

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 7th March, 2022, 7.00 pm - Tottenham Green Leisure Centre, 1 Philip Lane, Tottenham N15 4JA (watch the live meeting [Here](#) or 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 16 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 7 February 2022 as a correct record. **(To follow)**

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/2021/3522 - RAMSEY COURT, PARK ROAD, LONDON, N8 8JU (PAGES 1 - 94)

Proposal: Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. on-street wheelchair parking spaces and new street trees along Park Road.

Recommendation: GRANT

9. HGY/2021/2151 - 109 FORTIS GREEN, LONDON, N2 9HR (PAGES 95 - 200)

Proposal: 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 residential flats and 4 mews houses and 131m2 flexible commercial space (Class E (a) - retail, E (b)-café/restaurant E(g)-office) in ground/lower ground floor unit, basement car parking and other associated works.

Recommendation: GRANT

10. HGY/2022/0035 - LAND AT WATTS CLOSE, LONDON, N15 5DW (PAGES 201 - 310)

Proposal: Demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings. The proposals includes 2. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage.

Recommendation: GRANT

11. PRE-APPLICATION BRIEFINGS

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

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

12. PPA/2021/0018 - ST ANN'S (PAGES 311 - 328)

Proposal: Hybrid planning application for the re-development of part of the St Ann's Hospital site to provide a new residential neighbourhood of circa 995 new homes including 60% affordable housing in buildings up to nine storeys in height, 2,400sqm of non-residential uses (including refurbishment of existing buildings), landscaping and public realm improvements, 160 parking spaces and cycle parking.

13. PRE/2021/0193 141-147 STATION ROAD, LONDON, N22 7ST (PAGES 329 - 342)

Proposal: Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.

14. UPDATE ON MAJOR PROPOSALS (PAGES 343 - 358)

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.

15. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 359 - 386)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 23 January 2022 to 18 February 2022.

16. NEW ITEMS OF URGENT BUSINESS

As per item 4.

17. DATE OF NEXT MEETING

To note the date of the next meeting as 17 March 2022.

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Friday, 25 February 2022

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Planning Sub Committee 7th March 2022

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2021/3522**Ward:** Muswell Hill**Address:** Ramsey Court, Park Road N8 8JU

Proposal: Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. on-street wheelchair parking spaces and new street trees along Park Road.

Applicant: Haringey Council**Ownership:** Council**Case Officer Contact:** Conor Guilfoyle

- 1.1 The application has been referred to the Planning Sub-Committee for decision as it relates to Council owned land and a Council led development and has attracted significant public interest.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1. The scheme delivers 9 residential units of an acceptable mix in a sustainable and accessible location. 7 units comprising all of Block A and part of Block B would be for social rent. 2 of the Block B houses would be for market sale.
2. The proposal follows the 'design-led' approach of planning policy which recognises the important role and contribution that small sites such as this can play towards meeting an identified need for additional housing in the borough. The number and make-up of these units capitalise on the opportunities and location of the site to bring forward and deliver 9 much needed homes, 7 of which would be affordable. In land-use terms, the proposal is strongly supported in principle.
3. The loss of open space given its function and character, is not significant, and outweighed by the provision of affordable housing.

4. The development would be of a high-quality design which responds appropriately to the local context.
5. Block A would have a strong identity and presence on Park Road, sitting with the prevailing range of two to four storeys and architectural form of the street. While contemporary in design, its window proportions and brick materials would harmonise with its context. Likewise, Block B features houses of appropriate scale, form, and material finish which relate to the red brick terraced housing around them.
6. The proposal includes a comprehensive hard and soft landscaping scheme. Replacement planting of 20 trees (5 on Park Road, 15 in communal gardens) would mitigate the loss of 9 existing moderate-to-low quality trees with a greater number of trees as well as more plant diversity and other biodiversity improvements.
7. The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All units would have external amenity space.
8. The layout and orientation of the buildings and separation distances to neighbouring properties are acceptable to protect the amenities of neighbouring occupiers.
9. The amount of traffic generated would not have a material effect on highway safety or on parking conditions.
10. The scheme would be 'net zero' in terms of carbon emissions and would be highly sustainable in terms of the building design, and energy efficiency measures.

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 obligations 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 & 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. Details of hard and soft landscaping
5. SuDS Maintenance and Management
6. Energy Strategy
7. Overheating measures
8. Living roofs
9. Land contamination
10. Unexpected contamination
11. Non-Road Mobile Machinery
12. Demolition/Construction Environmental Management Plans
13. Construction and Energy Plant
14. Noise limits from plant
15. Cycle Parking
16. Construction Management Plan
17. Roof restrictions as balconies
18. Central Satellite dish
19. Satellite dish restriction
20. Highway works
21. Part M4(2)
22. Part M4(3)
23. Permitted development restrictions

Informatives

1. Co-operation
2. CIL liable
3. Hours of construction
4. Party Wall Act
5. Street Numbering
6. Fire safety and sprinklers
7. Surface water drainage
8. Thames Water
9. Asbestos
10. Secured by Design advice

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3 PROPOSED DEVELOPMENT AND LOCATION DETAILS



Figure 1: Site Location

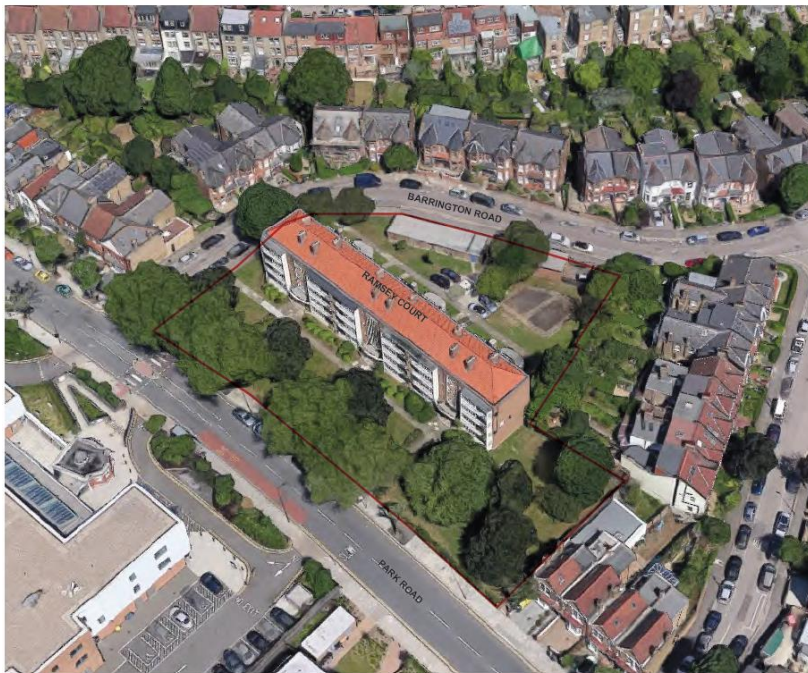


Figure 2a: Existing aerial view of site



Figure 2b: Existing view of Ramsey Court SE and grounds from Park Road



Figure 2c: Existing view of substation and rear garages fronting Barrington Road

Proposed development

- 3.1 This is an application for the erection of 9 new residential dwellings within two parts of the site known as Ramsey Court, with various other works and improvements to the site. In more detail the development includes the following:

Barrington Road

- Demolition of the garages fronting Barrington Road;
- Removal of the parking area;
- Erection of 3no. x 2-storey houses fronting Barrington Road, with front and rear gardens, and associated cycle and refuse/recycling storage;

Park Road

- Erection of a 3-storey building fronting Park Road containing 6 flats with associated external amenity space;
- Associated cycle and refuse/recycling storage;

Other associated works

- Landscape improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents;
- Creation of 2 x on-street wheelchair parking spaces, associated highway works, and planting of new street trees along Park Road.

Site and Surroundings

- 3.2 The application site relates to the grounds of an existing Council housing block, known as Ramsey Court, fronting Park Road with the back of the building facing Barrington Road. Ramsey Court is an attractive linear four storey building well set back from Park Road that replaced terraced housing which once stood on the site, both facing Park Road and Barrington Road, but which were war-damaged and subsequently cleared.
- 3.3 The block sits within large and well landscaped grounds which includes many mature trees. The landscaped grounds extend around both sides of the building, with a large area of open space to the south-eastern side of the site, comprising of open lawn interspersed with trees. This part of the site adjoins No 186 Park Road to the south-east, an end of terrace property with large rear extensions.
- 3.4 Barrington Road wraps around the rear of the site to the north and north-east. On the other side of Barrington Road facing the site are terraced houses. The rear side contains a row of single storey garages, an electricity substation and service road. The rear gardens of terrace houses fronting Harefield Road, bound the application site to the east/north-east.

- 3.5 The surrounding area is mixed in character both in terms of architectural styles, building forms and appearances. However, a regular use of similar toned brick and the prevalence of two to three storey buildings provides a coherence to its character and appearance. The site is not located within a conservation area. A Grade II listed war memorial chapel located at the site of the former Hornsey Central Hospital, is located on the other side of Park Road.
- 3.6 The site is not subject to any significant planning designations, including the green space on the site. The trees on-site or along Park Road to the front are not subject to tree protection orders (TPOs). The site lies in flood zone 1 (least risk) but lies within a critical drainage area as defined in the Local Plan.
- 3.7 The site is located approximately 300m to the north-west of Crouch End town centre. The site has a public transport accessibility level (PTAL) 2 and is served by a number of bus routes.

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 Planning Policy: No objection.
 - LBH Cleansing (waste): No objection – confirmed waste management in operations have been adequately considered with the proposed locations, sizing and bin number/capacity calculations acceptable.
 - LBH Design Officer: No objection – design considered to be high quality, of appropriate scale form and appearance to context and capable of providing good quality homes.
 - LBH Tree Officer: Support: Note that the existing trees specified for removal are of moderate and low quality and have a limited life expectancy. The proposed new trees and landscaping will help mitigate the loss of existing canopy cover, increase biodiversity, enhance the quality of life for existing / future residents of Ramsey Court and the wider community. Other improvements to enhance biodiversity include green roofs, greater plant diversity and bird/bat bricks installed within the buildings.
 - LBH Carbon Officer: No objection subject to energy measures which can be secured by condition.

- LBH Transport Officer: No objection subject to conditions to secure cycle parking, construction management/logistics plan, and the associated highway works.
- LBH Environmental Health (Contaminated Land) – No objection subject to conditions
- TFL: No objection – Note proposal should comply with London Plan transport requirements notably on cycle parking, and remind that TFL need to agree re-routing bus routes if works are likely to impede buses on Park Road.
- Greater London Archaeological Advisory Service - No objection in terms of impact on heritage assets of archaeological interest.
- Thames Water: No objection.

5 LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of site notice and 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: 158
Objecting/Neither: 157 (outlined below)
Supporting: 1 (new housing needed)

- 5.2 The following local groups/societies made representations:

- Hornsey Historical Society: Objection to loss of green land which was intended to be protected and to the categorisation of this green space as brownfield land.
- Muswell Hill & Fortis Green Association: Objection to element facing Park Road:
 1. The design is unsympathetic both to Ramsey Court and surrounding indigenous architecture.
 2. Its mass and bulk amount to overdevelopment.
 3. The positioning and mass of the proposal degrade the setting of Ramsey Court and Park Road as a whole.
 4. Haringey has declared a climate emergency. The removal of mature trees in this context cannot be justified particularly on Park Road which suffers from traffic and consequently from abnormally high air pollution.

- 5.3 The following Councillors made representations:

Cllr Connor: Objection on grounds summarised as

- Layout and density of the proposed build;
- Loss of privacy;
- Poor air quality (& removal of mature trees);
- Loss of green space;
- Inadequate daylight/sunlight to units in new block;
- Unacceptable noise impacts (from the mechanical air heat pumps at the back of the proposed terraced homes and the noise levels being exceeded on the balconies in block A);
- Building too close to water infrastructure against Thames Water requirements.

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

- Principle of development/ Layout/ Density
- Development on open/green site instead of brownfield
- Need for housing and type of units proposed
- Design/ Appearance/ Scale/ Character
- Poor standard of accommodation for future occupiers
- Harm to neighbouring amenity
- Loss of trees/ green space and associated green infrastructure/ ecology/ biodiversity value
- Congestion and harm to roads/ parking / public transport capacity
- Inadequate servicing/ access/ disabled parking provision for new and existing residents
- Flood risk
- Harm to air quality and health from reduced green/open space and construction works

5.5 The following issues raised are not material planning considerations:

- A grant would set a 'precedent' / result in similar future decisions on other Council-owned open spaces. (Officer Comment: All applications are considered on their own individual merits in accordance with the development plan and with regard to material planning considerations at the time of decision);
- Loss of/change to a view (Officer Comment: this is a private matter and therefore not a material planning consideration)

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 area
3. Housing mix, tenure, and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Highway & transport considerations;
6. Trees, landscaping and ecology
7. Land contamination
8. Flood risk and drainage
9. Energy and sustainability

Principle of the 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.

Regional Policy – The 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 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.
- 6.6 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy

- 6.7 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.
- 6.8 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.
- 6.9 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 compliance with all other relevant policies of the development plan, as discussed below.

Loss of green space

- 6.10 The development would result in some loss of open space within this site as well as the removal of a number of trees.
- 6.11 Policy DM20 of the Council's Development Management DPD states that development that protects and enhances Haringey's open spaces would be supported. Part B of the policy recognises that the reconfiguration of open space can be supported in instances when part of a comprehensive scheme, where there is no net loss of open space, the development achieves enhancements in the capacity, quality and accessibility of open space, and it would not be detrimental to any environmental function performed by the existing open space. Policy DM7 states that there is a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots.
- 6.12 The areas of space around Ramsey Court are considered to be open space, although not formally designated open space in the Local Plan. Rather the open space here is landscaped space providing a visual break in the otherwise built up/ backdrop of buildings on this side of Park Road and as well as providing amenity benefits to the residents of Ramsey Court.
- 6.13 In terms of Policy DM20, the proposal does result in the loss of some open space, However the works here also provide for some qualitative gains for the residents of Ramsey Court, in terms of a new communal garden which would provide an open and flexible space with multifunctional potential, including as a safe playable space with sitting places. The siting of the additional blocks is also sensitive to remaining open space and would not harm its character or function.

- 6.14 Notwithstanding the loss of open space in terms of policy DM20, the development here also needs to be assessed in the context of policy DM7 (Development on infill, backland and garden land sites) and the pursuance of other objectives as set out in the London and Local Plan.
- 6.15 Policy DM7 lays out various requirements that offer potential for infill, backland and garden land proposals to be considered acceptable. In specific it requires infill development to have a street frontage and be ancillary in scale to the main building. As discussed further on in this report the scheme provides a creative site-specific response and would relate appropriately to its surroundings, thus enabling conformity with Policy DM7. The scheme here also importantly provides additional housing on this site which the supporting text of policy DM7 specifically recognises as inevitable, so as to meet the Borough's housing target and needs.

Loss of garages

- 6.16 The garages being lost are mainly used for storage and not for parking purposes. On this basis the principle of the loss of the garages is accepted, however the transportation consideration of the impact of loss of parking is assessed in more detail, further on in this report.

