using Haringey Building Control.

*Applicants' response – the Housing Team will be using Haringey's Building Control Service to deliver all its new-build housing projects.*

- Clarity over the category of the existing trees – tree report has been done.

*Applicants' response – an arboricultural assessment accompanies the application and details the nature and condition of all existing trees on-site.*

- Size of bins spaces required for the development – the Council has standard requirements which the development would have sufficient capacity to serve existing and future occupiers.

*Applicants' response – the proposed refuse/recycling facilities and arrangements comply the Councils required policy standards and guidance.*

- How does space take account of living along railway line in terms of noise and disturbance / noise report? The proposal will comply with Network Rail requirements in terms of not impacting on infrastructure.

*Applicants' response – the proposed scheme has been designed having regard to Network Rail's requirements and to ensure that future residential amenity is not adversely affected.*

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<b>Report for:</b>	<b>Planning Sub Committee Date: 10 January 2022</b>	<b>Item Number:</b>	
<b>Title:</b>	<b>Update on major proposals</b>		
<b>Report Authorised by:</b>	<b>Robbie McNaugher</b>		
<b>Lead Officer:</b>	<b>John McRory</b>		
<b>Ward(s) affected:</b>  <b>All</b>	<b>Report for Key/Non Key Decisions:</b>		

## 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 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2019 (NPPF). Haringey is proposing through the new protocol to achieve 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](http://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.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Site	Description	Timescales/comments	Case Officer	Manager
<b>APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED</b>				
<b>Lockkeepers Cottage, Ferry Lane HGY/2020/0847</b>	Redevelopment of the site comprising the demolition of existing buildings and the erection of a new building ranging in height from 3 to 6 storeys to accommodate 13 residential units (Use Class C3), employment floorspace (Use Class B1a) at upper ground and first floor level and retail / café floorspace (Use Class A1 / A3) at lower ground floor level, along with associated landscaping and public realm improvements, cycle parking provision, plant and storage and other associated works.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on the legal agreement are ongoing.	Chris Smith	John McRory
<b>26-28 Brownlow Road HGY/2020/1615</b>	Demolition of existing buildings; erection of a part-3 and part-4 storey building comprising 23 flats; erection of 1 detached dwelling to the rear with 2 parking spaces, provision of 3 disabled parking spaces at the front; cycle, refuse and recycling storage; provision of new access onto Brownlow Road and access way to the rear.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on the legal agreement are ongoing.	Tobias Finlayson	John McRory
<b>Partridge Way, N22 HGY/2021/2075</b>	Redevelopment of the site comprising the demolition of existing garages and the erection of a nine-storey building to accommodate 23 residential units for council rent (Class C3). Associated cycle and refuse/recycling storage facilities, accessible car-parking spaces, and landscaping and public realm improvements	Members resolved to grant planning permission subject to the signing of legal agreement.  Discussions on the 'shadow S106' agreement are ongoing.	Conor Guilfoyle	John McRory

	including a children's play space. Relocation of existing refuse/recycling facility.			
<b>19 Bernard Road HGY/2021/2160</b>	Demolition of the existing buildings and construction of a mixed use development providing 9 residential units, 3,488 sqm of commercial space and a gallery/café together with associated landscaping, refuse storage and cycle parking.  Negotiations on legal agreement ongoing.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
<b>Units 1-6 Unicorn works, 21-25 Garman Road N17 HGY/2020/3186</b>	Reconstruction of the industrial unit (to replace the previously destroyed unit by fire)	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing.	Tania Skelli	John McRory
<b>APPLICATIONS SUBMITTED TO BE DECIDED</b>				
<b>44 Hampstead Lane HGY/2021/2703</b>	Use Class C2 high quality specialist dementia care with 82 en-suite bedrooms and communal facilities	Application submitted and under assessment.	Samuel Uff	John McRory
<b>Banqueting Suite 819-821 High Rd  867-879 High Road</b>	New development on Banqueting Suite site.  Part of High Road West Masterplan Area.	To be presented to 10 <sup>th</sup> January Sub-committee.	Phil Elliott	John McRory

<b>Chocolate Factory HGY/2021/0624</b>	Changes to S106 (Deed of variation)	Discussions ongoing	Valerie Okeiyi	John McRory
<b>109 Fortis Green HGY/2021/2151</b>	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Under assessment	Valerie Okeiyi	Matthew Gunning
<b>Cross House, 7 Cross Lane N8 HGY/2021/1909</b>	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage	Under assessment	Valerie Okeiyi	John McRory
<b>29-33 The Hale HGY/2021/2304</b>	Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures (Amended 18/11/21 to reduce setback of floors 2 to 24 by 3m on south-eastern elevation - with associated reductions in internal/external area & number of	Under assessment	Phil Elliott	John McRory

	PBSA rooms; and change to payment in lieu of on-site affordable student accommodation)			
<b>Cranwood House, Muswell Hill Road/Woodside Ave, N10 HGY/2021/2727</b>	Demolition of existing care home to provide 41 new homes for council rent and market sale in a mixture of apartments, maisonettes, and houses in buildings of three, four, and six storeys.	Under assessment	Laurence Ackrill	John McRory
<b>Remington Road, N15 6SR</b>	Council development of open land and garages for 35-46 residential units and associated landscaping, public realm improvements, play space, cycling and refuse stores.	To be presented to 10 <sup>th</sup> January Sub-committee.	Tania Skelli	John McRory
<b>High Road West N17</b>	Hybrid Planning application seeking permission for 1) Outline component comprising demolition of existing buildings and creation of new mixed-use development including residential (Use Class C3), commercial, business & service (Use Class E), leisure (Use Class E), community uses (Use Class F1/F2), and Sui Generis uses together with creation of new public square, park & associated access, parking, and public realm works with matters of layout, scale, appearance, landscaping, and access within the site reserved for subsequent approval; and 2) Detailed component comprising Plot A including demolition of existing buildings and creation of new residential floorspace (Use Class C3) together	Under assessment	Phil Elliott	John McRory

	<p>with landscaping, parking, and other associated works (EIA development - ES viewable on Council website).</p> <p>1) Outline:</p> <ul style="list-style-type: none"> <li>* Demolition of most buildings (with retention of some listed &amp; locally listed heritage assets);</li> <li>* New buildings at a range of heights including tall buildings;</li> <li>* Up to 2,869 new homes in addition to Plot A (including affordable housing);</li> <li>* At least 7,225sqm of commercial, office, retail, &amp; community uses (incl. new library &amp; learning centre);</li> <li>* New public park (min 5,300sqm) &amp; New public square (min 3,500sqm); &amp;</li> <li>* Other landscaped public realm and pedestrian &amp; cycle routes.</li> </ul> <p>2) Detailed:</p> <ul style="list-style-type: none"> <li>* Plot A - Demolition of 100 Whitehall Street &amp; Whitehall &amp; Tenterden Community Centre and erection of new buildings of 5-6 storeys containing 60 new affordable homes &amp; open space.</li> </ul>			
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<b>Mary Fielding Guild Care Home, 103-107 North Hill HGY/2021/3481</b>	Demolition of the existing Mary Feilding Guild Care Home (Use Classes Order C2) and the redevelopment of the site to provide a new 72 bed care home with ancillary communal facilities, services and amenities.	Recently submitted	Valerie Okeiyi	John McRory
<b>100A Markfield Road N15</b>	Change of use of the land to storage of plant and equipment (Use Class B8).	Recently submitted	Valerie Okeiyi	John McRory
<b>Adj to Florentia Clothing Village Site Vale Road</b>	Light industrial floorspace	Recently submitted	Tobias Finlayson	John McRory
<b>573-575 Lordship Lane</b>	Redevelopment of four storey residential development of 19 units.	Recently submitted	Chris Smith	John McRory
<b>IN PRE-APPLICATION DISCUSSIONS</b>				
<b>Kerswell Close</b>	c.28 flats in two buildings of three and six storeys for 100% social rent	Initial pre-app meetings held. QRP held in December 2021.  Discussions ongoing.	Chris Smith	John McRory
<b>St Ann's Hospital</b>	Circa 934 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, and car and cycle parking.	Pre-app meetings held including with GLA. 3 QRP reviews held.  Further pre-app meetings scheduled.	Chris Smith	John McRory