Conclusion

- 6.17 Overall while recognising that there is some loss of open space there would be qualitative improvements to the remaining open space. The extent of additional building coverage and amount of open space lost, in terms of function and character, is not significant, and is outweighed by the provision of affordable housing.

Design and impact on the character and appearance of the area

- 6.18 London Plan (2021) policies emphasise the importance of high-quality design 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.
- 6.19 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.

Site Layout

- 6.20 The proposed development has two elements: Block A to accommodate 6 flats in a building facing Park Road and Block B comprising of 3 houses to the rear of the site facing Barrington Road, replacing existing garages.
- 6.21 The siting and layout of buildings within the site are informed by the site's shape and the relationship with neighbouring blocks. While the proposed site layout does necessitate the removal of some trees from the site, many trees would remain on site and would be complemented with additional planting, including London Plane trees with a large canopy cover. There would be a net increase in tree and plant cover on site (5 additional trees on-site, 5 new trees along Park Road, and additional planting in the site grounds/gardens)
- 6.22 The current layout of the site is different from the surrounding pattern of terrace houses due to it being a former bomb-damaged site, which replaced terrace houses running along Park Road, beyond No 186, up to the junction with Barrington Road as well as some houses fronting onto Barrington Road.
- 6.23 When Ramsey Court was built, landscaped grounds were included in front and around the site, but the grounds to the south-east are larger and remained undeveloped, leaving a gap between the building and the terraces of No.186 Park Road. Owing to its greater scale relative to its surroundings, Ramsey Court is set further-back from Park Road and the building lines of the terraced properties on Park Road.
- 6.24 During the pre-application process the position of the Park Road block was modified, specifically a gap was introduced between it and the side of Ramsey Court. This is intended to articulate the proposed new block here as a natural 'step' between the taller Ramsey Court block and the prevailing terraced properties along Park Road, articulating its mass as a separate modest-sized building which forms a 'step' between the buildings here on Park Road.
- 6.25 The site layout is a logical and efficient use of the site, reflecting the general built form of the surrounding area, while also keeping a large area of open space to the front. Specifically, the main landscaped grounds in front of Ramsey Court remain undeveloped. Further consideration of layout and relationship to neighbouring properties is provided in the 'Impact on neighbouring amenity' section below.

Block A: Park Road

- 6.26 This building would line up with the front elevation of the adjacent terraced property group at No.186 Park Road. This elevation facing Park Road is deliberately broken down into two parts (left and right as seen from the road) to break up its bulk and provide articulation and interest and to respond to the plot width of neighbouring houses.
- 6.27 The building would be higher than the adjacent terrace at No.186, at three storeys and approximately 10.4m in height. However, a differing building height is reflective of the streetscene, qualities, and evolution of Park Road. It is not an unusual end of terrace or 'book-end' arrangement. Given also that this proposal is for a building that accommodates flats, and is separate to the terrace, there is an opportunity for the building to be higher and different in appearance. The height of this block also provides / a transition between the heights of the taller Ramsey Court on one side and the lower terrace of No.186 Park Road on the other. This is a contextual response to its surroundings.
- 6.28 The design of the building would be of a modern design but faced in a traditional material (brick). Park Road contains a variety of building styles, including Victorian and Edwardian housing and purpose-built blocks of flats, and as such this diversity allows for such a new building typology to easily integrate.
- 6.29 The front elevation to the block would have a clear base, middle and top, and subtly conveys and picks up features of the Victorian detailing and fenestration in relation to the neighbouring terrace.



Fig 3- Front elevation on Park Road

- 6.30 The side elevation next to Ramsey Court given its visibility from the street would be articulated and broken down and would feature textured brick. While the building would project forward of Ramsey Court and this would be notable when approaching from the north-west, this would not be harmful to the character and appearance of the Ramsey Court site, the adjacent Park Road terraced properties, or this part of Park Road in general. Ramsey Court is the outlier in this respect with its significant uncharacteristic setback from Park Road. The building would be read in the context of the set-back of the Ramsey Court building line and the building line of the Park Road properties forming a detached link between the two contexts.



Fig 4- View along Park Road

- 6.31 The surrounding area is mixed in character both in architectural style, building type and form, and appearance. However, there is a regular use of similar toned brick varieties across the prevailing two to three storey buildings in the area, and in the Ramsey Court block, which strongly influence the character and appearance of this area. The proposal responds to this, with an extensive brick finish and ‘play’ and articulation in its detailing to demarcate, break down, and provide interest to the different elements of its composition and elevations. Extensive discussions have taken place with Officers, including the Council’s Design Officer, to explore the most appropriate brick to use. The proposal has been amended to include a darker brick than initially proposed, in order to better relate to the adjacent buildings on either side.
- 6.32 The Design Officer considers this block and the latest brick finish to be a good quality design, noting its appropriateness for its context. It is considered that the resultant Park Road block would have a strong identity and presence on this busy street, and at three storeys with a forward projecting bay would be within the prevailing range of two to four storeys and architectural form of the street, and whilst being a clearly contemporary design, its fenestration proportions and brick materials would further harmonise with its context. In summary, this element of the

scheme is considered contextually suitable and would integrate into its immediate surroundings.

Block B: Barrington Road houses

- 6.33 The block of 3x terrace houses to the rear would replace the existing single storey garage structures. They would sit approximately 1-2m back from the back edge of the pavement and are proposed as two-storeys. The main roof would sit at a lower level to the pitched elements with a gable facing Barrington Road.
- 6.34 The properties along Barrington Road are two-storeys with pitched roofs. The proposed houses would remain smaller than these, picking up on their proportions but with a smaller height reflective of their footprint, form, and site/plot. The rear part of Ramsey Court is finished in a red brick to reflect the materials of the redbrick terraced properties on Barrington Road. The red brick finish of these houses would follow the same approach. The block of houses here is therefore viewed to be acceptable in height and design and respectful of its surrounding context.
- 6.35 Overall, the site layout, height, mass and design of the blocks take reference from their surroundings and are sympathetic and contextual, in accordance with the requirements of the planning policies outlined above. The proposal is acceptable in this regard.

Housing mix, tenure, and quality of residential accommodation

Housing mix

- 6.36 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.
- 6.37 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. Local Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.
- 6.38 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.

6.39 The proposal is for 9 units and the dwelling mix is as follows:

Block A:

- 2x one-bedroom, two-person flats (one a wheelchair accessible unit)
- 3 x two-bedroom, four-person flats
- 1x three-bedroom, five-person flat

Block B:

- 1 x two-bedroom, four-person house
- 2 x three-bedroom, five-person houses

6.40 The mix of predominantly one and two bedroom units is considered acceptable given the location near Crouch End town centre along a route served by public transport and within a walkable distance. It would provide a valuable contribution of much-needed housing in this area, particularly in the social-rent sector, and for family-sized units.

6.41 Furthermore, this proposal forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for Council rent to meet local need. It aims to address the Council's housing waiting list through the provision of a wide range of housing typologies and address issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding. In this respect, the units meet an identified need. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

Tenure

6.42 Policy H4 of the London Plan 2021 seeks to maximise affordable housing provision, setting a strategic target for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy SP2 of the Local Plan Strategic Policies document seeks to ensure that housing growth across the borough makes provision for an appropriate mix of high-quality housing, including affordable housing. Affordable housing will be achieved by sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%.

6.43 The proposal is for 9 units and as such does not trigger the above threshold requirement for affordable housing. Nonetheless, the proposal includes 7 affordable homes (78%, all at social rent). This provision is supported in policy terms having regard to current identified need in the borough and the preferences set out within Appendix C of the Council's Housing Strategy. It provides a welcome and much-needed contribution to affordable housing stock in the borough, including for 'family sized' (3 bedroom) units.

Quality of accommodation

- 6.44 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.
- 6.45 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential developments ensure a coherent, legible, inclusive and secure environment is achieved.
- 6.46 All units exceed the minimum space standards in terms of gross internal area (GIA) set out in the above standards. The minimum standards prescribed for individual rooms and other aspects such as storage are also satisfied or exceeded.
- 6.47 The proposed units would be dual or triple aspect and would benefit from sufficient levels of outlook and daylight. All units would benefit from amenity space by way of private gardens or/and a terrace/balcony. The units are also designed to provide adequate floor to ceiling heights. The standard of accommodation is acceptable and satisfies relevant standards, resulting in good quality accommodation.

Accessible Housing

- 6.48 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 requires 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.
- 6.49 In Block A, 1 x bedroom, two-person flat would be a wheelchair accessible/adaptable unit which would satisfy the M4(3) standard of the building regulations. This satisfies the 10% wheelchair accessible requirement.
- 6.50 The remaining units have been internally planned as accessible and adaptable dwellings in line with the requirements of M4(2) of the building regulations. There would not be a passenger lift, but this is not required for a building of three storeys and is consistent with other Council housing developments underway where the limited size and number of units would not justify this provision. The ground floor accessible unit would be the larger family sized (3 bedroom) unit while the upper floor units would be smaller one and two bedroom units.

6.51

- 6.52 Two accessible car parking spaces would be provided in front of the site on Park Road. The proposal is therefore acceptable in this regard.

Child Play Space provision

- 6.53 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.
- 6.54 There is a wide provision of sport and play facilities in the local area which meet the GLA recommendation for playable open space within a walkable 400m radius. Therefore, designated play provision has not been defined as a requirement for the new landscape proposals for Ramsey Court, but the new communal garden would provide an open and flexible space with multifunctional potential, including as a safe playable space with sitting places. In light of the site constraints and the proximity of the site to nearby sites such as Crouch End Playing Fields and Priory Park, the proposal is acceptable in terms of play space provision.

Daylight/Sunlight/overshadowing – Future Occupiers

- 6.55 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.
- 6.56 The standards set out in the BRE guide are intended to be used flexibly. The guide acknowledges that, in some cases, it may not be possible for every dwelling to achieve ideal levels of sunlight. The guide explains that, where groups of dwellings are planned, the aim should be to maximise the number of dwellings that have at least one main window that faces within 90 degrees of due south, and have at least one window to a main living room that meets the BRE numerical targets.
- 6.57 In the case of this proposed development, 3 of the 6 units have a living room window which faces within 90 degrees of due south and of these all units have a living room window which meets the BRE numerical targets. Therefore, the opinion of the qualified daylight/sunlight report authors is that the proposed development represents good site layout design. Since the design maximises sunlight availability, as far as practically possible given the constraints of the site, the BRE direct sunlight to windows recommendations for groups of dwellings is considered to have been met.
- 6.58 In terms of the 'no skyline' test, some bedrooms of units would not have access to direct skylight over a significant part of the working plane in all main living areas

within them. The report notes that although it has analysed the bedrooms, the BRE guide states that daylight distribution in bedrooms is less important and the contours in the report illustrate good access to daylight over a significant part of the working plane in all other habitable rooms.

- 6.59 Nine amenity spaces have been tested for the purpose of the assessment. These comprise of seven on the ground floor and two on the first floor. Both large amenity areas on the ground floor and communal gardens meet the BRE recommendations. While some of the areas on the ground and first-floors do not meet the recommendations, this is because they do not have an ideal southerly aspect or are restricted by the constraints of the site. However, all units have access to the communal gardens on the ground floor and as such overall future occupiers would benefit from good quality amenity space.

Noise

- 6.60 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.
- 6.61 The application is accompanied by an Acoustic Report informed by an acoustic assessment, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. The noise survey was undertaken at daytime and night time and except for traffic noise, no audible commercial noise was identified coming from the existing commercial units/mechanical plant, including from the substation on Barrington Road, Hornsey Central Neighbourhood Health Centre and Park Road Pools & Fitness Centre.
- 6.62 The building would incorporate mechanical ventilation and heat recovery (MVHR) with attenuation for the outlet and inlet ducts for Block A and B with no trickle vents or through wall vents permitted. The predicted noise levels within the new residential units are below the threshold values presented under relevant British Standard (BS) and WHO guidelines and therefore would be acceptable and planning policy compliant.

External amenity areas:

- 6.63 The predicted daytime noise levels for the new communal resident garden area, Block B rear gardens, and Block B rear balconies is equal to or below the upper noise limit set out in the BS and is therefore acceptable. The daytime noise levels

for the Block A balconies however would be higher than the upper limit of the BS. This is due to their proximity and exposure to Park Road which is a busy road.

- 6.64 Recognising that nearby Parks can also be used as supplementary amenity spaces, Block A residents could use them if they find the balconies too noisy in the daytime. This arrangement is accepted given the proximity of good quality, usable parkland and open space to the site. The balconies would still provide supplementary amenity space on top of this. No additional noise mitigation measures are required. The proposal is acceptable in this regard.

Noise from external mechanical plant:

- 6.65 The proposal includes air source heat pumps. A noise report has been undertaken and calculated that the pumps would not cause harmful noise impacts on the future occupiers of the new units.

Housing provision: Summary

- 6.66 In summary, the standard of accommodation and living conditions proposed are of an acceptable quality. A condition is attached to ensure noise from plant is not harmful to neighbouring amenity. The daylight and sunlight levels for future occupiers are acceptable.

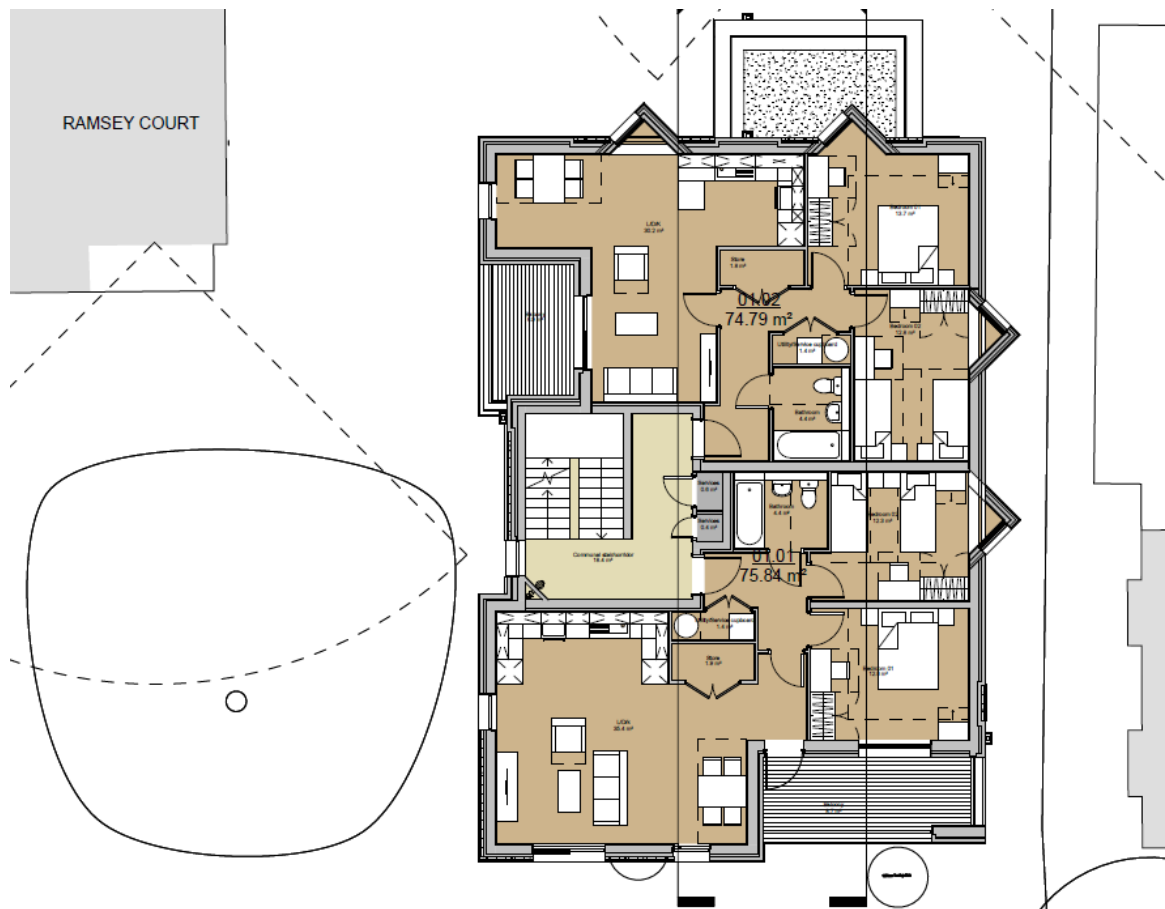
Impact on neighbouring amenity

- 6.67 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.
- 6.68 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.
- 6.69 Officers note a number of amenity concerns are raised in the representations received, which are considered in more detail below in terms of the respective blocks.

Impact on Outlook, overlooking and loss of privacy

Block A: Impact on Ramsey Court

- 6.70 The building would be located to the south and south-east of Ramsey Court. The flats in Ramsey Court are orientated front-to-rear facing Park Road (south/south-west) and Barrington Road (north/north-east). There are no primary habitable room windows on the side/end of Ramsey Court.
- 6.71 The location, scale, and proximity of the building would have some impact on the level of outlook experienced by occupiers of Ramsey Court, most notably the nearest flats on the southern end. At its closest point, Block A would be approximately 6.2m away from the southern end of Ramsey Court which has external balconies with a primary outlook facing Park Road/south-west, and secondary openings facing to the side-east.
- 6.72 The primary outlook would remain unimpeded, namely their windows and the main outlook from their balconies which face straight ahead/south-west towards park Road. Views within approximately 45 degrees from such vantage points would also primarily remain unimpeded. This angle of outlook is indicated by dashed markings on the proposed floor plans and figure 5 below Views from the secondary side-facing aspects of those balconies would be more impacted as Block A would be closer to those elements, but they are far smaller, secondary sources of outlook from the balconies.



6.73 Figure 5 – outlook from the Park Road side of Ramsey Court

Impact on No.186 Park Road

- 6.74 To the south-east lies No.186 Park Road, an end of terrace property with its primary windows found on the front and rear elevations. The flank of that building does not have windows and so outlook would not be materially impacted by the proposal. The ground floor is not in residential use, but rather is in use as a dental practice with the upper floor containing a flat.
- 6.75 The ground floor non-residential element of No.186 has a single storey rear extension with windows on the side facing the application site. The Block A building would only extend adjacent to part of the rear extension rather than its full depth. When this is considered alongside the fact the proposal would maintain a separation of approximately 1.5m from its site boundary with No.186 and 2.8m from the building, it is viewed that Block A would not be materially harmful to outlook, lead to a harmful sense of enclosure or have an overbearing impact.
- 6.76 While the first floor flat at No.186 has roof lights on the side of the roof facing west/north-east, these face the sky and that is their main outlook. Their height is such that the proposed block A would not cause detrimental harm to the level of outlook for occupiers of that flat.

Impact on Harefield Road properties

- 6.77 Block A would be constructed near the Harefield Road properties where there is currently undeveloped land and trees. Figure 6a shows this relationship.



6.78

Figure 6a – Harefield Road properties & Block A to the bottom

6.79 This block would have some impact on the outlook experienced from those properties, primarily from their rear gardens. However, this impact would be limited because the rear of those terraced properties and their gardens face in a different direction, to the north-west, whereas Block A would be sited to their south-west. The impact of Block B would mainly be experienced when looking to the south-west from their rear gardens.

6.80 The layout and distance between them mean Block A would not be seen from the main source of outlook from their rear elevation windows, or within close angles from those windows. Figure 6b shows the relationship at ground floor level, where the deepest footprint of Block A is closest.



Figure 6b – The Harefield Road properties lie beyond the top of the plan

- 6.81 At ground floor level, only a minor part of the rear part of block A encroaches beyond a 45-degree line taken from the corner of No.1 Harefield Road, with the other element further back. The distances from this part of No.1 are approximately 7.5m and 12m. The building footprint would be approximately 3m-4.5m from the boundary with No.1's rear garden. At ground floor level, this distance and scale would prevent any harmful overbearing impact, loss of outlook, or sense of

enclosure to No.1 Harefield Road or the properties or beyond, including their rear gardens.

- 6.82 At first floor and above, the building would not significantly encroach the outlook within a 45-degree plane of view as experienced from the rear habitable room windows at No.1 Harefield Road, or properties beyond. It would be approximately 12m or further away where it does breach this line of sight from No.1, which would be the property most affected and closest to it. The distance and setback of the building from the boundary with No.1, combined with its location to the south-west, would ensure that while they would be visible, the upper floors of the building would avoid the above harm arising. Therefore, while the building would be seen from the rear of the Harefield Road properties, its presence would not be harmful in this respect.
- 6.83 The only Block A ground floor windows facing No.1 Harefield Road would face its garden, but they would be set back approximately 5m-6m from the boundary fence, and therefore would not cause harmful overlooking or privacy loss to No.1. The first-floor windows are angled to face north-west, and not directly overlook most of the rear gardens at Harefield Road (see Figure 7). The angled windows on the side of the first floor would not face habitable room windows at No.1, but rather the side gable and non-residential outbuilding roof in the rear of No.186.

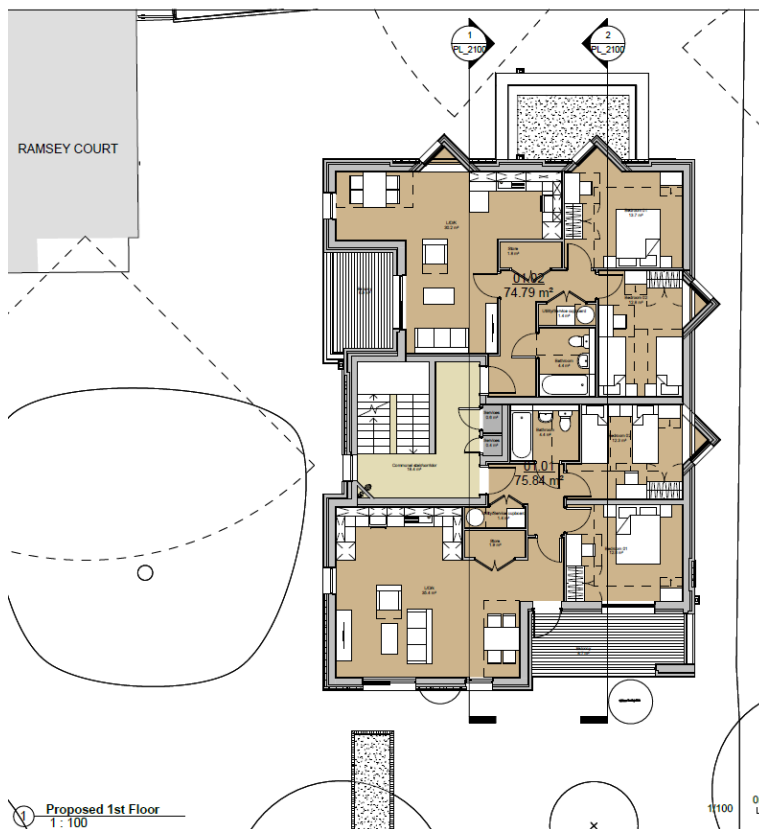


Figure 7 - first floor windows

- 6.84 At approximately 6m from the rear part of No.1's rear garden, it would not allow for harmful overlooking or privacy loss compared to a typical urban context. Nor would the second-floor windows (Figure 8). While facing the rear gardens of No.1 and those properties beyond, in an urban setting, their set-back approximately 7m or more from the boundary would not allow for material harm in this regard. Therefore, the impact on the amenity of Harefield Road properties is acceptable.

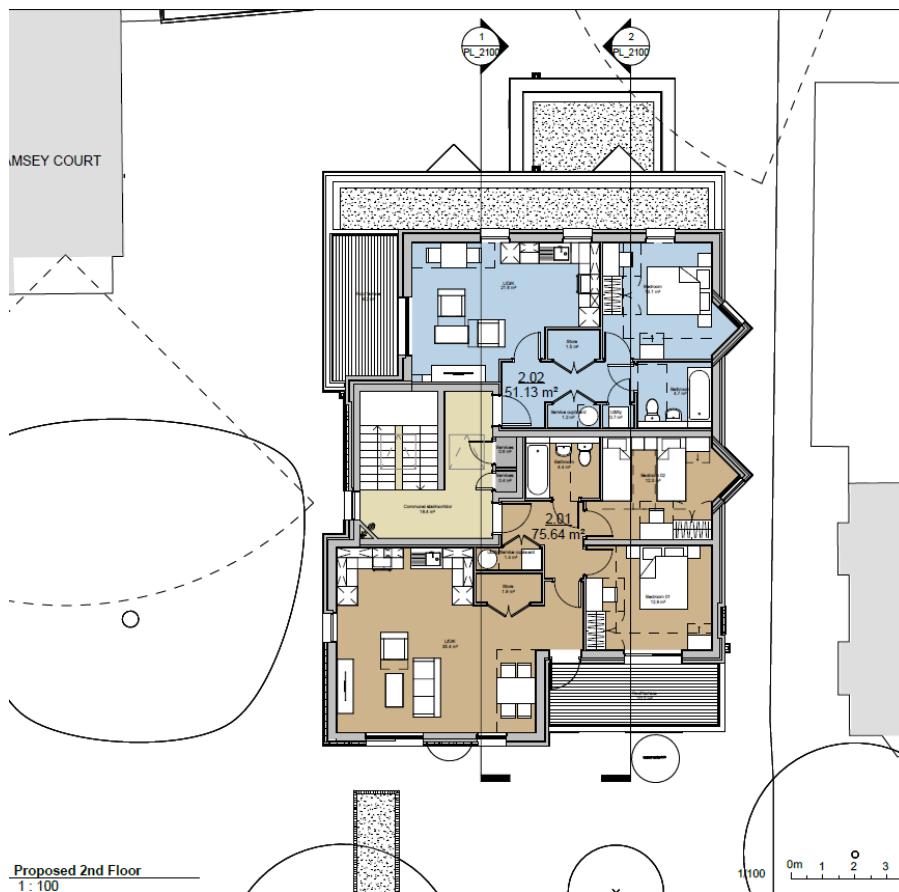


Figure 8 – second floor windows

Block B: Barrington Road houses

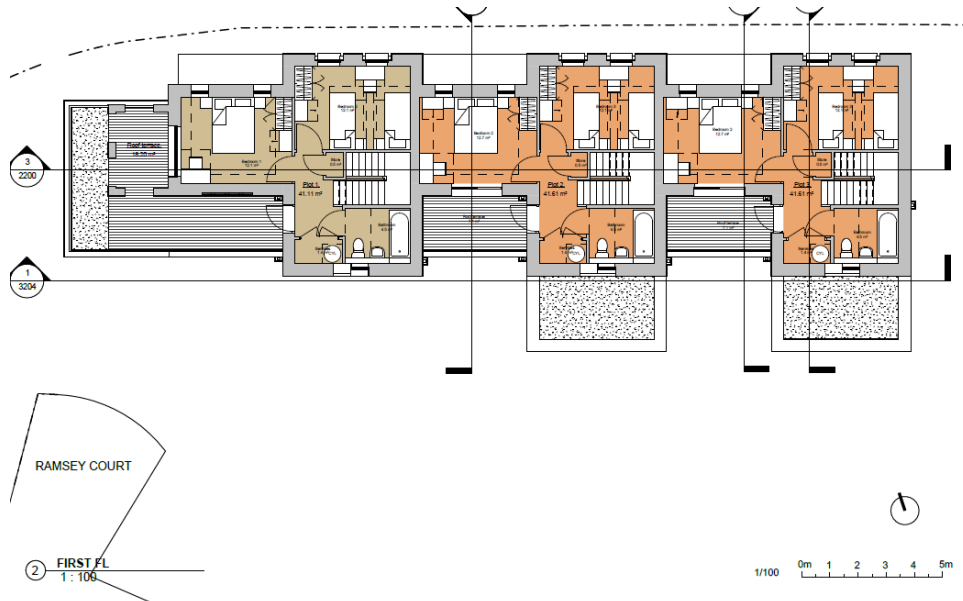
- 6.85 The proposed houses (Block B) along Barrington Road would appear as two storeys in height with pitched roofs. While taller than the existing garage block, they would not be disproportionate in size or height/scale.
- 6.86 At their closest point, the front elevation of Block B would be approximately 17m from that of the nearest Barrington Road property. Conditions of outlook, overlooking, and privacy in relation to the properties on the other side of Barrington Road would not be materially harmed here, and would reflect the standard of amenity expected in a traditional street pattern found in the rest of Barrington Road.

- 6.87 The side elevation would not contain windows and would be sited approximately 16m and 28m away respectively from the nearest rear garden fence and rear building lines on Harefield Road properties.
- 6.88 The houses would be closest to the flats on the rear elevation of Ramsey Court. These flats currently have their privacy reduced to some degree by the existing pedestrian access path off Barrington Road and given the relatively open nature of the grounds to the rear of the site fronting Barrington Road.
- 6.89 The closest distance between block B and one of its habitable (residential) windows to the nearest flat/balcony in Ramsey Court would be approximately 10m. It would be sited on the far side of the pedestrian access path off Barrington Road, which would be retained as existing. The block would be angled to be 'pulled away' from Ramsey Court so that most building and window distances would be further away (approximately 12.5m to 22m). This is shown in Figure 9. The gardens to block B units would be enclosed by a fence. At first floor level, much of the building would be further set back behind its roof terraces (with privacy screening approximately 1m high) This is shown on Figure 10.



Figure 9 (above) – Block B layout

Figure 10 (below)– Block B upper floor layout and rear setbacks from Ramsey Court



- 6.90 While there would be some degree of overlooking between these properties and the rear of Ramsey Court given the site context, including the existing pedestrian path, and existing levels of privacy the impact of Block B on privacy and outlook would not be significant.

Daylight/sunlight assessment – Blocks A & B

- 6.91 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.
- 6.92 The design of the proposed development (Blocks A and B) has been informed by detailed sunlight and daylight analysis to ensure that neighbouring properties receive sufficient sunlight and daylight. The analysis is based on the various numerical tests laid down in the Building Research Establishment (BRE) guidance. The analysis considers the impact of the development on the light receivable by the neighbouring properties at No's 1, 3, 5 & 7 Harefield Road, 1 to 24 Ramsey Court, 100, 102 & 104 Barrington Road and 186 Park Road.
- 6.93 No.186 does not have windows in the side of original main body of the building, but its ground floor rear extension has windows facing the application site. As noted

earlier, this is a non-domestic building, containing a dental practice. Given it is a non-residential building, the daylight/sunlight assessment did not include an assessment of the impacts on this ground floor element at No.186 which is an acceptable approach.