<b>Gourley Triangle</b>	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	Pre-app meetings held. QRP review held. GLA meeting held.  Discussions ongoing.	Chris Smith	John McRory
<b>Ashley Road Depot</b>	Circa 300 homes and one commercial unit. 50% affordable by units.	Pre-app meeting held and proposals discussed with GLA and QRP. DMF and Pre-App Committee meetings held in early December 2021.  Discussions ongoing. Submission expected in February 2022.	Chris Smith	John McRory
<b>Broadwater Farm</b>	Rebuild of Northolt and Tangmere blocks, and the Moselle School, to provide up to 275 homes, landscaping and public realm improvements.	Pre-app meetings and 2 QRPs held. Third QRP expected soon.  Public consultations ongoing. Ballot of residents on estate expected soon.  Discussions ongoing.	Chris Smith	John McRory
<b>Hornsey Police Station, 94-98 Tottenham Lane, N8</b>	Retention and change of use of main historic police station building, demolition of extensions and ancillary buildings and erection of new buildings to provide 25 new residential units.	Pre-application meeting held early October	Laurence Ackrill	John McRory
<b>Highgate School</b>	1. Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block	Pre-application discussions ongoing.	Tobias Finlayson	John McRory

	5. Decant Facility			
<b>Selby Centre</b>	Replacement community centre, housing including council housing with improved sports facilities and connectivity	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
<b>139-143 Crouch Hill</b>	Redevelopment of 139 - 143 Crouch Hill to provide 31 residential units (3 affordable) and 55sqm commercial, with basement parking and additional 250sqm commercial. Maximum height of 6 storeys.	Pre-app meeting held on 22/01/2021.  Previously 139-141 but has been extended to include no.143.  Pre-app note issued.	Samuel Uff	John McRory
<b>48-54 High Road, Wood Green</b>	Redevelopment of the site to create a part 6 storey and part 8 storey mixed use development over the existing retail units at ground floor to provide 76 residential dwellings, 2,800sqm of ground floor retail, 868sqm of first floor retail and office space.	Pre-application letter issued. Revised scheme to be submitted.	Chris Smith	John McRory
<b>25-27 Clarendon Road off Hornsey Park Road</b>	Redevelopment of the site to provide new commercial floorspace, 66 flats over in 9 storey high building with associated parking, and amenity space.	Pre-application response issued.	Valerie Okeiyi	John McRory
<b>Warehouse living proposals: Overbury/Eade Road, Arena Design Centre, Haringey Warehouse District</b>	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites.  Discussions continuing  Smaller applications submitted as part of a PPA	Tobias Finlayson	John McRory

<b>Warehouse living proposal - Omega Works Haringey Warehouse District</b>	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide a mix of commercial spaces, warehouse living and C3 residential.	Pre-application discussions taking place. DM Forum and preapp committee carried out June/July 21.  Community engagement being carried out by the applicant.  Discussions to begin again in December 2021	Tobias Finlayson	John McRory
<b>311 Roundway</b>	Mixed Use Redevelopment – 70 Units	Pre-application meetings held. QRP review held. Applicant has met with Historic England and TfL.  Discussions ongoing.	Chris Smith	Kevin Tohill
<b>36-38 Turnpike Lane London N8 0PS</b>	Erection of 9 residential flats and commercial space at ground floor. (major as over 1000 square metres) (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory
<b>1 Farrer Mews London N8 8NE</b>	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats)	Second pre-application meeting arranged following revised scheme	Tania Skelli	John McRory
<b>Osborne Grove Nursing Home/ Stroud Green Clinic</b>	Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent	Pre-app advice issued  Discussions ongoing	Tania Skelli	John McRory

<b>14-16 Upper Tollington Park N4 3EL</b>	living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.			
<b>Wat Tyler House, Boyton Road, N8</b>	Council development of car park for block of 14 residential units and associated landscaping, play space, cycling and refuse stores.	First pre-application discussions ongoing discussions  Submission expected July 2021	Laurence Ackrill	John McRory
<b>356-358 St. Ann's Road - 40 Brampton Road</b>	Demolition of two buildings on corner of St. Ann's Rd and of coach house and end of terrace home on Brampton Rd and replacement with increased commercial and 9 self-contained homes.	Pre-application meeting held 30/07.  No discussions since	Phil Elliott	John McRory
<b>(Part Site Allocation SA49) Lynton Road London, N8 8SL</b>	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space	Pre-app discussions ongoing.	Tobias Finlayson	John McRory
<b>Drapers Almshouses Edmansons Close Bruce Grove London N17 6XD</b>	Redevelopment consisting of the amalgamation, extension and adaptation of the existing almshouses to provide 22 three bedroom family dwellings; and creation of additional units on site to provide one further three bedroom dwelling; seven two bedroom dwellings and 12 one bedroom dwellings	Pre-app discussions ongoing.	Tobias Finlayson	John McRory

	(specifically provided for housing for older people).			
<b>Brunel Walk and Turner Avenue</b>	Council development - Preliminary meeting to discuss matters of principle in relation to the siting, scale, massing of the proposed new development on Brunel Walk (c. 45 units) and the associated and comprehensive improvement/reconfiguration of the public realm/landscaping treatment on the Turner Avenue Estate.	Pre-application discussions ongoing.	Valerie Okeiyi	Kevin Tohill
<b>Braemar Avenue Baptist Church, Braemar Avenue.</b>	Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over basement) comprising new church hall extensions (204m2) and 15 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
<b>157-159 Hornsey Park Road, Wood Green</b>	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-contained flats.	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>Far Field Sports Ground, Courtenay Avenue.</b>	Various re-surfacing works to field and associated infrastructure	Pre-app advice issued.	Laurence Ackrill	John McRory
<b>Reynardson Court Council Housing led project</b>	Refurbishment and/or redevelopment of site for residential led scheme – 10 units	Pre-application discussions taking place	Laurence Ackrill	Robbie McNaugher

<b>Woodridings Court - Crescent Road/Dagmar Road, N22</b>  <b>Council Housing led project</b>	Developing a disused underground car park to the rear of an existing 4 storey block of Council flats adjacent the railway line	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
<b>35-37 Queens Avenue</b>	Reconfiguration of the existing internal layout and rear extension to create 16 self contained flats and redevelopment of existing garages in rear garden to provide 4 additional flats	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>Clarendon Gasworks</b>	Reserved Matters Phase 4 (H blocks)	Reserved matter discussions to take place	Valerie Okeiyi	John McRory
<b>Parma House Clarendon Road Off Coburg Road</b>	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020)	Pre-app advice to be issued.	Valerie Okeiyi	John McRory
<b>Watts Close N15 5DW</b>	The initial proposals are seeking to deliver 18 council homes for council rent, on council land, at Watts Close N17.  The proposals will comprise a linear development of six family sized homes (2-storeys) and 12 apartments (the latter in two 3-storey blocks of 6 units at each end), two of which are wheelchair accessible and associated amenity space, landscaping, cycle parking and refuse storage.	Pre-app soon (October 2021)	Tania Skelli	Robbie McNaugher
<b>Ashley House (Levenes)</b>	Demolition and rebuild as 20 storey tower for 90 units, with office space	Pre-app meetings held and advice note issued.	Samuel Uff	John McRory
<b>Wood Green Corner Masterplan</b>	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory

	Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices)			
<b>Mecca Bingo</b>	250-300 residential units, replacement bingo hall and other commercial uses	Pre-app advice note issued.	Chris Smith	John McRory
<b>679 Green Lanes</b>	Redevelopment of the site to provide up to 121 new homes, new office and retail space.	Preapp note issued	Samuel Uff	John McRory
<b>98 Tottenham Lane</b>	Retention of existing Police Station building with internal refurbishment and new dwellings to provide 28 units	Pre-app discussions ongoing	Laurence Ackrill	John McRory
<b>Major Application Appeals</b>				
<b>Guildens, Courtenay Avenue</b>	Demolition of existing dwelling with retention of front facade and erection of replacement two-storey dwelling and associated extension to lower ground floor and the creation of a basement level.	Appeal Allowed 23/12/2021		Laurence Ackrill Manager: John McRory
<b>Goods Yard White Hart Lane</b>	Proposal to amend previous proposals for Goods Yard and 867- 879 High Road  Part of High Road West Masterplan Area.	Application refused, appeal submitted.		Manager: John McRory

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# HARINGEY COUNCIL

## PLANNING COMMITTEE

### APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 22/11/2021 AND 10/12/2021

#### BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

In addition application case files are available to view print and download free of charge via the Haringey Council website:  
[www.haringey.gov.uk](http://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.