- 6.94 The daylight/sunlight report considers impacts on neighbouring users through measures known as vertical sky component (VSC) and daylight distribution tests. For the former, all residential windows with a requirement for daylight pass the test. For the latter, the report has undertaken the daylight distribution test where residential room layouts are known. All residential rooms with a requirement for daylight pass the daylight distribution test.
- 6.95 In terms of sunlight to windows, all residential windows that face within 90 degrees of due south have been tested for direct sunlight. All main habitable residential room windows pass both the total annual sunlight hours test and the winter sunlight hours test.
- 6.96 The report also assesses overshadowing to gardens and open spaces, where all residential gardens and open spaces tested meet the BRE recommendations. As such, the proposal is acceptable in terms of level of daylight/sunlight to neighbouring properties.

Noise – Impacts on neighbours from Blocks A & B

- 6.97 A noise report was submitted with the application and considers noise impacts from the new development on neighbours, including from use of the external amenity areas and air source heat pumps. Noise from within the buildings (their use and occupation) is not considered to harm the amenity of adjoining neighbours.
- 6.98 The noise report calculated that the pumps would meet the minimum noise rating requirements at all of the nearest noise sensitive receivers, with the exception of the rear of Ramsey Court. It outlines noise harm to those rear Ramsey Court residents can be mitigated. The Council could either agree to set a lower noise limit so that the noise from the pumps is equal to the existing background noise, or it could require that the 3 pumps to the rear of Block B are acoustically enclosed (noise insulation) or replaced with quieter units, in either case ensuring that the resulting noise is of a sound power level of 56dBA or lower.
- 6.99 While the Council could agree to set a lower noise limit, this could be difficult to measure and monitor. For the avoidance of doubt, a condition is attached to require the required noise insulation or alternative pump type to be used on Block B to keep noise levels within the above limit and protect the amenity of Ramsey Court residents.
- 6.100
- 6.101 Officers have also considered concerns raised in representations regarding the impact of noise from construction works (noise, dust, traffic etc.). Conditions are to

be imposed to secure details in respect of construction management and a construction logistics plan, which will outline how traffic deliveries, site works and dust suppression measures etc. are utilised to minimise impacts on residents of Ramsey Court as well as other adjoining and neighbouring residents.

- 6.102 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is in accordance with policies outlined above.

Highway & transport considerations

Car parking

- 6.103 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.
- 6.104 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'.
- 6.105 The application includes a detailed transportation assessment. The Council's Transportation Team has been consulted and has reviewed the proposed details and submitted documentation.

Vehicle parking

- 6.106 The existing site comprises 10 car parking spaces, namely 7 in the form of garages and 3 in the form of marked-out spaces (including one disabled persons' parking space) in an off-street car park accessed from Barrington Road. Evidence shows that up to 4 vehicles park in the rear car park (1 more than formally marked out) which would bring the total of spaces to 11.
- 6.107 For the parking impact assessment, it has been assumed as a worst-case scenario that all 7 garages are used for parking and that their removal would cause the need to relocate up to 7 vehicles on street. However, one is known to be used for storage refuse and the others are also likely to be used for storage and not parking. The existing on-site disabled persons' parking space to the rear of Ramsey Court would be re-provided along Park Road, so there would be no loss of existing provision, while an additional wheelchair-accessible space serving the proposed development will be added alongside it.

- 6.108 No existing controlled parking zone (CPZ) permit-controlled bays on Park Road would be removed. This includes an existing disabled persons' bay on Park Road. The new parking bays would be provided elsewhere on Park Road, closer to the part in front of Block A.
- 6.109 The site is in a Controlled Parking Zone (CPZ) and has a PTAL of 2. As such, the proposed development would not be eligible for a car-free status and future residents would be able to apply for an on-street resident parking permit to park in the CPZ.
- 6.110 Based on 2011 Census local car ownership data, houses had an average vehicle ownership of 1.15 vehicles per household and flats an average of 0.56 vehicles per household. That equates to a predicted demand for parking of up to 7 vehicles. Parking stress surveys were undertaken following the 'Lambeth methodology' within 200m of the site in both November 2019 and November 2020. Both surveys show similar results, with a slight change in study areas due to the later addition of Site A to the scheme.
- 6.111 The survey analysis shows that, depending on the methodology used (observed free spaces and theoretical spare capacities based on 5m and 6m bay lengths respectively), the overall baseline parking stress varies between 73% and 90%. With the addition of the likely demand generated by the proposals (up to 7 vehicles) and the relocation of up to 11 vehicles (7 assumed to be parked in the existing garages and 4 in the on-site car park), the total parking stress would vary between 81% and 101%.
- 6.112 Using a 6m parking space length constitutes a worst-case scenario and it is likely that the actual stress would be based on a 5.5m parking space length (as is the more common length of space taken by a car), which would equate to a total on-street parking capacity of 192 spaces, i.e. close to that of the original assessment. Therefore, with a total on-street parking demand of 172-174 spaces with a capacity of 192 spaces, the total stress would likely be in the region of 90%-91%.
- 6.113 The Council Transportation Officers highlight that although this is above the 85% threshold beyond which it becomes difficult for drivers to find available spaces to park in, this is considered acceptable on-balance in this instance. This view is reached having regard to the fact this is the worst-case scenario where all 7 existing garages are currently occupied by vehicles, but it appears that most (if not all) are only used for storage, which would reduce the average total parking stress to 86%-87%.
- 6.114 The highway works, including the provision of two new on-street accessible parking spaces, would be secured by means of a Section 278 agreement (scope of works and estimate to be confirmed). A contribution towards the amendment of the Traffic Management Order would be sought. Both can be secured by condition.

Cycle parking

- 6.115 The proposal includes cycle parking for all new units. The Transportation Officer notes that the provision is in line with the London Plan (2021) minimum cycle parking standards. Long stay (access for residents only) cycle parking should be secure, lockable and covered/sheltered. Short stay (visitor) parking should be secure, conveniently located close to the entrance and overlooked.
- 6.116 The Transportation Officer advises that all short-stay cycle parking should be provided in the form of Sheffield stands. The communal cycle store in Block A shows an indicative layout which the applicant has since confirmed will comprise of Sheffield Stand units in line with the Transportation Officer's advice. They have also confirmed that this provision would include one space for larger cycles which is in line with the London Cycling Design Standards (LCDS) minimum of 5% for such provision. The applicant has also confirmed that a further provision of 2 visitor spaces (Sheffield Stands) would be provided adjacent to the front entrance of Block A, as detailed in section 6.1 of the supporting transport report.
- 6.117 The Transport Officer has advised that all minimum dimensional and spacing requirements should comply with the LCDS and cycle access should avoid any stairs, narrow doorways or gates of less than 1.2m in width. The applicant has since advised that this would be the case. The condition attached will ensure the cycle provision is suitable.
- 6.118 The individual cycle stores for the houses in Block B are supported by the Transportation Officer in-principle but their acceptability would need to be demonstrated as suitable in-line with relevant technical standards. The applicant has also since provided an update to assure this would be the case, which the cycle parking condition will ensure.
- 6.119 The cycle parking provision is acceptable, and the adequacy of the long-stay and short-stay cycle parking and access arrangements will be secured by planning condition for the avoidance of any doubt. 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 a plan.

Highway improvements

- 6.120 The development proposals include several other highway improvements, namely:
- Improved boundary street frontage to Barrington Road
 - Improved boundary treatment to the Park Road frontage
 - Passing place on Barrington Road for local traffic

- 6.121 The Transportation Officer notes that the exact nature of the proposed highway works should be clearly explained and illustrated on a Section 278 drawing, which should be provided to show their extents, alongside the accessible bay provision on Park Road. The Section 278 agreement would be secured before occupation off the development and a detailed drawing required to enable the Council to estimate the cost of the works to be paid in full. A condition is attached to secure the Section 278 agreement.

Delivery and Servicing Arrangements

- 6.122 The proposed delivery and servicing arrangements are acceptable as they are in line with the existing arrangements and the number of vehicles generated by delivery and servicing activity is expected to be low, with short dwell times. The Council's Cleansing Team has commented on the application and confirms waste management operations have been adequately considered with the proposed locations, sizing and bin number/capacity calculations acceptable.

Other impacts and conclusion

- 6.123 The impact of the proposal on the highway network during construction has been considered by Officers. The Council's Transportation Officer has requested a condition to secure a construction management/logistics plan. The purpose of this document is to 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. This is secured by condition. Subject to conditions, the proposal is acceptable in terms of highway and transport considerations.

Trees, landscaping, and ecology

- 6.124 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.
- 6.125 Consistent with the NPPF, London Plan (2021) Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure biodiversity net gain.
- 6.126 The presence of existing trees, vegetation, and green space on the site make an important contribution to the site and wider area. Concerns raised in representations received are noted. These concerns include the loss of green space and its role as green infrastructure, specifically the loss of trees, and the associated concerns about loss of wildlife habitat/space to exist/ecology and

concerns that the proposal runs contrary to the Council's Biodiversity Action Plan & Green Spaces Strategy which seeks to protect all green spaces.

- 6.127 The application has been accompanied by an Arboricultural Impact Assessment and Arboricultural Method Statement and has been assessed by a Tree Officer.
- 6.128 The Tree Officer notes that it is proposed to remove 9 trees to facilitate this development. The trees have been categorised in accordance with BS 583 with 3 of the trees specified for removal as 'B' trees and 6 as 'C' trees, therefore not amounting to an impediment to development. There are no trees of high quality and value proposed for removal as part of this scheme.
- 6.129 To mitigate for the loss of the trees above, the proposed landscaping plan proposes the planting of 20 new trees, which includes 5 London plane trees to be planted along Park Road and 15 within the new communal garden area. The London plane trees will develop large canopies and in the future, provide wider benefits to the local community. The other 15 new trees include flowering and fruiting varieties which will provide a food source for pollinating insects and birds, providing biodiversity/ecological benefits.
- 6.130 A new native boundary hedge along the whole Park Road frontage is also proposed which will provide a green corridor and increase wildlife habitat on the site. Other improvements to enhance biodiversity include green roofs, greater plant diversity and bird/bat bricks installed within the buildings.
- 6.131 Officers note the strength of feeling voiced in the representations received on the above issues. However, the existing trees specified for removal are of moderate and low quality and have a limited life expectancy and the proposed new trees and landscaping will help mitigate the loss of existing canopy cover.
- 6.132 A landscaping condition is attached to review and secure details of the proposed landscaping. This will ensure the development includes a high quality planting scheme to visually soften the surrounds of the new building and ensure a good quality standard of finish throughout the grounds. This condition will also secure details of the limited hard landscaping proposed. Subject to this, the proposal is acceptable in this regard.

Land contamination

- 6.133 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.
- 6.134 A Phase 1 Environmental Report desk study, including a preliminary risk assessment, has been carried which has identified several potential sources of contamination. This comprises contaminated ground associated with previous site

use: garages, parking area, electric sub-station on-site, the hospital off-site, and imported hardcore below ground slabs and demolition debris (asbestos).

- 6.135 The risk of contamination identified in the report is overwhelmingly moderate to low. There is also a risk of asbestos in connection with the garage buildings.
- 6.136 The Council's Environmental Health (EH) service was consulted on this proposal. They have no objection subject to conditions to investigate and manage risk, which will ensure that suitable remediation of any contamination found is carried out.
- 6.137 Planning conditions ensure that the EH team will review and confirm the acceptability of such remediation works before the development can proceed. This is a standard approach on development proposals. This risk management also includes the need for an asbestos survey to identified and manage this if found, notably in the garage block to be demolished. Subject to conditions, the proposal is acceptable in this regard.

Flood risk and drainage

- 6.138 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.
- 6.139 Officers note concerns raised in representations, that the proposal would exacerbate flood risk and would not utilise the green space for a Sustainable Urban Drainage(SUDs) scheme in a critical drainage area.
- 6.140 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.
- 6.141 The site lies within the Council's 'Critical Drainage Area' which concerns surface water runoff flooding. The application includes a Sustainable Urban Drainage Systems (SuDs) Strategy. The suitability of specific SuDS components has been evaluated based on the site and development proposals. Several SuDS components and features are proposed as part of a surface water drainage strategy for the site, specifically:
- Pervious paving with a surface area of approximately 168.3sq.m, with attenuation storage in the sub-base.
 - Extensive green roof with an area of approximately 159.4 sq.m and 58.8 sq.m on site A and site B, respectively.
 - A bioretention system or rain gardens
 - Soft landscaping of about 2,110 sq.m.
 - Flow control device to limit rate of discharge from site.

- 6.142 Preliminary hydraulic modelling of the proposed development site has been undertaken and demonstrates that the proposed SuDS components would be viable for the surface water drainage strategy for the site, to achieve the targeted discharge rates, whilst mitigating flood risk to the site and surrounding area. Targeted discharge rates are subject to change, following the review and verification by a structural/drainage engineer during the detailed design stages.
- 6.143 An outline management plan has been developed for the proposed SuDS components, providing indicative schedules of monitoring, management, and maintenance activities to be implemented after handover of the development, but the SuDs Strategy report notes that further details need to be developed at design stage.
- 6.144 While Officers note the concerns raised in representations, a location in a critical drainage area is not a barrier to development subject to addressing runoff/flood mitigation measures. Based on the limited increase in building footprint relative to the overall site, and the indicative measures put forward in the SuDs Strategy, Officers consider that the proposal can mitigate flood risk.
- 6.145 A condition is attached to require details to be submitted and approved by Officers beforehand. This will allow the Council's Drainage Officers to review, and require additional information if necessary, before approving the condition and enabling the works to take place. Subject to this, the proposal is acceptable in terms of flood risk.

Energy and sustainability

- 6.146 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.
- 6.147 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. 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.

- 6.148 An energy assessment, sustainability assessment, and overheating analysis have been submitted with the application. They demonstrate the consideration given to sustainable design principles throughout the design of the proposed scheme. The scheme has been reviewed by the Council's Carbon Management Officer.

Energy

- 6.149 The development will achieve a reduction of 101.2% carbon dioxide emissions on site, which is strongly supported. This is achieved through energy efficiency measures (16.9% at the 'be lean' stage and maximised use of renewable technologies in the form of Air Source Heat Pumps and PV panels to achieve a further improvement of 84.3% at the 'be green' stage).

Carbon offset

- 6.150 The above details, reviewed and supported by the Council's Carbon Management Officer, mean that this development is 'net zero carbon' in terms of its regulated operational emissions. It goes beyond requirements set out in Policies SI2 of the London Plan and SP4 of the Local Plan and a carbon offset payment is therefore not required.

Overheating

- 6.151 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.
- 6.152 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with relevant criteria which the Carbon Management Officer has assessed. All rooms pass the overheating requirements. In order to pass this, various measures will be built, set out in the assessment, such as glazing values, natural ventilation levels etc. This document would form part of the approved planning permission.

Overall sustainability and biodiversity

- 6.153 The Sustainability Statement 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, embodied carbon, energy and CO2 emissions and landscape design. The details are considered acceptable. The scheme also proposes living roofs, which would also be acceptable, and details of these would be secured in a condition attached the planning permission.

- 6.154 The development achieves an Urban Greening Factor of 0.407, which complies with the interim minimum target of 0.4 for residential developments in London Plan Policy G5. The biodiversity merits of the proposal are therefore acceptable.

Energy: conclusion

- 6.155 The scheme represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard. Details of this energy approach and related aspects of the build will be secured by condition. Subject to this, the proposal is acceptable in terms of energy and sustainability.

Conclusion

- 6.156 The scheme delivers 9 residential units of an acceptable mix in a sustainable and accessible location. 7 units comprising all of Block A and part of Block B would be for social rent. 2 of the Block B houses would be for market sale.
- 6.157 The proposal follows the 'design-led' approach of planning policy which recognises the important role and contribution that small sites such as this can play towards meeting an identified need for additional housing in the borough. The number and make-up of these units capitalise on the opportunities and location of the site to bring forward and deliver 9 much needed homes, 7 of which would be affordable. In land-use terms, the proposal is strongly supported in principle.
- 6.158 The loss of non-designated open space given its function and character, is not significant, and outweighed by the provision of affordable housing.
- 6.159 The development would be of a high-quality design which responds appropriately to the local context. The development would not dominate the large areas of open space that would remain within the setting of Ramsey Court.
- 6.160 At three storeys and with a forward projecting bay, Block A would have a strong identity and presence on Park Road, sitting with the prevailing range of two to four storeys and architectural form of the street. While contemporary in design, its window proportions and brick materials would harmonise with its context. Likewise, Block B features houses of appropriate scale, form, and material finish which relate to the red brick terraced housing around them.
- 6.161 The proposal includes an associated comprehensive hard and soft landscaping scheme. Replacement planting would mitigate the loss of existing moderate-to-low quality trees with a greater number of trees as well as more plant diversity and other biodiversity improvements.
- 6.162 The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All units would have external amenity space. The layout and orientation of the buildings and separation

distances to neighbouring properties are acceptable to protect the amenities of neighbouring occupiers.

- 6.163 The amount of traffic generated would not have a material effect on highway safety or on parking conditions. Cycle parking and accessible parking spaces would be provided in line with planning policy requirements.
- 6.164 Land contamination and flood risk are acceptable, subject to conditions to manage risk. The scheme would be 'net zero' in terms of carbon emissions and would be highly sustainable in terms of the building design, and energy efficiency measures.
- 6.165 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

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £51,185.28 (848 sqm x £60.36) and the Haringey CIL charge will be £312,165.76 (848 sqm x £368.12 (Indexation included)). 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. RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2021/3522

Applicant's drawing No.(s) 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL_0321; PL_0220; PL_0001 REV.A; PL_0110; PL_0320; PL_0120; PL_0310; PL_0311; 1200 REV.A; 1001 REV.C; PL_1100 REV.A; PL_1101 REV.C; PL_1102 REV.F; PL_1103 REV.G; PL_1104 REV.G; 1000 REV.H; 2201 REV.B; 1201 REV.F; 1202 REV.F; 1203 REV.F; PL_2100 REV.D; 2200 REV.D; 3200 REV.C; PL_3101 REV.E; PL_3102 REV.E; PL_3103 REV.F; PL_3104 REV.F; PL_3100 REV.B; PL - 4200; 3202 REV.D; 3204 REV.A; 3203 REV.F; PL - 4100; 3201 REV.D;

Design and Access Statement; PHASE 1 ENVIRONMENTAL REPORT ref. 1890-P1E-1-C, REV.C; RIBA Stage 2 SuDS ref. 5571 - Ramsey Court - SuDS -2110-13nv; 'BSP' OUTLINE SCOPE OF WORKS FOR MECHANICAL AND ELECTRICAL SYSTEMS, ISSUE 2 dated 15/10/21; Sustainability Statement ref. 4412 - Ramsey Court - Sustainability Statement-2110-22dvQAMsRev4, Issue 4, dated 03/12/2; Energy Assessment ref. 4412-Ramsey Court-Energy Assessment-2112-03GKf, Issue 3, dated 03/12/21; Overheating Analysis ref. 5570-Ramsey Court-Overheating Risk-2109-27gk,

Issue 1, dated 20/10/21; Bat Activity Survey, ref. 5572 - Ramsey Court - Bat Activity Survey - 2111-17rw, Issue 1, dated 17/11/21; Biodiversity Net Gain report, ref. 5572 - Ramsey Court - BNG - 2111-25gg v5, Issue 5, dated 25/11/21; Urban Greening Factor report, ref. 5572 - Ramsey Court - UGF - 2111-19mrf V4, Issue 4, dated 19/11/21; Air Quality Assessment. ref. 6429 - Ramsey court - Air Quality Assessment-2110-13nv, Issue 1, dated 13/10/21; Preliminary Ecological Appraisal, ref. 5572 - Ramsey Court - PEA - 2110-15mrf V2, Issue 3, dated 15/10/21; Arboricultural Impact Assessment and Arboricultural Method Statement, ref: RWKR108/001, October 2021; E21099/PNR/R1-B (Planning Noise Report) dated 13/10/21; 'TTP Consulting' Transport Note ref. 1-SK-JP-Transport Note, October 2021; Daylight and Sunlight Report (Within Development), dated 22/10/21; Daylight and Sunlight Report (Neighbouring Properties), dated 22/10/21'; Ecological Enhancements Plan dated 16/09/21

Subject to the conditions set out in Appendix 1.

Appendix 1 Planning Conditions and Informatives

CONDITIONS

1) Development begun no later than three years from date of decision

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) In accordance with approved plans

The approved plans comprise drawing nos; 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL_0321; PL_0220; PL_0001 REV.A; PL_0110; PL_0320; PL_0120; PL_0310; PL_0311; 1200 REV.A; 1001 REV.C; PL_1100 REV.A; PL_1101 REV.C; PL_1102 REV.F; PL_1103 REV.G; PL_1104 REV.G; 1000 REV.H; 2201 REV.B; 1201 REV.F; 1202 REV.F; 1203 REV.F; PL_2100 REV.D; 2200 REV.D; 3200 REV.C; PL_3101 REV.E; PL_3102 REV.E; PL_3103 REV.F; PL_3104 REV.F; PL_3100 REV.B; PL - 4200; 3202 REV.D; 3204 REV.A; 3203 REV.F; PL - 4100; 3201 REV.D; Design and Access Statement; PHASE 1 ENVIRONMENTAL REPORT ref. 1890-P1E-1-C, REV.C; RIBA Stage 2 SuDS ref. 5571 - Ramsey Court - SuDS -2110-13nv; 'BSP' OUTLINE SCOPE OF WORKS FOR MECHANICAL AND ELECTRICAL SYSTEMS, ISSUE 2 dated 15/10/21; Sustainability Statement ref. 4412 - Ramsey Court - Sustainability Statement-2110-22dvQAmRev4, Issue 4, dated 03/12/2; Energy Assessment ref. 4412-Ramsey Court-Energy Assessment-2112-03GKf, Issue 3, dated 03/12/21; Overheating Analysis ref. 5570-Ramsey Court-Overheating Risk-2109-27gk, Issue 1, dated 20/10/21; Bat Activity Survey, ref. 5572 - Ramsey Court - Bat Activity Survey - 2111-17rw, Issue 1, dated 17/11/21; Biodiversity Net Gain report, ref. 5572 - Ramsey Court - BNG - 2111-25gg v5, Issue 5, dated 25/11/21; Urban Greening Factor report, ref. 5572 - Ramsey Court - UGF - 2111-19mrf V4, Issue 4, dated 19/11/21; Air Quality Assessment. ref. 6429 - Ramsey court - Air Quality Assessment-2110-13nv, Issue 1, dated 13/10/21; Preliminary Ecological Appraisal, ref. 5572 - Ramsey Court - PEA - 2110-15mrf V2, Issue 3, dated 15/10/21; Arboricultural Impact Assessment and Arboricultural Method Statement, ref: RWKR108/001, October 2021; E21099/PNR/R1-B (Planning Noise Report) dated 13/10/21; 'TTP Consulting' Transport Note ref. 1-SK-JP-Transport Note, October 2021; Daylight and Sunlight Report (Within Development), dated 22/10/21; Daylight and Sunlight Report (Neighbouring Properties), dated 22/10/21; Ecological Enhancements Plan dated 16/09/21. 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) Materials submitted for approval

Samples 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.

4) Details of hard and soft landscaping

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; pedestrian access and circulation areas; hard surfacing materials; details of children's play space provision; 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.)

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with tree, shrubs/plants, and grass establishment); schedules of trees, shrubs and plants, noting species, sizes and proposed numbers/densities where appropriate; implementation programme].

The soft landscaping scheme shall include detailed drawings of:

- a. any existing trees to be retained.
- b. any existing trees to be removed.
- c. any 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. Any 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.

5) SuDS Maintenance and Management

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.

6) Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Assessment by Eight Associates (dated 3 December 2021) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 24.42 kWp of solar photovoltaic (PV) energy generation.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 13% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Specification of the PV array, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp).

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 at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHP installations have 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.

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

7) Overheating measures

Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis (dated 20 October 2021) prepared by Eight Associates:

- Natural ventilation, with openable areas of 50% (standard windows) and 90% (Juliet balconies)
- Glazing g-value of 0.45 (houses), 0.35 (flats),
- Fixed shading and overhangs (as annotated on plans);
- Internal blinds with low-reflective slats
- MVHR with summer bypass (min. flow of 0.3 l/m²/s)
- No active cooling

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

8) Living roofs

(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) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- 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 the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

9) Land contamination

Before development commences other than for investigative work:

- a. Using the information already submitted in the Phase 1 Environmental Report with reference 1890-P1E-1-C prepared by GO Contaminated Land Solutions Ltd dated 27th October, 2021 or conducting a new Phase 1 report, 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 in accordance with Policy SD1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

10) Unexpected contamination

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

Reason: To ensure that the development 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 accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

11) Non-Road Mobile Machinery

No development shall take place until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality in accordance with Policies D3 and SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

12) Demolition/Construction Environmental Management Plans

No demolition works associated with the approved development shall take place until; A); a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority, and; 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 in accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 and SI 1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

13) Construction and Energy Plant

Prior to installation where applicable, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh (0%).

Reason: To safeguard residential amenity and air quality in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

14) Noise limits from plant

Prior to the occupation of the development, the three air source heat pumps on Block B of the approved development shall either be acoustically enclosed, or quieter units shall be used, in either case to result in a sound power level of 56dBA or lower. Alternatively, the lower noise limit from the pumps shall be set at equal to the existing background noise level, in which case no acoustic enclosure or alternative units will be needed.

Reason: To avoid noise pollution and safeguard the residential amenity of Ramsey Court occupiers, in accordance with paragraph 174(e) of the NPPF

2021, Policies D6 and D14 of the London Plan 2021, and Policy DM1 of The Development Management DPD 2017.

15) Cycle Parking

No above-ground development shall take place until full details of the type (parking system used), access, location, layout, and dimensions of secure and covered cycle parking facilities and the access and circulation spaces leading to them, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 18 long-stay spaces (6 serving Block B, 12 serving Block A, of which a minimum of 5% of spaces shall be for larger cycles) and 2 short-stay cycle parking spaces for users of the development, have been installed in accordance with the approved details and the London Cycling Design Standards. 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.

16) Construction Management Plan

No development shall take place, including any works of demolition, until a Method of Construction Statement, 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.

Reasons: 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.

17) Roof restrictions as balconies

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

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.

18) Central Satellite dish

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 safeguard the visual amenities of the area consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

19) Satellite dish restriction

The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central dish/receiving system noted in the condition above.

Reason: To safeguard the visual amenities of the area consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

20) Highway works

Above ground works for the development authorised by this permission shall not commence until the developer has entered into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising:

- improved boundary treatments and street frontages;
- the removal of the two crossovers, the reinstatement of the footway and the kerbline outside the site on Barrington Road;
- the reinstatement of resident permit holder parking provision outside the site on Barrington Road;
- the creation of a disabled persons' parking space on Park Road; and
- all associated lining and signing works.

A detailed drawing showing the extent and nature of all proposed highway works shall be submitted to the Council so that an estimate of the cost of the works to be paid in full by the applicant can be carried out. A contribution of £4,000 towards the amendment of the Traffic Management Order shall also be secured. No highway works shall commence until all funds have been paid to the Council.

Reason: To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements and to enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.

21) Part M4(2)

All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and the London Plan 2021 Policy D7.

22) Part M4(3)

At least 10% of all dwellings (at least 1) hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

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

23) Permitted development restrictions

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, means of enclosure (walls/fences), shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

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

INFORMATIVES

1) INFORMATIVE: Co-operation

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

2) INFORMATIVE: CIL liable

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 £51,185.28 (848 sqm x £60.36) and the Haringey CIL charge will be £312,165.76 (848 sqm x £368.12 (Indexation included)). 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) INFORMATIVE: Hours of construction

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

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

4) 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.

5) INFORMATIVE: Street Naming and Numbering

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

6) INFORMATIVE: Sprinklers

The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

7) INFORMATIVE: Thames Water

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

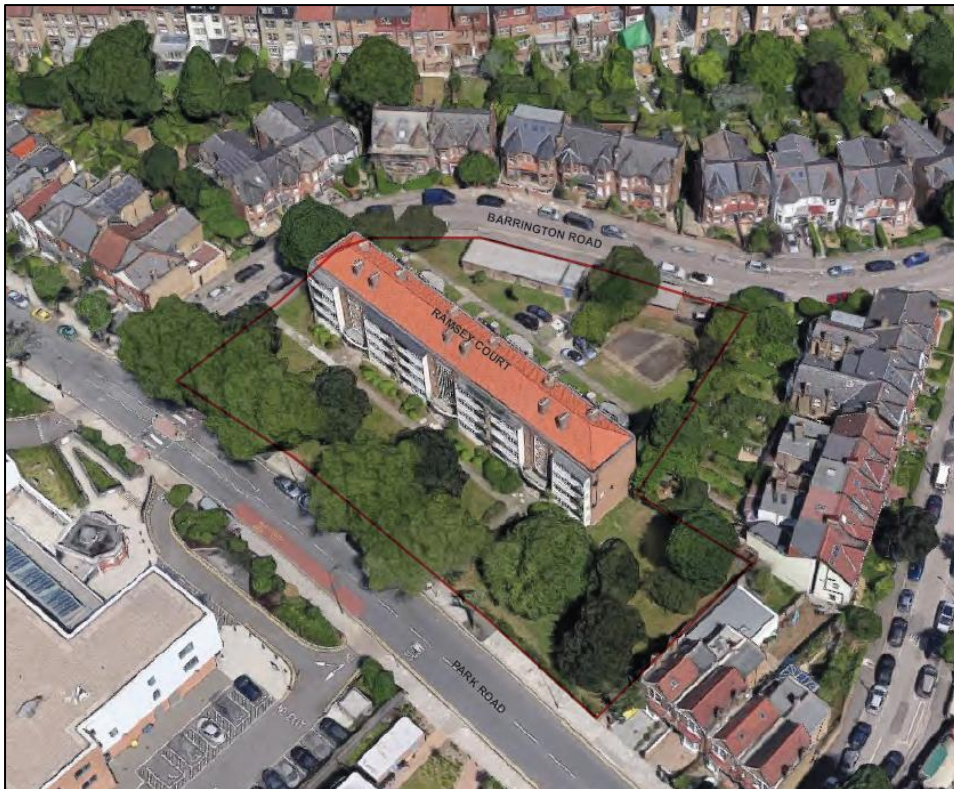
8) INFORMATIVE: Asbestos

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.