The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward:

#### Application Type codes:

ADV	Advertisement Consent
CAC	Conservation Area Consent
CLDE	Certificate of Lawfulness (Existing)
CLUP	Certificate of Lawfulness (Proposed)
COND	Variation of Condition
EXTP	Replace an Extant Planning Permission
FUL	Full Planning Permission
FULM	Full Planning Permission (Major)
LBC	Listed Building Consent
LCD	Councils Own Development
LCDM	(Major) Councils Own Development
NON	Non-Material Amendments
OBS	Observations to Other Borough
OUT	Outline Planning Permission
OUTM	Outline Planning Permission (Major)
REN	Renewal of Time Limited Permission
RES	Approval of Details
TEL	Telecom Development under GDO
TPO	Tree Preservation Order application works

#### Recomendation Type codes:

GTD	Grant permission
REF	Refuse permission
NOT DEV	Permission not required - Not Development
PERM DEV	Permission not required - Permitted
PERM REQ	Development
RNO	Permission required
ROB	Raise No Objection

**WARD: Alexandra****CLUP Applications Decided: 1**

Application No: **HGY/2021/3097** Officer: Matthew Gunning  
 Decision: PERM DEV Decision Date: 09/12/2021  
 Location: 60 Victoria Road N22 7XF  
 Proposal: Certificate of lawfulness: proposed use for a loft conversion with rear L shaped dormer and 2 x rooflights to the front elevation.

**FUL Applications Decided: 3**

Application No: **HGY/2021/2782** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 09/12/2021  
 Location: 46 Palace Gates Road N22 7BL  
 Proposal: Amalgamation of first floor flat and ground floor flat into one unit and erection of replacement larger single storey rear extension

Application No: **HGY/2021/2890** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 29/11/2021  
 Location: 11 The Avenue N10 2QE  
 Proposal: Erection of rear dormer roof extensions

Application No: **HGY/2021/3085** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 09/12/2021  
 Location: Flat C 121 Rosebery Road N10 2LD  
 Proposal: Addition of two rooflights to the front elevation to line through with the existing windows

**NON Applications Decided: 3**

Application No: **HGY/2021/3314** Officer: Samuel Uff  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 102 Dukes Avenue N10 2QA  
 Proposal: Non-material amendment to permission granted under HGY/2020/0713 (single storey extension) to amend cladding material from tiles to charred timber and siting of side windows

Application No: **HGY/2021/3342** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 29/11/2021  
 Location: 10 Donovan Avenue N10 2JX  
 Proposal: Non-material amendment following a grant of planning permission HGY/2021/2095 involving alterations to the existing first floor bay window with pitched slate roof below.

Application No: **HGY/2021/3379** Officer: Samuel Uff  
 Decision: GTD Decision Date: 01/12/2021  
 Location: 82 Albert Road N22 7AH  
 Proposal: Non-material amendment to permission HGY/2020/1747 (single storey rear extension) to alter the rooflights and rear doors.

**PNE Applications Decided: 1**

Application No: **HGY/2021/2929** Officer: Laina Levassor  
 Decision: PN REFUSED Decision Date: 24/11/2021  
 Location: 65 Outram Road N22 7AB  
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.47m, for which the maximum height would be 3.4m and for which the height of the eaves would be 2.2m

**Total Applications Decided for Ward: 8**

WARD: **Bounds Green**

**FUL Applications Decided: 2**

Application No: **HGY/2021/2670** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 2A Passmore Gardens N11 2PL  
 Proposal: Erection of single storey floor rear extension.

Application No: **HGY/2021/2912** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 07/12/2021  
 Location: 37 Marlborough Road N22 8NB  
 Proposal: Replacement of 7 windows on the front elevation.

**NON Applications Decided: 1**

Application No: **HGY/2021/3092** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 26 Brownlow Road N11 2DE  
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/3130 for amendments consisting of the following: Changing timber cladding to brick on both houses - Omitting two rooflights from House 1 - Addition of a kitchen window to the side elevation of House 2 - Omission of a window on the other side elevation of House 2.

**Total Applications Decided for Ward: 3**

WARD: **Bruce Grove**

**CLUP Applications Decided: 1**

Application No: **HGY/2021/3398** Officer: Laurence Ackrill  
 Decision: PERM DEV Decision Date: 08/12/2021  
 Location: 103 Gloucester Road N17 6DA  
 Proposal: Certificate of lawfulness for a proposed rear dormer roof extension and front elevation rooflights

**RES Applications Decided: 1**

Application No: **HGY/2021/3166** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 07/12/2021  
 Location: Land Adjacent To 138 Winchelsea Road N17 6XQ  
 Proposal: Approval of details pursuant to condition 8 (Contamination) attached to planning permission HGY/2020/0927.

**Total Applications Decided for Ward: 2**

WARD: **Crouch End**

**ADV Applications Decided: 1**

Application No: **HGY/2021/2159** Officer: Samuel Uff  
 Decision: REF Decision Date: 06/12/2021  
 Location: 3 The Broadway N8 8DS  
 Proposal: New fascia and window signage.

**CLUP Applications Decided: 2**

Application No: **HGY/2021/3313** Officer: Laina Levassor  
 Decision: PERM DEV Decision Date: 29/11/2021  
 Location: 94 Crouch Hill N8 9ED  
 Proposal: Certificate of Lawfulness for proposed works including: alterations to internal ground floor level and existing rear terrace levels, alterations to window fenestration to first floor rear elevation, replacement of existing fenestration with new conservation grade windows to match existing and amendments to parapets on rear elevation to enable upgrade of ground floor roof fabric.

Application No: **HGY/2021/3412** Officer: Valerie Okeiyi  
 Decision: PERM DEV Decision Date: 07/12/2021  
 Location: 14 Shanklin Road N8 8TJ  
 Proposal: Certificate of lawfulness (proposed use) for erection of outbuilding in the rear garden.

**FUL Applications Decided: 7**

Application No: **HGY/2021/2865** Officer: Samuel Uff  
 Decision: GTD Decision Date: 02/12/2021  
 Location: 57 Weston Park N8 9SY  
 Proposal: Excavation of basement with front lightwell; single storey rear extension (following demolition of existing); and associated alterations to first floor terrace and screening; first floor rear access to terrace; height of second floor parapet wall; and existing rear dormer.

Application No: **HGY/2021/2872** Officer: Tania Skelli  
 Decision: REF Decision Date: 22/11/2021  
 Location: 32 Weston Park N8 9TJ  
 Proposal: Erection of rear second floor extension

Application No: **HGY/2021/2974** Officer: Samuel Uff  
 Decision: GTD Decision Date: 01/12/2021  
 Location: Flat 3 25 Womersley Road N8 9AP  
 Proposal: Creation a roof terrace and associated balustrade.

Application No: **HGY/2021/2975** Officer: Samuel Uff  
 Decision: GTD Decision Date: 01/12/2021  
 Location: Flat 3 25 Womersley Road N8 9AP  
 Proposal: Enlargement of existing rear dormers and internal alterations to second floor flat 3

Application No: **HGY/2021/3044** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 02/12/2021  
 Location: 23 Womersley Road N8 9AP  
 Proposal: Erection of single storey infill and rear kitchen extension with part slope, part flat roof

Application No: **HGY/2021/3065** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 08/12/2021  
 Location: 77 Cecile Park N8 9AR  
 Proposal: Construction of a ground floor rear / side extension, rear dormer roof extension and rear roof terrace at first floor roof level.

Application No: **HGY/2021/3143** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 06/12/2021  
 Location: 2 Rose Place The Broadway N8 9SU  
 Proposal: New roof terrace and enclosed access from 1st floor.