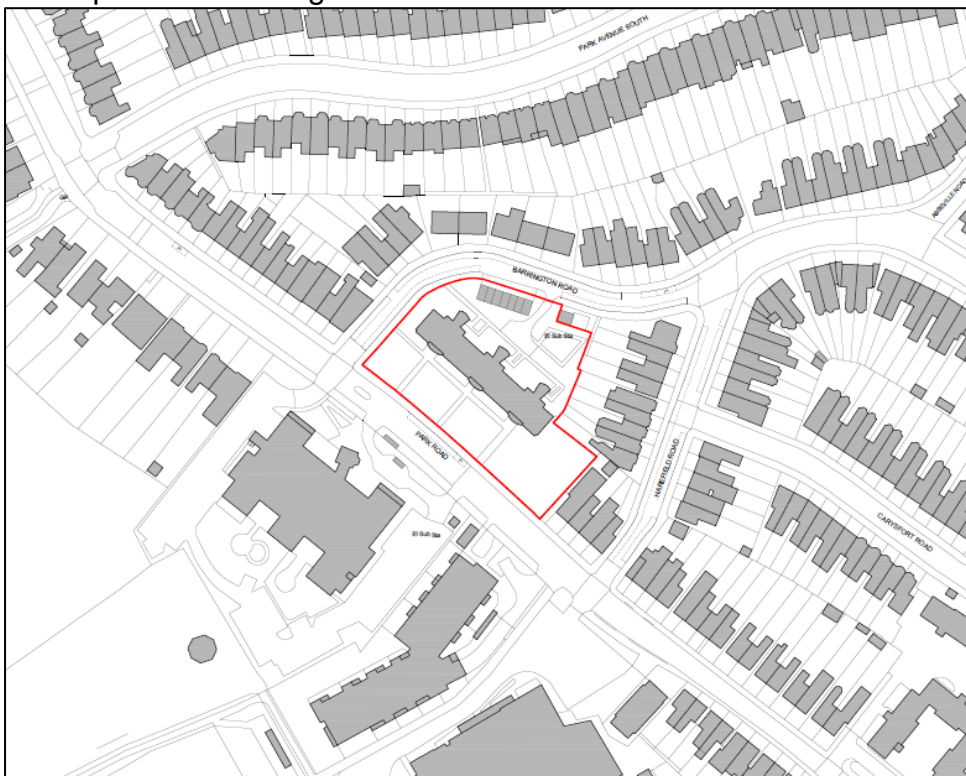
9) INFORMATIVE: Designing Out Crime

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

Appendix 2 Plans and Images



Aerial photo of existing site



Existing site location plan



Proposed site plan



Proposed floor plans – Park Road block



Proposed elevations – Park Road block



Proposed street elevation – Park Road



Proposed ground floor plans – Barrington Road houses



First floor and roof plans – Barrington Road houses



Proposed elevations – Barrington Road houses



Proposed street elevation – Barrington Road



Image of proposed development – Park Road block



Image of proposed development – Park Road block



Image of proposed development – Barrington Road houses

The Existing Site: the rear carpark



The Proposed Communal Garden



Existing and proposed landscaping



Aerial view of proposed development



Aerial view of proposed development

Appendix 3 Consultation Responses – Internal and External Consultees

LBH Transportation Group
 LBH Design Officer
 LBH Cleansing
 LBH Tree Officer
LBH Planning Officer
LBH Environmental Health
LBH Carbon Officer
 Transport for London
 Thames Water

Stakeholder	Question/Comment	Response								
INTERNAL										
Transportation Group	<p>Description: Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. x on-street wheelchair parking spaces and new street trees along Park Road.</p> <p>Further to the applicant’s clarification email, I have reviewed the above planning application, including the Design and Access Statement and the transport note.</p> <p>Proposed Schedule of Accommodation</p> <p>The development proposals are for the delivery of 9 residential units:</p> <table><tr><th>Park Road Apartments</th><th>Barrington Road Houses</th></tr><tr><td>1 Bed 2 Person: 2 apartments</td><td>3 Bed 5 Person: 2 Houses</td></tr><tr><td>2 Bed 4 Person: 3 apartments</td><td>2 Bed 4 Person: 1 House</td></tr><tr><td>3 Bed 5 Person: 1 apartment</td><td></td></tr></table> <p>Of the 9 units, 6 would be social-rented and 3 for private market sale. One unit would be wheelchair-accessible.</p> <p>Proposed Cycle Parking</p> <p>Cycle parking is proposed in line with the London Plan (2021) minimum cycle parking standards.</p>	Park Road Apartments	Barrington Road Houses	1 Bed 2 Person: 2 apartments	3 Bed 5 Person: 2 Houses	2 Bed 4 Person: 3 apartments	2 Bed 4 Person: 1 House	3 Bed 5 Person: 1 apartment		<p>Comments noted.</p> <p>Contents are detailed, but in summary the proposal is acceptable subject to conditions to secure the works and measures listed.</p> <p>Cycle parking details have since been clarified with the Council’s Transportation Officer and conform with their requirements. A condition is nonetheless attached for the avoidance of doubt to ensure these details are formally secured.</p> <p>These issues are addressed in full in section 6 of the report.</p>
Park Road Apartments	Barrington Road Houses									
1 Bed 2 Person: 2 apartments	3 Bed 5 Person: 2 Houses									
2 Bed 4 Person: 3 apartments	2 Bed 4 Person: 1 House									
3 Bed 5 Person: 1 apartment										

Park Road Apartments	Cycle Parking Required vs Proposed	Barrington Road Houses	Cycle Parking Required vs Proposed
1 Bed 2 Person: 2 apartments 2 Bed 4 Person: 3 apartments 3 Bed 5 Person: 1 apartment	A minimum of 11 long-stay cycle parking spaces are required, 12 are proposed A minimum of 2 short-stay (visitor) spaces are required, 2 are proposed for the whole development	3 Bed 5 Person: 2 Houses 2 Bed 4 Person: 1 House	A minimum of 6 long-stay spaces are required, 6 are proposed in individual cycle stores in front gardens capable of containing 2 cycles each
<p>In accordance with the London Cycling Design Standards (LCDS), cycle parking should follow these principles:</p> <ul style="list-style-type: none"> • Long-stay parking: secure (with access for residents only), lockable and covered/sheltered; and • Short-stay (visitor) parking: secure, conveniently located close to the entrance and overlooked. <p>It is advised that all short-stay cycle parking should be provided in the form of Sheffield stands. The communal cycle store on Site A appears to be showing an indicative layout but it is not clear whether this is the proposed outline of Sheffield stands or two-tier racks, or a combination of both. In line with the London Cycling Design Standards (LCDS), it is advised that a minimum of 5% of spaces be for larger cycles (in this case, one space in the form of a double-sided Sheffield stand should be able to accommodate a larger cycle on one side and a regular cycle on the other). All minimum dimensional and spacing requirements should comply with the LCDS. Cycle access should avoid any stairs, narrow doorways or gates of less than 1.2m in width.</p> <p>The individual cycle stores for the houses on Site B are supported in principle but their acceptability would need to be demonstrated. The Cambridge Cycle Guide for New Residential Developments contains useful information on how to size cycle sheds to the right dimensions (see Diagram 17): https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf</p> <p>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</p>			

	<p>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 a plan.</p> <p>Existing Parking</p> <p>The existing site comprises 10 car parking spaces, namely 7 in the form of garages and 3 in the form of delineated spaces (including a disabled persons' parking space) in an off-street car park accessed from Barrington Road. Evidence shows that up to 4 vehicles park in the rear car park, which would bring the total of spaces to 11. The transport consultant has clarified that one of the 7 garages is used for refuse but the exact use of the others is unknown. It is understood that they are mainly used for storage and not parking. For the parking impact assessment, it has been assumed as a worst case that all 7 garages are used for parking and that their removal would cause the need to relocate up to 7 vehicles on street.</p> <p>It is noted that the existing disabled persons' parking spaces on site would be reprovided along Park Road, alongside a new wheelchair-accessible space serving the proposed development.</p> <p>Proposed Car Parking</p> <p>The site is located in the Crouch End A Controlled Parking Zone (CPZ) operating Monday-Friday 10:00-12:00. The site's Public Transport Accessibility Level is 2. As such, the proposed development would not be eligible for a car-free status and future residents would be able to apply for an on-street resident parking permit to park in the CPZ.</p> <p>Based on 2011 Census local car ownership data, houses had an average vehicle ownership of 1.15 vehicles per household and flats an average of 0.56 vehicles per household. That equates to a predicted demand for parking of up to 7 vehicles.</p> <p>Parking stress surveys were undertaken following the Lambeth methodology within 200m of the site in both November 2019 and November 2020. Both surveys show similar results, with a slight change in study areas due to the later addition of Site A to the scheme.</p> <p>The survey analysis shows that, depending on the methodology used (observed free spaces and theoretical spare capacities based on 5m and 6m bay lengths respectively), the overall baseline parking stress varies between 73% and 90%. With the addition of the likely demand generated by the proposals (up to 7 vehicles) and the relocation of up to 11 vehicles (7 assumed to be parked in the existing garages and 4 in the on-site car park), the total parking stress would vary between 81% and 101%. Using a 6m bay length constitutes a worst-case scenario and it is likely that the actual stress would be based on a 5.5m bay length, which would equate to a total on-street parking capacity of 192 spaces, i.e. close to that of the original assessment. Therefore, with a total on-street parking demand of 172-174 spaces with a capacity of 192 spaces, the total stress would likely be in the region of 90%-91%.</p>	
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	Original Assessment	5m Bay Length	6m Bay Length
Baseline Parking Stress	154/200 = 77% - 156/195 = 80%	154/211 = 73% - 156/211 = 74%	154/173 = 89% - 156/173 = 90%
Baseline Parking Stress + Additional Stress (7+7+4 = 18)	172/200 = 86% - 174/195 = 89%	172/211 = 81% - 174/211 = 82%	172/173 = 99% - 174/173 = 101%

Although this is above the 85% threshold beyond which it becomes difficult for drivers to find available spaces to park in, this is considered acceptable. It is noted that this is the worst-case scenario where all 7 existing garages are currently occupied by vehicles, but it appears that most (if not all) are only used for storage, which would reduce the average total parking stress to 86%-87%.

A total of 2 disabled persons' parking spaces would be provided along Park Road outside Site A, one as a re-provision of the existing on-site space that would be lost as a result of the development proposals on Site B and another serving the proposed block on Site A. The highway works would be secured by means of a Section 278 agreement (scope of works and estimate to be confirmed) and a contribution of £4,000 towards the amendment of the Traffic Management Order would be sought.

New Facilities for Existing Residents

It is noted that a refuse store adjacent to the Site B houses would be provided for existing residents. Likewise, new cycle stores for existing residents would be provided on the other side of the Ramsey Court building. This initiative is welcome.

Highway Improvements

The development proposals include a number of other highway improvements, namely:

- Improved boundary street frontage to Barrington Road
- Improved boundary treatment to the Park Road frontage
- Passing place on Barrington Road for local traffic

The exact nature of the proposed highway works should be clearly explained and illustrated on a Section 278 drawing, which should be provided to show their extents, alongside the accessible bay provision on Park Road. The Section 278 agreement would be secured pre-occupation and a detailed drawing required at the earliest possible opportunity to enable

	<p>the Council to estimate the cost of the works to be paid in full by the applicant.</p> <p>We would not object to the planning application being granted permission on transport grounds, subject to a number of planning conditions:</p> <p>Planning Conditions</p> <p>1) <u>Cycle Parking</u></p> <p>No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 18 long-stay and 2 short-stay cycle parking spaces for the users of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.</p> <p><u>Reason:</u> To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.</p> <p>2) <u>Construction Management and Logistics Plan</u></p> <p>Prior to the commencement of development, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).</p> <p>The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway; b) The estimated peak number and type of vehicles per day and week; c) Estimates for the number and type of parking suspensions that will be required; and d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. <p><u>Reason:</u> To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the</p>	
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	<p>Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbour properties and to maintain traffic safety.</p> <p>3) <u>Section 278 (Highway Works) Agreement</u></p> <p>Prior to the first occupation of the development, the developer shall enter into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising:</p> <ul style="list-style-type: none"> - improved boundary treatments and street frontages; - the removal of the two crossovers, the reinstatement of the footway and the kerbline outside the site on Barrington Road; - the reinstatement of resident permit holder parking provision outside the site on Barrington Road; - the creation of a disabled persons' parking space on Park Road; and - all associated lining and signing works. <p>A detailed drawing showing the extent and nature of all proposed highway works shall be submitted to the Council so that an estimate of the cost of the works to be paid in full by the applicant can be carried out. A contribution of £4,000 towards the amendment of the Traffic Management Order shall also be secured. No highway works shall commence until all funds have been paid to the Council.</p> <p><u>Reason:</u> To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements. To enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.</p>	
Design Officer	<p>Re.: HGY/2021/3522 - Ramsey Court, Park Road, London N8 8JU</p> <p><i>Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. x on-street wheelchair parking spaces and new street trees along Park Road.</i></p> <p>Thank you for asking for my comments on this application. In summary, I have no concerns with this design, which I consider to be high quality, of appropriate scale form and appearance to context and capable of providing good quality homes.</p>	<p>Comments noted.</p> <p>Design is discussed in section 6 of the report.</p> <p>Officers agree with the Design Officer's comments and support the design for the reasons set out in the report.</p>

	<p>In detail, the proposals are for 9 new properties - a 3 storey block of 6 apartments fronting Park Road and a terrace of 3 - 2 storey houses fronting Barrington Road, the former to the right hand side and the latter behind the existing Ramsey Court. This is a four storey, 1950s council housing block, rectangular in plan, containing flats and set in open landscaped space. It was apparently built on the site of Second World War bomb damage, where there had previously been two and (along Park Road) some three storey, terraced and semi-detached housing just like those adjacent to and opposite the site. However, Ramsey Court is a simple block, rectangular in plan, aligned with Park Road but set-back considerably further than those pre-existing and neighbouring houses, leaving a fairly large gap to the right of the block, up to the blank flank wall of the 1st neighbouring house on Park Road to the right. Between the rectilinear block of Ramsey Court and the curve of Barrington Road, irregular shaped space was laid out with garages, parking, a sub-station, drying yards and incidental landscaping. It is these two irregular spaces, that form breaks in the urban grain and present inactive and in the Barrington Road case ugly frontage to the street that are considered reasonable development plots. Both are very rarely used (apart from the sub-station, which will be retained). Ramsey Court will continue to benefit from the large, well landscaped frontage, there will still be a large number of trees and a generally landscaped setting to both streets, but developments of these two plots will improve active frontage to both streets, clarity and separation of public and private land, and reduce opportunities for anti-social behaviour.</p> <p>The design of both blocks is well considered and appropriate for their different locations and contexts. The block on Park Road will have a strong identity and presence on this busy street, and at three storeys with a forward projecting bay will be within the prevailing range of two to four storeys and architectural form of the street, and whilst being a clearly contemporary design, its fenestration proportions and brick materials will further harmonise with its context. The three houses on Barrington Road will more closely reference the existing Edwardian terraces of this otherwise more consistently designed context, with a closely matching red brick and contemporary reinterpretations of the strong, regularly spaced bay windows. The proposed accommodation on both new blocks will be of excellent quality, with generous space standards, including generous private gardens, balconies and roof terraces for the houses and flats, with careful screening of the windows and private gardens of the nearest houses to protect existing and new residents' privacy. The applicants' consultants' daylight and sunlight assessments, prepared fully in accordance with the BRE Guide, demonstrate that all new dwellings will benefit from exemplary day and sunlight, as will all existing neighbours.</p>	
LBH Cleansing (waste services)	I can confirm that having looked at the documents attached to this proposal that waste management in operation has been adequately considered with the proposed locations, sizing and bin number/capacity calculations for the communal bin stores being suitable for the 6 x new developments to be built on	<p>Noted.</p> <p>No objection.</p>