**RES Applications Decided: 1**

Application No: **HGY/2021/3389** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 09/12/2021  
 Location: Land to the rear of 11-13 Stanhope Gardens N6 5TT  
 Proposal: Approval of details pursuant to condition 5 (Landscaping), 6 (Site boundary details) & 7 (External lighting) attached to planning permission ref: HGY/2019/3050

**TPO Applications Decided: 2**

Application No: **HGY/2021/2921** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 02/12/2021  
 Location: Ravensdale Mansions Haringey Park N8 9HS  
 Proposal: Works to trees protected by a TPO: Oak (T1): Prune overhang by 3-4m (see annotated photo)  
 Sycamore (T2): Prune overhang by 1-2m (see annotated photo)

Application No: **HGY/2021/3047** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 02/12/2021  
 Location: 9 Elder Avenue N8 9TE  
 Proposal: Works to trees protected by a TPO: T1: Plane (14m): Re-pollard to previous points removing 3m of re-growth to keep tree at a size suitable for its location  
 T2: Plane (14m): Re-pollard to previous points removing 3m of re-growth to keep tree at a size suitable for its location

**Total Applications Decided for Ward: 13**WARD: **Fortis Green****ADV Applications Decided: 1**

Application No: **HGY/2021/2925** Officer: Samuel Uff  
 Decision: GTD Decision Date: 09/12/2021  
 Location: 1 Midhurst Parade Fortis Green N10 3EJ  
 Proposal: Display of non-illuminated fascia

**CLUP Applications Decided: 3**

Application No: **HGY/2021/3039** Officer: Laina Levassor  
 Decision: PERM DEV Decision Date: 25/11/2021  
 Location: 67 Creighton Avenue N10 1NR  
 Proposal: Certificate of Lawfulness for proposed outbuilding.

Application No: **HGY/2021/3338** Officer: Conor Guilfoyle  
 Decision: PERM DEV Decision Date: 29/11/2021  
 Location: 21 Tetherdown N10 1ND  
 Proposal: Certificate of lawfulness for alterations to front garden to lay hardstanding and associated alterations to front boundary.

Application No: **HGY/2021/3397** Officer: Laurence Ackrill  
 Decision: PERM DEV Decision Date: 07/12/2021  
 Location: 33 Woodside Avenue N6 4SP  
 Proposal: Certificate of lawfulness for a proposed single storey rear extension, wraparound side and rear dormer, side and rear elevation rooflights, alterations to the the rear, side and front elevation fenestration and porch canopy.

**FUL Applications Decided: 6**

Application No: **HGY/2021/2662** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 30/11/2021  
 Location: 91 Greenham Road N10 1LN  
 Proposal: Erection of a rear dormer including 3x front rooflights and erection of single storey rear and infill extension.

Application No: **HGY/2021/2924** Officer: Samuel Uff  
 Decision: REF Decision Date: 08/12/2021  
 Location: 1 Midhurst Parade Fortis Green N10 3EJ  
 Proposal: Shopfront alterations including installation of shop blinds (awnings), external shutters and painting; erection of fence and gates; and relocation of condensing units (Advert consent ref. HGY/2021/2924)

Application No: **HGY/2021/2979** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 25/11/2021  
 Location: 29 Barrenger Road N10 1HU  
 Proposal: Loft conversion with a new dormer and raised roof ridge to the same height as 27 Barrenger Road. Removal of existing chimney and insertion of 2 x rooflights to the front elevation.

Application No: **HGY/2021/2994** Officer: Tania Skelli  
 Decision: GTD Decision Date: 01/12/2021  
 Location: Spring Lane Care Home 170 Fortis Green N10 3PA  
 Proposal: Relocation of existing antennas onto new raised support poles, internal upgrade of existing equipment cabin and associated ancillary works thereto.

Application No: **HGY/2021/3012** Officer: Emily Whittredge  
 Decision: REF Decision Date: 25/11/2021  
 Location: 67 Creighton Avenue N10 1NR  
 Proposal: Single storey rear and side wrap around extension.

Application No: **HGY/2021/3083** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 17 Western Road N2 9JB  
 Proposal: The removal and replacement of an existing lean-to with an improved garden house along with window and door alterations, internal alterations including a partial garage conversion and the replacement of roofing materials with four roof lights over the ground floor side roof.

**LBC Applications Decided: 1**

Application No: **HGY/2021/2770** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 25/11/2021  
 Location: The Gables Fortis Green N10 3EA  
 Proposal: Listed Building Consent for external decoration and repair including replacement of missing roof tiles, renewal of defective valleys, flashings, rainwater goods. Timber repairs using resin based system or splicing in new timber as appropriate. All materials to match existing.

**NON Applications Decided: 1**

Application No: **HGY/2021/3386** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 50 Lanchester Road N6 4TA  
 Proposal: Non-material amendment following a grant of planning permission HGY/2019/1070 involving amendments to elevation fenestration, cycle storage and parking layout with new crossover.

**RES Applications Decided: 1**

Application No: **HGY/2021/2724** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 09/12/2021  
 Location: 37 Lanchester Road N6 4SX  
 Proposal: Approval of details pursuant to conditions 4 (Construction management plan), 8 (Tree protection plan and method statement), 9 (Site enclosures) & 10 (Details of levels) attached to planning permission HGY/2021/0814.

**TPO Applications Decided: 2**

Application No: **HGY/2021/2920** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 02/12/2021  
 Location: 16 Beech Drive N2 9NY  
 Proposal: Works to tree protected by a TPO:  
 T1: Oak (17m): The tree has a crown radius of 8m to the north, 8m to the south, 4m to the east and 11m to the west. Proposed work is to crown reduce by 2m to the west over garden of 23, 25 and 27. Crown is unbalanced so reduction is to reduce risk of limb failure and allow more light into the garden.

Application No: **HGY/2021/3271** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 196 Creighton Avenue N2 9BJ  
 Proposal: The oak tree subject to a TPO is a beautiful tree and is in mostly excellent condition. There is one part of the crown that has died, resulting in bare branches even in the middle of summer. One large branch of this has fallen and is wedged in the tree very high up. This unattached branch is now a significant risk to people walking below it. It is also imperative that the other dead branches are pruned to prevent more of them falling from the tree. The only proposed work is to remove dead wood. The healthy parts of the tree will remain untouched

**Total Applications Decided for Ward: 15**WARD: **Harringay****CLDE Applications Decided: 1**

Application No: **HGY/2021/3100** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 06/12/2021  
 Location: 103 Turnpike Lane N8 0DY  
 Proposal: Certificate of lawfulness: Use as 5-self contained flats for more than four years.

**FUL Applications Decided: 5**

Application No:	<b>HGY/2021/2236</b>	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	24/11/2021
Location:	Land adjacent to 43 Warham Road N4 1AR		
Proposal:	Demolition of the existing garage and erection of a single dwellinghouse		
Application No:	<b>HGY/2021/2896</b>	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	22/11/2021
Location:	99 Pemberton Road N4 1AY		
Proposal:	Part demolition of existing rear extension and rear infill extension and erection of new single storey rear infill extension.		
Application No:	<b>HGY/2021/3061</b>	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	26/11/2021
Location:	20 Effingham Road N8 0AB		
Proposal:	Erection of single storey rear extension		
Application No:	<b>HGY/2021/3064</b>	Officer:	Laina Levassor
Decision:	GTD	Decision Date:	24/11/2021
Location:	Basement Flat 75 Lothair Road North N4 1ER		
Proposal:	Erection of outbuilding		
Application No:	<b>HGY/2021/3151</b>	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	09/12/2021
Location:	First Floor Flat 125 Effingham Road N8 0AE		
Proposal:	Replacement of 6x double glazed casement aluminium windows to with double glazed uPVC sash windows, 1x double glazed casement aluminium window to be replaced with double glazed uPVC casement window and 1x single glazed casement timber window to be replaced with double glazed uPVC casement window.		
<b>PNE Applications Decided: 1</b>			
Application No:	<b>HGY/2021/2895</b>	Officer:	Laina Levassor
Decision:	PN REFUSED	Decision Date:	23/11/2021
Location:	79 Lausanne Road N8 0HL		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m		
<b>RES Applications Decided: 5</b>			
Application No:	<b>HGY/2020/2679</b>	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	09/12/2021
Location:	Garage Colony rear of Mountview Court St Margarets Avenue N15		
Proposal:	Approval of details reserved by a condition 12 (car-free arrangement) of planning permission HGY/2020/0181.		
Application No:	<b>HGY/2021/2550</b>	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	10/12/2021
Location:	590-598 Green Lanes N8 0RA		
Proposal:	Approval of details pursuant to condition 11 (Delivery and Servicing Plan) attached to planning permission HGY/2016/1807		



Application No: **HGY/2021/2741** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 22/11/2021  
 Location: 27 Seymour Road N8 0BJ  
 Proposal: Approval of details pursuant to condition 5 (Network reinforcement), 6 (Water main details) & 7 (Foundation details) attached to planning permission HGY/2021/0128.

Application No: **HGY/2021/2832** Officer: Tobias Finlayson  
 Decision: GTD Decision Date: 02/12/2021  
 Location: 590-598 Green Lanes N8 0RA  
 Proposal: Approval of details pursuant to condition 12 (CHP network) attached to planning permission HGY/2016/1807.

Application No: **HGY/2021/3450** Officer: Tobias Finlayson  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 590-598 Green Lanes N8 0RA  
 Proposal: Approval of details pursuant to condition 24 (partial) - Block A only (SbD certification) attached to planning permission HGY/2016/1807

**Total Applications Decided for Ward: 12**

WARD: **Highgate**

**FUL Applications Decided: 10**

Application No: **HGY/2021/2628** Officer: Emily Whittredge  
 Decision: REF Decision Date: 26/11/2021  
 Location: 7 Church Road N6 4QH  
 Proposal: Erection of two storey extension at ground and first floor level and excavation at basement level to create additional living-home working space.

Application No: **HGY/2021/2629** Officer: Emily Whittredge  
 Decision: REF Decision Date: 26/11/2021  
 Location: 7 Church Road N6 4QH  
 Proposal: Erection of single storey extension at ground floor level and excavation at basement level to create additional living space.

Application No: **HGY/2021/2697** Officer: Roland Sheldon  
 Decision: GTD Decision Date: 30/11/2021  
 Location: 22 Holmesdale Road N6 5TQ  
 Proposal: Removal of existing external stair from front lightwell to ground floor level to create space for ground floor bin storage, lowering of floor area of existing under-pavement vault to create small storage area and erection of corridor link to the main dwelling to create utility room, erection of single storey lower ground floor rear extension and rear dormer, re-location of existing front rooflight, replacement timber sash windows to rear elevation.

Application No: **HGY/2021/2766** Officer: Fatema Begum  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 111 North Hill N6 4DP  
 Proposal: Replacement of 4-leaf folding timber double-glazed doors leading from kitchen to patio with high quality timber double-glazed bifold doors.

Application No:	<b>HGY/2021/2947</b>	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	06/12/2021
Location:	Lower Ground Floor Flat 2C Bloomfield Road N6 4ET		
Proposal:	Single storey side and rear extension to ground floor flat.		
Application No:	<b>HGY/2021/2949</b>	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	22/11/2021
Location:	8 Broadlands Close N6 4AF		
Proposal:	Construction of a lean-to carport		
Application No:	<b>HGY/2021/2950</b>	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	29/11/2021
Location:	The Victoria 28 North Hill N6 4QA		
Proposal:	Demolition of an existing two storey side extension to the pub and the construction of a two storey dwelling to facilitate the creation of a two bedroom residential unit. Internal reconfiguration of the existing pub and the ancillary residential accommodation at first floor with a part single, part two storey rear extension with roof addition over to facilitate a loft conversion and the creation of 2 x self-contained flats.		
Application No:	<b>HGY/2021/2964</b>	Officer:	Oskar Gregersen
Decision:	GTD	Decision Date:	24/11/2021
Location:	9 Jacksons Lane N6 5SR		
Proposal:	Erection of a single-storey rear extension		
Application No:	<b>HGY/2021/3005</b>	Officer:	Emily Whittredge
Decision:	REF	Decision Date:	26/11/2021
Location:	8 Sheldon Avenue N6 4JT		
Proposal:	Proposed two storey rear and side extensions, new front and rear dormers, front canopy, alterations to fenestration, new rear patio, front landscaping, front boundary wall and internal alterations		
Application No:	<b>HGY/2021/3062</b>	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	08/12/2021
Location:	58A North Hill N6 4RH		
Proposal:	Proposed conversion of existing attic with rear dormer with sliding doors and conservation rooflights.		
<b>LBC Applications Decided: 2</b>			
Application No:	<b>HGY/2021/2767</b>	Officer:	Fatema Begum
Decision:	GTD	Decision Date:	24/11/2021
Location:	111 North Hill N6 4DP		
Proposal:	Listed building consent for replacement of 4-leaf folding timber double-glazed doors leading from kitchen to patio with high quality timber double-glazed bifold doors.		
Application No:	<b>HGY/2021/3098</b>	Officer:	Aikaterini Koukouthaki
Decision:	GTD	Decision Date:	06/12/2021
Location:	35 High Point 1 North Hill N6 4BA		
Proposal:	Listed building consent for minor refurbishments to existing non-original bathroom, kitchen and cloak room fittings		

**RES Applications Decided: 5**

Application No:	<b>HGY/2021/2922</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	30/11/2021
Location:	Newstead Denewood Road N6 4AL		
Proposal:	Approval of details pursuant to condition 18 (Construction Method Statement / Construction Logistics Plan) attached to planning permission HGY/2018/3205.		
Application No:	<b>HGY/2021/2934</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	30/11/2021
Location:	Newstead Denewood Road N6 4AL		
Proposal:	Approval of details pursuant to condition 15 (Demolition Environmental Management Plan & Construction Environmental Management Plan) attached to planning permission HGY/2018/3205		
Application No:	<b>HGY/2021/2953</b>	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	24/11/2021
Location:	9 North Hill N6 4AB		
Proposal:	Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2020/1310		
Application No:	<b>HGY/2021/3000</b>	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/11/2021
Location:	5 North Hill N6 4AB		
Proposal:	Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2020/3269 & 4 (Materials) attached to planning permission HGY/2020/3270		
Application No:	<b>HGY/2021/3371</b>	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	07/12/2021
Location:	17 Denewood Road N6 4AQ		
Proposal:	Approval of details pursuant to condition 3 (chartered engineer to oversee basement works) attached to planning permission HGY/2021/1483.		

**TPO Applications Decided: 4**

Application No:	<b>HGY/2021/1743</b>	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	08/12/2021
Location:	10 Hampstead Lane N6 4SB		
Proposal:	Works to trees protected by TPO within the rear garden:		
	<p>T1 &amp; T2: Robinia: Approximately 17m. Following the recent Picus tests and report from Kim Gifford (Arb Consultant) and additional information submitted to the LPA it has been recommended that these trees be pollard to a height of 5-6 metres.</p> <p>T3: Robinia: Growing within close proximity to T1 &amp; T2. This tree appears sound at ground level. It does have several major defects. The tree is to be retained. Crown reduction is requested to help mitigate increase wind stress caused by the removal of T1 &amp; T2. Reduce crown by 20-25% (approximately 2.00-3.00m). Thin crown density by 20%.</p> <p>(Works to T4 Purple Plum will be considered separately under a Section 211 Notice)</p>		
Application No:	<b>HGY/2021/2881</b>	Officer:	Matthew Gunning
Decision:	REF	Decision Date:	22/11/2021
Location:	Heathways Courtenay Avenue N6 4LR		
Proposal:	Works to trees protected by an Area TPO: 3 Fastigiated Hornbeam Fell and grind out stumps		

Application No: **HGY/2021/3017** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 6 Sheldon Avenue N6 4JT  
 Proposal: Works to trees protected by an Area TPO (No.6 Sheldon Avenue) or a single tree TPO (No.8 Sheldon Avenue).  
 All stated trees are dense with regrowth after past heavy pruning work. T1&T2) 2 x mature Birch trees near rear garden border: volume reduction and thin by 20% to provide more light to the garden. T3) Mature Oak at rear of property: Reduce by 2 metres; thin by 20% T4) Mature Oak in neighbouring property (8 Sheldon Avenue): Reduce overall crown by up to 2.5 metres whilst retaining natural flowing canopy; Volume reduction and thin by 25% to reduce density and improve light and space beneath the tree. All cuts to BS3998.

Application No: **HGY/2021/3270** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 10/12/2021  
 Location: Northwood Hall Hornsey Lane N6 5PE  
 Proposal: Works to trees protected by a TPO  
 T4 Tilia sp. (Lime) x 5 - Height > 18m, Diameter > 40cm - Remove basal growth and raise crown over road to approximately 4-5m to allow for bus route underneath.