	<p>Park Road, the existing properties of Ramsey Court that will be retained with a new bin chamber constructed, and for the new 3 x houses to be built on Barrington Road. All bins will be stored within a 10m drag distance to a collection vehicle which can stop safely on the adjoining roads.</p> <p>Park Road</p> <p>The bin store here will contain 3 x 1100l communal bins. The split of these will/should be 2 x refuse and 1 x dry mixed recycling. 1 x 140l communal wheeled bin to capture food waste will also need to be provided here. The bin store should be easily accessible to collection crews. If locks are proposed then these should be fob or digilocks rather than keys. Any fobs or codes will need to be provided to the council in advance of occupation. I would advise that a drop kerb will be needed to allow the communal bins to be pulled to the collection vehicle. This should be factored in if not already in the proposal.</p> <p>Collections of refuse, dry recycling and food will be carried out weekly here. Bulky waste from the properties will need to be booked for collection by the occupants as needed.</p> <p>Barrington Road</p> <p>The three houses here will be issued with wheeled bins for refuse and dry mixed recycling. Food waste recycling is also available to these properties collected from an outside 23 litre lockable bin/box. The bins will be stored within the property frontages as indicated. Refuse will be collected fortnightly with dry recycling and food waste collected weekly.</p> <p>The bin store for the existing properties of Ramsey Court that are to be retained will contain 6 x 1100l bins. The split here will/should be 4 x refuse and 2 x mixed dry recycling. 2 x 140l communal wheeled bin to capture food waste will also need to be provided here. The bin store should be easily accessible to collection crews. If locks are proposed then these should be fob or digilocks rather than keys. Any fobs or codes will need to be provided to the council in advance of occupation. I would advise that a drop kerb will be needed to allow the communal bins to be pulled to the collection vehicle. This should be factored in if not already in the proposal.</p> <p>Collections of refuse, dry recycling and food will be carried out weekly here. Bulky waste from the properties will need to be booked for collection by the occupants as needed.</p>	<p>Dropped kerb is suggested in this scheme – as suggested in their comments.</p> <p>Arrangements over the type of locks on any bins are not a planning matter but rather an issue of the site management.</p> <p>Addressed in section 6 of the report.</p>
LBH Tree Officer	<p>To facilitate this new development, it is proposed to remove 9 trees. The trees have been categorized in accordance with BS 5837, 3 of the trees specified for removal are 'B' trees and 6 are 'C' trees, which should not be an impediment to development. There are no trees of high quality and value proposed for removal as part of this scheme.</p> <p>To mitigate for the loss of the trees above, the new landscape plan proposes the planting of 20 new trees, which includes 5</p>	<p>Noted.</p> <p>Scheme is supported for reasons set out in the comments and this is elaborated upon in section 6 of the report.</p>

	<p>London plane trees to be planted along Park Road and 15 within the new communal garden area. The London plane trees will develop large canopies and, in the future, provide wider benefits to the local community. The other 15 new trees include flowering and fruiting varieties which will provide a food source for pollinating insects and birds.</p> <p>A new native boundary hedge along the whole Park Road frontage is also proposed which will provide a green corridor and increase wildlife habitat on the site. Other improvements to enhance biodiversity include green roofs, greater plant diversity and bird/bat bricks installed within the buildings.</p> <p>In summary, I would support this new development proposal as the existing trees specified for removal are of moderate and low quality and have a limited life expectancy. The proposed new trees and landscaping will help mitigate the loss of existing canopy cover, increase biodiversity, enhance the quality of life for existing / future residents of Ramsey Court and the wider community.</p>	
LBH Planning Department (Planning Policy Team)	<p><u>Key Designations</u></p> <ul style="list-style-type: none"> Critical Drainage Area (Development Management Policy DM26 applies) <p><u>Site and Proposal</u></p> <p>The proposal comprises two infill residential developments on the Ramsey Court plot in Muswell Hill. The plot is bounded by Park Road to the southwest and Barrington Road to the north.</p> <p>The proposed development will provide a total of 9no. new homes comprising 7no. social rent and 2no. market sale homes.</p> <p>The proposal comprises 6no. apartments on Site A (currently comprising amenity space accessible from Ramsey Court including 6no. existing trees) and 3no. houses located on Site B (currently occupied by 7no. garages and 4no. existing trees).</p> <p><u>Principle of Development</u></p> <p>Policy SP1 of the Local Plan Strategic Policies sets out that the Council will focus Haringey's growth in the most suitable locations and manage growth to ensure that the Council delivers the potential opportunities and benefits and achieves strong, healthy and sustainable communities for the whole of the Borough. The Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement of 19,802 homes over the plan period from 2011-2026. The site falls within an Area of Limited Change which is an area in which expected growth is likely to make only a modest but still important contribution towards the overall local development needs of the Borough through opportunities on identified previously developed land, and small-scale infill and conversions. Development within these areas is likely to be more constrained by the local context and</p>	<p>General planning policy context provided.</p> <p>Officers note that planning policy is guidance, not fixed requirements, and it is for the decision-maker to apply appropriate weight and consider proposals against policy in the context of the relevant material planning considerations at the time of the decision.</p> <p>The planning report, notably section 6, sets out the relevant material planning considerations and outlines how and why the recommendation was reached with regard to planning policy.</p>

	<p>the capacity of existing local infrastructure and services and to be of an incremental nature.</p> <p>3no. houses are proposed to be located on Site B which is currently occupied by 7no. garages. It is noted that the garages are unused and the delivery of housing on this previously developed part of the site is supported in policy terms.</p> <p>6no. apartments are proposed on Site A which comprises amenity space associated with Ramsey Court. The amenity space is grassed and contains 6no. existing trees. The amenity space does not have any planning designation for open space or otherwise. In addition, the site is located in close proximity to a significant expanse of Metropolitan Open Land of which much is publicly accessible and consequently the site is not located within an area of Open Space Deficiency. Notwithstanding this, the plot is bounded by hedges along Park Road and is accessed from Ramsey Court and is therefore considered to be garden land in accordance with the definition in the Development Management DPD. Development Policy DM7 sets out a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots. The development comprises infill development rather than comprehensive development, however it is noted that the loss of garden land is proposed to be mitigated via the delivery of new communal garden to the rear of Ramsey Court which will provide compensation for the loss of existing amenity. The proposal is otherwise compliant with the criteria for infill developments on garden land should set out in part B of Policy DM7 and Policies DM1 and DM2.</p> <p>The loss of garden land at Site A is noted, however it is located in close proximity to a number of significant designated open spaces and the impact of the loss of garden land needs to be weighed against the benefits of bringing forward high-quality, genuinely affordable homes on the site. Considerable weight should be given to the provision of 7no. social rent units which will help to meet significant identified need for this housing type in the borough. Finally, regard should be had to Policy H2 of the London Plan 2021 which requires Boroughs to pro-actively support well-designed new homes on small sites (sites below 0.25 hectares in size)</p> <p><u>Affordable Housing</u></p> <p>Policy H4 of the London Plan 2021 seeks to maximise affordable housing provision, setting a strategic target for 50 per cent of all new homes delivered across London to be genuinely affordable.</p> <p>Policy SP2 of the Local Plan Strategic Policies document seeks to ensure that housing growth across the borough makes provision for an appropriate mix of high-quality housing, including affordable housing. Affordable housing will be achieved by sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%.</p>	
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	<p>Despite the proposal being for only 9 units (under the affordable housing threshold), the proposal includes 7 affordable homes (all at Social Rent). This provision is supported in policy terms having regard to current identified need in the borough and the preferences set out within Appendix C of the Council's Housing Strategy.</p> <p><u>Mix of Housing</u></p> <p>Policy DM11 of the Development Management DPD requires that proposals for new residential development should provide a mix of housing.</p> <p>The proposals will provide 33% of homes as 3 bed 5 person units, with a further 44% as 2 bed 4 person and 22% as 1 bed 2 person units. Having regard to Appendix C of the Council's Housing Strategy, and in the context of the site's location and surroundings, this mix is considered to be acceptable.</p> <p><u>Biodiversity and trees</u></p> <p>Policy G6 of the London Plan 2021 requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain.</p> <p>The new development at Site A will replace an open plot of land with grass lawn and an ecological survey has deemed the existing site to be of low ecological value. The proposals achieve a high Biodiversity Net Gain score of 234.47% net increase in habitat areas and a 100% net increase in linear habitat, compliant with London Plan Policy G6.</p> <p>Policy G7 of the London Plan 2021 states that, wherever possible, proposals should ensure that existing trees of value are retained. Adequate replacement is required based on the existing value of the benefits of the trees removed.</p> <p>The proposed new development will necessitate the removal of 9no. existing trees. The existing trees on Site A and Site B are not protected by a Tree Preservation Order. The proposed tree strategy was developed in consultation with Haringey's Tree Officer and replaces the existing trees with 20 new trees to ensure no net loss of green cover, compliant with London Plan Policy H2 (4.2.10). A further 5no. new street trees will also be provided along Park Road, which will help to mitigate the impact of existing traffic pollution.</p> <p>Overall, the proposals achieve a target Urban Greening Factor score of 0.4, compliant with Policy G5 of the London Plan 2021.</p> <p><u>Parking</u></p> <p>The existing disused garages and external parking spaces at Site B (adjacent Barrington Road) will be replaced by 2no. on-street wheelchair accessible parking bays on Park Road. The site location is rated PTAL 2 and the proposed new development will be car-free, compliant with Development Management Policy DM32.</p>	
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	<p><u>Critical drainage areas (CDAs)</u></p> <p>The site is located within a Critical Drainage Area (CDA). Policy DM26 of the Development Management DPD requires that proposals located within CDAs to incorporate measures to reduce the overall level of flood risk in the CDA.</p> <p>Proposals for new development within Local Flood Risk Zones must include a statement describing how flood risk issues have been addressed. The Council may also require a further site-specific Flood Risk Assessment to assess risk, particularly from surface water flooding.</p> <p>A statement describing how flood risk issues have been addressed should be provided as part of the application.</p> <p>Helen Evans Planning Policy</p>	
LBH Environmental Health (Contaminated Land)	<p><u>Re: Planning Application HGY/2021/3522 at Ramsey Court Park Road N8 8JU.</u></p> <p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. x on-street wheelchair parking spaces and new street trees along Park Road and I will like to comment as follows.</p> <p>Having considered all the relevant pollution supportive information especially the Air Quality Assessment Report Issue 1 with reference 6429 – Ramsey Court – Air Quality Assessment – 2110 – 13nv prepared by Eight Associates Ltd taken note of sections on Existing Air Quality Assessment, Operational Impacts: Dispersion Modelling, Air Quality Neutral, Mitigation and Conclusions as well as the Phase 1 Environmental Report with reference 1890-P1E-1-C prepared by GO Contaminated Land Solutions Ltd dated 27th October, 2021 taken note of sections 7 (Site History), 9 (Potential Contamination), 10 (Risk Assessment), 11 (Site Work) and 13 (Conclusions), 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.</p> <p>However, we must but advised that, the submitted Phase 1 report is incomplete and un-satisfactory going by the standard of the current submission. Moreover, for the reason best known</p>	<p>Comments noted.</p> <p>Details are discussed in full in section 6.</p> <p>In summary, Officers note that no objection is raised subject to conditions to address contamination and any remediation works necessary. These conditions are attached.</p>

	<p>to the applicant, we wouldn't know why the applicant was looking at the local authority planning portal for information on the site contamination and we consider the applicant submission in the report that; no significant potentially contaminants sources were found on the site to be not reliable. The applicant fails to follow our advice on how to get the required information for submitting a satisfactory report whilst we can also confirm that, the applicant did not make any official contaminated land enquiry to the pollution team but enquired if the information been requested from the council on this where the relevant fee is to be paid can be substituted by another report from other third party and of which an appropriate response was given to that effect.</p> <p>Can we please therefore advise that any future applicant report must be based on factual information why such reports and investigation will need to be undertaken by the appropriate land contamination professional?</p> <p>1. <u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <ul style="list-style-type: none"> e. Using the information already submitted in the Phase 1 Environmental Report with reference 1890-P1E-1-C prepared by GO Contaminated Land Solutions Ltd dated 27th October, 2021 or conducting a new Phase 1 report, 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. f. 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. g. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; h. 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><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p>	
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	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</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>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Demolition/Construction Environmental Management Plans</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>	
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	<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> <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> <p>i. Monitoring and joint working arrangements, where appropriate;</p> <p>ii. Site access and car parking arrangements;</p> <p>iii. Delivery booking systems;</p> <p>iv. Agreed routes to/from the Plot;</p> <p>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</p> <p>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</p> <p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</p> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>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);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <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>	
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	<p>Reason: 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>5. Combustion and Energy Plant Prior to installation where applicable, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>Informative:</p> <ol style="list-style-type: none"> 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>I hope the above clarify our position on the application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/521883.</p>	
LBH Carbon Officer	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Assessment prepared by Eight Associates (dated 3 December 2021) • Sustainability Statement prepared by Eight Associates (dated 3 December 2021) • Overheating Analysis prepared by Eight Associates (dated 20 October 2021) • Relevant supporting documents. <p>1. Summary The development achieves a reduction of 101.2% carbon dioxide emissions on site, which is strongly supported. This means the development is 'net zero carbon' in terms of its regulated operational emissions and goes beyond requirements set out in Policies SI2 of the London Plan and SP4 of the Local Plan. Some minor clarifications must be provided with regard to the Overheating Strategy.</p> <p>2. Energy – Overall 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 CO₂ emissions for the development shows an improvement of approximately 101.2% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant).</p>	<p>Addressed in detail in section 6 of the report.</p> <p>In summary, the proposal represents The scheme represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard.</p> <p>Details of this energy approach and related aspects of the build will be secured by conditions, as suggested in the comments, and listed in Appendix 1.</p> <p>Issues relating to crime are noted, however are not</p>

This represents an annual saving of approximately 13.66 tonnes of CO₂ from a baseline of 13.5 tCO₂/year.

Energy – Lean

The applicant has proposed a saving of 2.01 tCO₂ in carbon emissions (13.4%) 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.