**Total Applications Decided for Ward: 21**

WARD: **Hornsey**

**FUL Applications Decided: 1**

Application No: **HGY/2021/2878** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 25/11/2021  
 Location: 9 Eastfield Road N8 7AD  
 Proposal: Erection of a single storey extension

**RES Applications Decided: 1**

Application No: **HGY/2021/2996** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 10/12/2021  
 Location: Garages Opposite The Nightingale Brook Road N8  
 Proposal: Approval of details pursuant to condition 3 attached to planning permission HGY/2020/0159.

**Total Applications Decided for Ward: 2**

WARD: **Muswell Hill**

**CLUP Applications Decided: 1**

Application No: **HGY/2021/3186** Officer: Tobias Finlayson  
 Decision: PERM DEV Decision Date: 06/12/2021  
 Location: 139 Cranley Gardens N10 3AG  
 Proposal: Certificate of lawfulness for proposed development of side and rear roof extensions.

**EIA1 Applications Decided: 1**

Application No: **HGY/2021/2760** Officer: Tania Skelli  
 Decision: EIANOTREQ Decision Date: 01/12/2021  
 Location: Queens Wood N10

**Proposal:** Pursuant to Regulation 6 of the EIA Regulations and on behalf of our client, Haringey Council, please find attached a formal request for the Council's EIA Screening Opinion for the proposed natural flood management works at Queen's Wood, Haringey, N10 3JP. A plan detailing the site boundary is located at Appendix A1.  
In line with Regulation 6(6)(a), we note that the Council has 3 weeks to adopt a screening opinion from today's date.

**FUL Applications Decided: 3**

**Application No:** HGY/2021/2819 **Officer:** Laurence Ackrill  
**Decision:** GTD **Decision Date:** 24/11/2021  
**Location:** 4 The Chine N10 3QA  
**Proposal:** Construction of a rear dormer roof extension

**Application No:** HGY/2021/3011 **Officer:** Conor Guilfoyle  
**Decision:** GTD **Decision Date:** 09/12/2021  
**Location:** Flat 3 69 Hillfield Park N10 3QU  
**Proposal:** Conversion of a flat roof to a roof terrace.

**Application No:** HGY/2021/3078 **Officer:** Oskar Gregersen  
**Decision:** GTD **Decision Date:** 09/12/2021  
**Location:** 157 Park Road N8 8JJ  
**Proposal:** Ground floor rear extension and associated internal and external alterations.

**NON Applications Decided: 1**

**Application No:** HGY/2021/3384 **Officer:** Laurence Ackrill  
**Decision:** GTD **Decision Date:** 01/12/2021  
**Location:** 20 Onslow Gardens N10 3JU  
**Proposal:** Non-material amendment following a grant of planning permission HGY/2021/2396 involving reposition of driveway area by 1m from approved location to avoid an electrical service pipe.

**Total Applications Decided for Ward: 6**

WARD: Noel Park

**FUL Applications Decided: 2**

**Application No:** HGY/2021/2977 **Officer:** Sarah Madondo  
**Decision:** GTD **Decision Date:** 29/11/2021  
**Location:** 1 Bury Road N22 6HX  
**Proposal:** Porch and part first-floor extension to front (2.5m deep).

**Application No:** HGY/2021/3152 **Officer:** Mercy Oruwari  
**Decision:** GTD **Decision Date:** 09/12/2021  
**Location:** 7 Tower Terrace N22 6SX  
**Proposal:** Installation of 2x rear conservation rooflights.

**RES Applications Decided: 5**

Application No:	<b>HGY/2021/1943</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	23/11/2021
Location:	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, N8		
Proposal:	Approval of details pursuant to condition 42 - partial discharge (Piling Method Statement) of planning permission HGY/2017/3117 in relation to Blocks E1,E2 and E3 only		
Application No:	<b>HGY/2021/2327</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	10/12/2021
Location:	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, N8		
Proposal:	Approval of details pursuant to condition 37 - partial discharge (Water Supply - Thames Water) of planning permission HGY/2017/3117 in relation to Blocks E1, E2 nd E3 only		
Application No:	<b>HGY/2021/2644</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	22/11/2021
Location:	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, N8		
Proposal:	Approval of details pursuant to condition 59 - partial discharge (Shopfronts) of planning permission HGY/2017/3117 in relation to Blocks D1 and D2 only		
Application No:	<b>HGY/2021/2716</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	23/11/2021
Location:	Land at the Chocolate Factory and Parma House, 5 Clarendon Road N22 6XJ		
Proposal:	Approval of details pursuant to condition 19 - partial discharge (Contaminated land 1) of planning permission HGY/2017/3020 and pursuant to condition 19 (Contaminated land 1) of the first S96a Planning Permission reference HGY/2021/0624 in relation to Blocks E1, E2 and the Chocolate Factory (Block A) only		
Application No:	<b>HGY/2021/3006</b>	Officer:	Emily Whittredge
Decision:	GTD	Decision Date:	30/11/2021
Location:	17 High Road N22 6BH		
Proposal:	Details of Secured By Design measures and window display as required by conditions 5 and 6 of planning permission ref. HGY/2020/2996 for Change of use from betting shop (Sui Generis) to adult gaming centre (Sui Generis).		

**Total Applications Decided for Ward: 7**

**WARD: Northumberland Park**

**FUL Applications Decided: 1**

Application No:	<b>HGY/2021/2957</b>	Officer:	Gareth Prosser
Decision:	REF	Decision Date:	24/11/2021
Location:	37 Baronet Road N17 0LY		
Proposal:	Erection of a new build two storey building housing 2 x. two bedroom apartments.		

**PNE Applications Decided: 1**

Application No:	<b>HGY/2021/3048</b>	Officer:	Toby Williams
Decision:	PN REFUSED	Decision Date:	01/12/2021
Location:	38 Manor Road N17 0JJ		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5.28m, for which the maximum height would be 3m and for which the height of the eaves would be 2m.		

**RES Applications Decided: 2**

Application No: **HGY/2021/2954** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 09/12/2021  
 Location: Land adjacent to 1-6 Romney Close N17 0NT  
 Proposal: Discharge of condition 5 (external lighting) attached to planning permission HGY/2020/0183

Application No: **HGY/2021/2955** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 09/12/2021  
 Location: Land adjacent to 1-6 Romney Close N17 0NT  
 Proposal: Discharge of condition 4 (hard and soft landscaping) attached to planning permission HGY/2020/0183.

**TEL Applications Decided: 1**

Application No: **HGY/2021/3028** Officer: Kwaku Bossman-Gyamera  
 Decision: PN GRANT Decision Date: 02/12/2021  
 Location: Watermead Way N17 0XD  
 Proposal: The proposed works consist of the installation of 1no. 20m monopole supporting 6no. antennas, 1no. 300mm dish, the installation of 2no. cabinets, 1no. meter cabinet and ancillary works thereto. (Prior notification: Development by telecoms operators)

**Total Applications Decided for Ward: 5**WARD: **St Anns****ADV Applications Decided: 1**

Application No: **HGY/2021/3022** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 23/11/2021  
 Location: 60-61 Grand Parade N4 1AF  
 Proposal: Installation of externally illuminated fascia sign to no. 61 Grand Parade.

**CLUP Applications Decided: 1**

Application No: **HGY/2021/3390** Officer: Laurence Ackrill  
 Decision: PERM DEV Decision Date: 07/12/2021  
 Location: 17 Warwick Gardens N4 1JD  
 Proposal: Certificate of lawfulness for a proposed rear dormer and front elevation rooflights.

**FUL Applications Decided: 2**

Application No: **HGY/2021/2867** Officer: Anestis Skoupras  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 4 Station Crescent N15 5BE  
 Proposal: Proposed side and rear ground floor extension with a flat roof.

Application No: **HGY/2021/3019** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 23/11/2021  
 Location: 60-61 Grand Parade N4 1AF  
 Proposal: Merging two units into one internally to use as a retail/cafe within Class E. New shopfront to no 61. Single storey rear extension to both units.

**RES Applications Decided: 1**

Application No: **HGY/2021/3418** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 06/12/2021  
 Location: Land adjacent to 38-84 Cornwall Road N15 5AR  
 Proposal: Approval of details pursuant to condition 9 (parts a, b, c) (Phase 2 Geo-environmental Investigation & Remediation Strategy & Verification Plan) attached to planning permission ref: HGY/2021/0967

**Total Applications Decided for Ward: 5**

WARD: **Seven Sisters**

**CLDE Applications Decided: 1**

Application No: **HGY/2021/3077** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 29/11/2021  
 Location: 604 Seven Sisters Road N15 6HT  
 Proposal: Certificate of lawfulness: existing use. C3 use as a single flat situated at the loft floor level above 602 & 604 Seven Sisters Road.

**FUL Applications Decided: 6**

Application No: **HGY/2021/2625** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 25/11/2021  
 Location: 9 Grovelands Road N15 6BT  
 Proposal: Erection of Type 3 extension

Application No: **HGY/2021/2708** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 64 & 66 Wargrave Avenue N15 6UB  
 Proposal: Erection of first floor extensions at no. 64 & 66 Wargrave Avenue.

Application No: **HGY/2021/3043** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 03/12/2021  
 Location: 22-26 Wellington Avenue N15 6AS  
 Proposal: Erection of a first floor rear extension to No. 22 to 26, and a type 3 loft extension to No 22-24

Application No: **HGY/2021/3089** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 09/12/2021  
 Location: 64 Craven Park Road N15 6AB  
 Proposal: Erection of Type 3 Loft

Application No: **HGY/2021/3105** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 1A Holmdale Terrace N15 6PP  
 Proposal: Replacement the existing container situated at ground floor level with a purpose-built conference room.

Application No: **HGY/2021/3200** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 10/12/2021  
 Location: 8 Wellington Avenue N15 6AS  
 Proposal: Type 2 Loft extension



**PNE Applications Decided: 1**

Application No: **HGY/2021/3124** Officer: Kwaku Bossman-Gyamera  
 Decision: PN REFUSED Decision Date: 24/11/2021  
 Location: 25 Grovelands Road N15 6BT  
 Proposal: Application to determine if prior approval is required for a proposed: Enlargement of a dwellinghouse by construction of additional storeys. Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 1, Class AA

**RES Applications Decided: 2**

Application No: **HGY/2021/2585** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 26/11/2021  
 Location: Land adjacent to 1 Lealand Road N15 6JS  
 Proposal: Approval of details reserved by a condition 17 (Secured Cycle Parking) attached to planning reference HGY/2020/2393.

Application No: **HGY/2021/3132** Officer: Samuel Uff  
 Decision: GTD Decision Date: 25/11/2021  
 Location: Templeton Hall and Garages Adjacent to 52 Templeton Road N15 6RU  
 Proposal: Approval of details reserved by a condition 5 (contaminated follow up) attached to planning permission HGY/2016/2621.

**Total Applications Decided for Ward: 10**WARD: **Stroud Green****CLUP Applications Decided: 2**

Application No: **HGY/2021/3027** Officer: Christopher Smith  
 Decision: PERM DEV Decision Date: 30/11/2021  
 Location: 125 Stapleton Hall Road N4 4RB  
 Proposal: Certificate of lawfulness: proposed use - refurbishment of an existing end of terrace house, including single storey ground floor rear extension and alterations to roof.

Application No: **HGY/2021/3326** Officer: Oskar Gregersen  
 Decision: PERM DEV Decision Date: 10/12/2021  
 Location: 112 Weston Park N8 9PN  
 Proposal: Erection of a single storey rear extension (certificate of lawfulness: proposed use)

**FUL Applications Decided: 4**

Application No: **HGY/2021/2612** Officer: Roland Sheldon  
 Decision: GTD Decision Date: 30/11/2021  
 Location: 46 Blythwood Road N4 4EX  
 Proposal: Demolition of 1 existing garage, excavation to erect a part two storey, part three storey dwellinghouse with lower ground floor level with front and rear lightwells, removal of two trees within the site with proposed replacement tree in rear garden, associated front and rear boundary soft landscaping and boundary walls, gates and bin enclosure.

Application No: **HGY/2021/2897** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 23/11/2021  
 Location: 98 Mount View Road N4 4JX  
 Proposal: Ground floor rear extension

Application No: **HGY/2021/3142** Officer: Valerie Okeiyi  
 Decision: REF Decision Date: 24/11/2021  
 Location: 80 Ridge Road N8 9NR  
 Proposal: Single storey rear side return extension and re-cladding of existing dormer window.

Application No: **HGY/2021/3178** Officer: Samuel Uff  
 Decision: GTD Decision Date: 07/12/2021  
 Location: Flat A 102 Uplands Road N8 9NJ  
 Proposal: Rear dormer roof extension and front rooflights and replacing windows with white painted timber frames.

**TPO Applications Decided: 1**

Application No: **HGY/2021/2956** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 02/12/2021  
 Location: 20 Denton Road N8 9NS  
 Proposal: Works to tree protected by a TPO: Fig (T1) - proposing to fell the tree to ground level because the tree has become too large for the size of the garden and is now encroaching on the building. It is also situated next to a nice Olive Tree which we want to retain. We would like to give space and light for the Olive to establish as a specimen that can be kept for many years to come, currently the fig is overcrowding it and there is risk the Olive will suffer.

**Total Applications Decided for Ward: 7**WARD: **Tottenham Green****CLDE Applications Decided: 1**

Application No: **HGY/2021/2466** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 26/11/2021  
 Location: Shop 57-59 West Green Road N15 5DA  
 Proposal: Certificate of lawfulness for the existing use of a studio flat at the rear of the shop

**FUL Applications Decided: 5**

Application No: **HGY/2021/2343** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 26/11/2021  
 Location: 33 Tynemouth Road N15 4AU  
 Proposal: Erection of a single storey rear infill extension (AMENDED DESCRIPTION)

Application No: **HGY/2021/2623** Officer: Anestis Skoupras  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 241 Philip Lane N15 4HL  
 Proposal: Garage conversion and raising of existing side extension roof.

Application No: **HGY/2021/2877** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 06/12/2021  
 Location: Flat B 23 Bedford Road N15 4HA  
 Proposal: Replacement of existing first floor wooden framed painted white single glazed windows with timber framed double glazed windows.

Application No: **HGY/2021/2966** Officer: Samuel Uff  
 Decision: GTD Decision Date: 07/12/2021  
 Location: 36 Grove Park Road N15 4SN  
 Proposal: Excavation of existing rear garden in conjunction with erection of single storey rear and infill extension.

Application No: **HGY/2021/3036** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 26/11/2021  
 Location: 55 Grove Park Road N15 4SL  
 Proposal: Alterations to the front elevation comprising: removal of pebbledash render, reinstatement of ground floor bay window and porch canopy, brick detailing and stone lintels on front door and first floor windows. Replacement door and windows and increase in height of first floor window.

**RES Applications Decided: 2**

Application No: **HGY/2021/3003** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 02/12/2021  
 Location: Stainby Road Car Park adj 6 Stainby Road N15 4EA  
 Proposal: Approval of details pursuant to condition 10 (Proof of membership to the Considerate Construction Scheme) attached to planning permission ref: HGY/2021/0087

Application No: **HGY/2021/3332** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 08/12/2021  
 Location: Land Adjacent To 1 Jansons Road N15 4JU  
 Proposal: Approval of details reserved by a condition 15 (Refuse & Waste Storage) attached to planning permission ref: HGY/2021/0030

**TPO Applications Decided: 1**

Application No: **HGY/2021/2928** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 02/12/2021  
 Location: Sycamore Gardens 295 High Road N15 4RQ  
 Proposal: Works to trees protected by a TPO: T22 Weeping Ash: tree inspection. T23 Lombardy Poplar: reduce tree 50%. T24 Lombardy Poplar: reduce tree 50%. T26 Lombardy Poplar: reduce tree 50%.

**Total Applications Decided for Ward: 9**WARD: **Tottenham Hale****CLUP Applications Decided: 1**

Application No: **HGY/2021/2772** Officer: Christopher Smith  
 Decision: PERM DEV Decision Date: 24/11/2021  
 Location: Coppermill Heights Ferry Lane N17 9FG  
 Proposal: Changing the approved materials to PPC Aluminium cladding (Certificate of lawfulness - proposed use)

**FUL Applications Decided: 2**

Application No: **HGY/2021/3029** Officer: Philip Elliott  
 Decision: REF Decision Date: 03/12/2021  
 Location: 77B Shelbourne Road N17 0JU  
 Proposal: Roof enlargement to front roofslope to create full-width dormer window.

Application No: **HGY/2021/3088** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 08/12/2021  
 Location: 19 Mafeking Road N17 9BG  
 Proposal: Erection of double storey and erection of single storey rear

**NON Applications Decided: 1**

Application No: **HGY/2021/2884** Officer: Philip Elliott  
 Decision: GTD Decision Date: 03/12/2021  
 Location: Ashley Gardens Ashley Road N17 9LJ  
 Proposal: Proposed Non-material Amendment to permission HGY/2019/2804 to allow: rearrangements to plant rooms, car park access, retail units, gym shape, bin store & commercial spaces, bike access, facade openings, PVs, and core lobbies; the relocation of the core entrance, entrance access, and retail entrance; revisions to bin store, apartment layouts, inset balconies, and internal layouts; proposed additional - windows (mullions, full height, & transoms), commercial bin store and pump room, double doors to retail units, louvers, privacy balustrade to ground floor units, external door to parcel store, height increase to glass balustrade at level 11, 450mm increase to total height of building; and omission of access to commercial units and core lobbies. Including: flue shafts rationalised and reduced, brick colours to match approved brick specs, overruns to match buff brick to building 1A, RAL7015 aluminium cladding, and recessed facades to lower floors changed to dark brick.

**PNE Applications Decided: 2**

Application No: **HGY/2021/3111** Officer: Laina Levassor  
 Decision: PN NOT REQ Decision Date: 29/11/2021  
 Location: 1 Tilson Road N17 9UY  
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.24m and for which the height of the eaves would be 3m

Application No: **HGY/2021/3155** Officer: Oskar Gregersen  
 Decision: PN REFUSED Decision Date: 07/12/2021  
 Location: 80 Holcombe Road N17 9AR  
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.15m and for which the height of the eaves would be 2.95m.

**RES Applications Decided: 7**

Application No: **HGY/2021/2610** Officer: Martin Cowie  
 Decision: GTD Decision Date: 22/11/2021  
 Location: Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, N17  
 Proposal: Application for the partial approval of details (window system only) pursuant to condition A1 (Material samples) in relation to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.

Application No: **HGY/2021/2887** Officer: Philip Elliott  
 Decision: GTD Decision Date: 30/11/2021  
 Location: Ashley Gardens Ashley Road N17 9LJ  
 Proposal: Approval of details pursuant to condition 38 (road safety audit) attached to planning permission HGY/2019/2804

Application No: **HGY/2021/3031** Officer: Philip Elliott  
 Decision: GTD Decision Date: 24/11/2021  
 Location: Ashley Gardens Ashley Road N17 9LJ  
 Proposal: Approval of details pursuant to condition 13 (Phasing strategy & details) attached to planning permission HGY/2019/2804

Application No:	<b>HGY/2021/3032</b>	Officer:	Philip Elliott
Decision:	GTD	Decision Date:	24/11/2021
Location:	Ashley Gardens Ashley Road N17 9LJ		
Proposal:	Approval of details pursuant to condition 37 (Estate Management & Maintenance Plan) relating to Building 1A only attached to planning permission HGY/2019/2804		
Application No:	<b>HGY/2021/3033</b>	Officer:	Philip Elliott
Decision:	GTD	Decision Date:	26/11/2021
Location:	Ashley Gardens Ashley Road N17 9LJ		
Proposal:	Approval of details for buildings 1 and 1a pursuant to condition 41 (Car Parking Management Plan) attached to planning permission HGY/2019/2804		
Application No:	<b>HGY/2021/3159</b>	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	22/11/2021
Location:	Marsh Lane Refuse Depot Marsh Lane N17 0XE		
Proposal:	Approval of details pursuant to condition 5 (Workplace Travel Plan) attached to planning permission HGY/2019/1278		
Application No:	<b>HGY/2021/3370</b>	Officer:	Philip Elliott
Decision:	GTD	Decision Date:	30/11/2021
Location:	Ashley Gardens Ashley Road N17 9LJ		
Proposal:	Approval of details pursuant to condition 33 (Secured By Design) attached to planning permission HGY/2019/2804. Partial discharge - Part B only relating to Building 1A		

**Total Applications Decided for Ward: 13**

WARD: **West Green**

**FUL Applications Decided: 5**

Application No:	<b>HGY/2021/2655</b>	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	30/11/2021
Location:	135 Boundary Road N22 6AR		
Proposal:	Erection of a rear roof dormer including the insertion of 2 front and 2 rear rooflights and installation of large rear facing window. Replacement of existing uPVC porch with a new brick, timber framed and metal framed glazed porch. New bike and bin storage in front garden. New decking, pergola and installation of 2x doubled glazed doors at the rear. Erection of outbuilding for storage in rear garden.		
Application No:	<b>HGY/2021/2883</b>	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	03/12/2021
Location:	105 Boundary Road N22 6AR		
Proposal:	Demolition of existing outbuildings and the erection of a 2 storey house.		
Application No:	<b>HGY/2021/3024</b>	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	25/11/2021
Location:	34 Carlingford Road N15 3EH		
Proposal:	Proposed First floor rear extension		
Application No:	<b>HGY/2021/3150</b>	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	09/12/2021
Location:	13 Sandringham Road N22 6RB		
Proposal:	Replacement of existing rear kitchen sloped roof extension with a new single storey flat roof extension		

Application No: **HGY/2021/3238** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 08/12/2021  
 Location: 5 Marley Close N15 3PY  
 Proposal: Replacement of existing timber glazed brown casement windows with new timber double glazed brown casement windows.

**PNC Applications Decided: 1**

Application No: **HGY/2021/2640** Officer: Gareth Prosser  
 Decision: PN GRANT Decision Date: 03/12/2021  
 Location: Unit 4 472-480 West Green Road N15 3DA  
 Proposal: Changes of use from retail use (Class E) to a dwellinghouse (Class C3), Schedule 2, Part 3, Class MA.

**Total Applications Decided for Ward: 6**WARD: **White Hart Lane****FUL Applications Decided: 3**

Application No: **HGY/2021/2446** Officer: Martin Cowie  
 Decision: GTD Decision Date: 24/11/2021  
 Location: 138 Norfolk Avenue N13 6AJ  
 Proposal: Erection of a single storey extension

Application No: **HGY/2021/2659** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 26/11/2021  
 Location: 294 Somerset Gardens N17 8JY  
 Proposal: Replacement of existing timber framed windows at the front and the rear with uPVC windows.

Application No: **HGY/2021/3035** Officer: Emily Whittredge  
 Decision: REF Decision Date: 29/11/2021  
 Location: Shop 350 Lordship Lane N17 7QX  
 Proposal: Front extension to shop

**NON Applications Decided: 1**

Application No: **HGY/2021/3308** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 06/12/2021  
 Location: Land Adjacent To 318A White Hart Lane N17 8LA  
 Proposal: Non-material amendment following a grant of planning permission ref: HGY/2020/1322 to add report (Phase 1 Desk study and Phase 2 Site Investigation Report with reference 20/11809/GO prepared by Albury S.I. Ltd dated May 2020 onto condition 5) and for the revision of the wording of condition 5 (Investigative Work) to include 5a (Desktop Study & Conceptual Model) 5b (Site Investigation) 5c (Risk Assessment) and 5d (Verification Report).

**RES Applications Decided: 1**

Application No: **HGY/2021/3233** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 24/11/2021  
 Location: Land Adjacent To 318A White Hart Lane N17 8LA  
 Proposal: Approval of details reserved by a condition 17 (Cycle Storage) attached to planning reference HGY/2020/1322 granted on 21/09/2020.

**Total Applications Decided for Ward: 5**

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**WARD: Woodside**

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**FUL Applications Decided: 2**

Application No: **HGY/2021/2656**

Officer: Mercy Oruwari

Decision: REF

Decision Date: 26/11/2021

Location: Flat A 1 Wolseley Road N22 7TW

Proposal: Formation of vehicular crossover and creation of car parking spaces in front garden

Application No: **HGY/2021/3104**

Officer: Kwaku Bossman-Gyamera

Decision: GTD

Decision Date: 07/12/2021

Location: Flat 2 72 Arcadian Gardens N22 5AD

Proposal: Conversion of roofspace to provide additional bedroom, involving rooflights to front and rear.

**Total Applications Decided for Ward: 2**

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**Total Number of Applications Decided: 151**

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