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

Floor u-value	0.10 W/m ² K
External wall u-value	0.15 W/m ² K
Roof u-value	0.10 W/m ² K
Door u-value	1.20 W/m ² K
Window u-value	1.40 W/m ² K
G-value	0.45 (houses); 0.35 (flats)
Air permeability rate	3 m ³ /hm ² @ 50Pa
Ventilation strategy	Balanced mechanical ventilation with heat recovery One-toilet dwellings (89% efficiency, SPF of 0.53 W/l/s) Two-toilet dwellings (88% efficiency; SPF of 0.60 W/l/s)
Cooling	None
Thermal bridging	Default psi-values and bespoke values for flat roof with parapet and balcony junctions.
Low energy lighting	100% min. 75 lumens/W
Heating system Be Lean only	Gas boilers (89.5% efficient – Be Lean)
Thermal mass	Medium
Fabric energy efficiency improvement	10% improvement for flats to 23.48 MWh/year 16% improvement for houses to 17.43 MWh/year

Overheating is dealt with in more detail below.

Energy – Clean

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

Energy – Green

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

The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 16.9 tCO₂ (84.3%) reduction of emissions are proposed under Be Green measures.

material to this response. They are addressed in Appendix 4 below.

The total solar array peak output would be 24.42 kWp, which is estimated to produce around 20,106 kWh/year of renewable electricity per year, equivalent to a reduction of 4.7 tCO₂/year. The array of 74 panels of 330W would be mounted on a roof area of 26 m² per house and 130m² on the flats, at a 30° angle, facing south-west.

The individual air-to-water 5kW ASHP systems for the houses and flats (min. COP of 3.37) will provide hot water and heating to the dwellings through hot water cylinders of 210l, underfloor heating and radiators.

3. Carbon Offset Contribution

This proposal reduces all of its regulated operational emissions within the current design, meaning it goes beyond the London Plan and Local Plan net zero carbon target. A further 0.16 tCO₂ is reduced from the unregulated operational emissions.

	Site wide	
<i>(SAP10 emission factors)</i>	tCO ₂	%
Baseline emissions	13.50	
Be Lean savings	2.28	16.9%
Be Clean savings	0	0%
Be Green savings	11.38	84.3%
Cumulative savings	13.66	101.2%
Carbon shortfall to offset (tCO₂)	-0.16 (no carbon offset due)	

4. Overheating

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

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. Results are listed in the table below.

All rooms pass the overheating requirements for 2020s DSY1, DSY2 and DSY3. In order to pass this, the following measures will be built:

- Natural ventilation, with openable areas of 50% (standard windows) and 90% (Juliet balconies)
- Glazing g-value of 0.45 (houses), 0.35 (flats),
- Fixed shading and overhangs (as annotated on plans);
- Internal blinds with low-reflective slats

- MVHR with summer bypass (min. flow of 0.3 l/m²/s)
- No active cooling

The submitted overheating strategy is considered acceptable.

	Number of habitable rooms pass TM59	Number of corridors pass
DSY1 2020s	32/32	3/3
DSY2 2020s	32/32	3/3
DSY3 2020s	32/32	3/3
Total number of spaces modelled	9 homes 32 habitable rooms 3 corridors	

Actions:

- Confirm who will own the overheating risk when the building is occupied (not the residents).
- What secure by design measures have been included in the design to prevent the risk of crime to ground floor dwellings? Will these windows be openable at night?

5. Overall Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability Statement 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, embodied carbon, energy and CO₂ emissions and landscape design.

Sustainability – Living roofs

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The application is proposing living roofs on the roof of Site A and on the first floor of Site B.

All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.

Sustainability – Biodiversity

The development achieves an Urban Greening Factor of 0.407, which complies with the interim minimum target of 0.4 for residential developments in London Plan Policy G5.

6. Conclusion

	<p>Overall, it is considered that the application can be supported.</p> <p>Planning Conditions To be secured:</p> <p><u>Energy strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy Assessment by Eight Associates (dated 3 December 2021) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 24.42 kWp of solar photovoltaic (PV) energy generation.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 13% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Specification of the PV array, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp).</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) Within six months of first occupation, evidence that the solar PV and ASHP installations have 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.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u>Overheating</u></p>	
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	<p><i>Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis (dated 20 October 2021) prepared by Eight Associates:</i></p> <ul style="list-style-type: none"> - <i>Natural ventilation, with openable areas of 50% (standard windows) and 90% (Juliet balconies)</i> - <i>Glazing g-value of 0.45 (houses), 0.35 (flats),</i> - <i>Fixed shading and overhangs (as annotated on plans);</i> - <i>Internal blinds with low-reflective slats</i> - <i>MVHR with summer bypass (min. flow of 0.3 l/m²/s)</i> - <i>No active cooling</i> <p><i>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Living roof(s)</i></u></p> <p><i>(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></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>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</i> <i>iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m²; rope coils, pebble mounds of water trays;</i> <i>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i> 	
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	<p>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vi) Management and maintenance plan, including frequency of watering arrangements.</p> <p>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living 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.</p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	
EXTERNAL		
Transport for London	<p>Thank you for consulting TfL on this application, copy attached.</p> <p>Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application but has these specific observations:</p> <p>The development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 – 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit).</p> <p>If the development is permitted I recommend the developer is reminded of the following: Park Road supports bus route W7. In the event that implementation of the development impacts users of the services such as alighting or accessing bus stops or requires the temporary re-routeing of bus services or other such arrangements, these must be agreed with TfL before the work.</p>	<p>Comments noted.</p> <p>Proposal complies with London Plan transport policies – detailed in section 6 of the report.</p> <p>Comments noted regarding bus diversions if applicable – this is a development/works management issue for the applicant.</p> <p>A condition is attached to require a construction logistics plan to outline measures to show how the transport impacts of the construction will be planned and managed to minimise impacts and disruption on the transport network and neighbouring residents.</p>

Thames Water	<p>Waste Comments</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes.</p> <p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 will be undertaken to minimise groundwater discharges into the public sewer.</p> <p>Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-forservices/Wastewater-services.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement</p>	<p>Comments noted.</p> <p>An informative is attached as standard practice to inform the applicant on Thames Water details.</p> <p>A pump is not considered necessary in this scheme as it does not propose basement accommodation where they are normally requested.</p> <p>A construction method plan is already requested by condition to cover details of how works would take place.</p> <p>Further correspondence between the applicant and Thames Water has clarified that the proposal would <u>not</u> be within 5m of a protected strategic water main and therefore the location of the building is not problematic in this regard. The main is on Park Road.</p>
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	<p>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:</p> <p>“A</p> <p>Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer.</p> <p>Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section. 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-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water</p> <p>2</p> <p>Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS</p>	
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	<p>infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-ourpipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-</p>	
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	or-diverting-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk .	
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Appendix 4 Representations

Comment (<u>Material</u> Planning considerations)	Response
Principle/ Layout/ Density	
Not brownfield land where development should take place	The principle of the development, including the principle of the proposed density, scale/tall building, and the design merits of the scheme, including how the proposal is acceptable in terms of its contextual response, are addressed in section 6 of the report.
Loss of green/open space	
Loss of green/landscaped character of the area	
Proposal would increase urban character of area	
Design/ Appearance/ Character	
Out of keeping with character and appearance of the area	These issues are discussed in section 6 of the main report.
Too large/scale inappropriate/‘overdevelopment’	<p>The scheme is considered to represent a good quality contextual design and while contemporary, responsive and appropriate to its context.</p> <p>The comments relating to a 1949 book are noted but planning decisions must be made with regard to relevant material planning considerations, most notably the planning policy and legislative framework. The report sets out why the scheme is acceptable with regard to these issues.</p> <p>Good quality landscaping will be secured by condition.</p>
Incongruous/not a contextual design	
Garage redevelopment would not harm character/appearance, but new block of flats over green space would	
Loss of original carefully considered design (Ramsey Court building and landscaped grounds);	
Loss of the old borough of Hornsey’s historic element/vision whereby Ramsey Court are a key element – set out in a 1949 book (Beauty and the Borough) by a past councillor	
Better landscaping required	
Impact on historic setting of Ramsey Court and the Grade II	The works are on the far side of Park Road from this listed structure and would be insufficient to

Comment (<u>Material</u> Planning considerations)	Response
listed Hornsey War Memorial on the opposite side of Park Road	harm the structure or its setting. Its value as a heritage asset would not be diminished or harmed.
Standard of accommodation for future occupiers	
Substandard in size/cramped accommodation	Section 6 of the report sets out why the proposed accommodation would result in a good standard of accommodation for residents. Noise impacts are considered acceptable as detailed in the report. If the balconies to Block A get particularly noisy, residents can use the communal gardens or nearby parks as an alternative amenity space.
Insufficient amenity space	
Insufficient outlook	
Too noisy for future occupants	
Neighbouring amenity Impacts	
Loss of green amenity/play space	Section 6 of the report sets out why the proposed accommodation would not harm the residential amenity of neighbouring residents.
Loss of light	
Overshadowing	The proposal would still retain large areas of amenity/play space and the landscaping condition would ensure a net increase in planting/green infrastructure and includes a requirement to include details of provision for children's play space.
Loss of outlook	
Trees & Biodiversity, environmental etc.	
Loss of green space and its role as green infrastructure	Section 6 of the report sets out why the scheme is acceptable with regard to these considerations. The Council's Tree Officer has provided comments (Appendix 3) which summarise the benefits of the proposal in terms of trees/planting/biodiversity/ecology.
Loss of trees	
Loss of wildlife habitat/space for ecology	
Contrary to [Council's] Biodiversity Action Plan & Green Spaces Strategy which seeks to protect all green spaces	The supporting information outline the biodiversity benefits of the proposal. It includes the installation of scattered trees, green roofs, native hedgerow, permeable paving, rain gardens. Shrub planting will provide new

Comment (Material Planning considerations)	Response
	<p>habitats and opportunities for local wildlife. In total, the inclusion of these features within the proposed landscape plans will result in the creation of ecologically valuable habitats, which are appropriate to the local area and provide a positive contribution to National and Local policies as well as an improvement to the long-term biodiversity of the site. The installation of all new habitats on site is displayed within the Proposed Planting Strategy and Proposed Tree Strategy sections of the Landscaping Strategy document.</p> <p>The supporting information outlines that, using the Defra Biodiversity Metric 3.0 Calculator, the net biodiversity balance for the site was found to result in a 146.25% net increase in area habitats and a 100% net increase in linear habitat. This is above the required value of 10% biodiversity net gain target which is due to be set out in the forthcoming Environment Bill and therefore the proposal goes above planning policy requirements in this respect.</p>
<p>Insufficient/inadequate soil testing and details to assess contamination risk after the grant planning permission, instead of before – more research required</p>	<p>Addressed in section 6 of the report. Details are sufficient for qualified Council Officers to assess proposals on the proviso that contamination investigations and remediation strategies are required and adhered to, which can be secured by condition. These conditions are attached. This is standard practice for developments and the proposal is not unusual in this regard.</p>
Flooding	
<p>Proposal would exacerbate flood risk</p>	<p>Addressed in section 6 of the report.</p>
<p>Does not utilise the green space for a 'SUDs' scheme in a critical drainage area and take account of flooding overall</p>	<p>A location in a critical drainage area is not a barrier to development subject to addressing runoff/flood mitigation measures. Much of the borough is in such an area. Based on the limited increase in building footprint relative to the overall site, and the indicative measures put forward in the SuDs Strategy, Officers consider that the proposal can mitigate flood risk.</p>

Comment (Material Planning considerations)	Response
Transport	
Increased congestion	Addressed in section 6 of the report.
Existing transport infrastructure and parking capacity cannot handle more people/users	The proposal retains existing accessible parking numbers and adds additional provision in line with planning policy requirements. It also provides sufficient cycle parking. It is not 'car-free' meaning residents will be eligible to apply for a resident parking permit to park in surrounding streets which require a permit, where an assessment of the scheme found that there would not be unreasonable demand placed on parking pressure.
Public transport is already too poor in the area	
Redevelopment of garages should retain double yellow lines on Barrington Road	
Deliveries/servicing vehicles need to be accounted for	
Electric car charging infrastructure should be provided Impacts of construction works (noise, dust, traffic etc.) need to be considered	Other highway impacts are considered acceptable following assessment by the Council's qualified Transportation Officers. Highway works will be secured by condition.
Unacceptable disabled parking provision	
Unacceptable proposed removal of 4 parking spaces from the residents of Ramsey Court, including the disabled parking for its disabled residents	
Increased danger from use/users of public highway/pedestrians/cyclists etc.	
Other	
Comments on danger of housing adjacent to electromagnet radiation from electricity substation and requirement for an Electromagnetic Field Survey;	Not a material planning consideration and unsubstantiated harm.

Comment (Material Planning considerations)	Response
<p>Trees and green space needed to regulate existing air pollution/poor air quality. Poor air quality would be contrary to wider Council objectives</p>	<p>Proposal would not be sufficient in size or impact to cause harm in this regard and would improve tree and planting numbers on and around the site.</p>
<p>Green space and trees required to maintain mental health of residents</p>	<p>Proposal would retain sufficient green space around the site and improve the landscaping offer.</p>
<p>Contrary to Haringey declaration of a Climate Emergency</p>	<p>Proposals are assessed against the material planning considerations outlined in the report. It is not substantiated that any development or loss of space is contrary to this declaration.</p>
<p>Construction works would emit carbon</p>	<p>Not a reason to refuse any building works. Proposal is net zero in terms of carbon emissions.</p>
<p>Infrastructure stress in general</p>	<p>Considered acceptable as set out in report (water, roads, etc.) where relevant planning considerations.</p>
<p>Redevelopment of garages should address rubbish dumping/collection</p>	<p>Waste Services confirm acceptability of proposal. This planning application is not the means to address other separate management issues related to waste/garages.</p>
<p>Inadequate consultation period length given submission near holiday period</p>	<p>Comments were requested within 28 days, 7 days beyond the standard statutory 21-day period, having regard to the timing of the application submission and comments are accepted up until the date of the decision. The committee report was written 10 weeks after the date residents were first consulted, and all comments received were summarised in it up to this date.</p>
<p>Construction works would harm mental health</p>	<p>Not substantiated or warranted as reason to refuse planning permission. All development has some impact and conditions are attached to regulate how construction takes place. Separate legislation covers hours of construction and noise limits.</p>
<p>Increased crime due to proposal/design, notably creation of a narrow and secluded alleyway between Ramsey Court and the three new houses.</p>	<p>Not substantiated. While they do not normally formally comment on 'minor' applications under 10 units, the proposal was subject to pre-application discussions with the Police 'Designing Out Crime Officer'. They noted that the scheme was assessed by the Crime Prevention Officer on behalf of the Metropolitan Police in May 2021. The assessment concluded</p>

Comment (<u>Material</u> Planning considerations)	Response
	that the new accommodation should achieve SBD gold or silver accreditation as proposed

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2021/2151**Ward:** Fortis Green**Address:** 109 Fortis Green N2 9HR

Proposal: 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 residential flats and 4 mews houses and 131m2 flexible commercial space (Class E (a) - retail, E (b)-café/restaurant E(g)-office) in ground/lower ground floor unit, basement car parking and other associated works.

Applicant: Fortis Green Jersey Limited**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The loss of the existing car wash/valeting service and MOT/Car Repair Centre is acceptable as it will be replaced by good quality residential accommodation, contributing to meeting the Borough's housing targets and the flexible commercial floorspace proposed would add to the vitality and vibrancy of this section of Fortis Green.
- The proposed development would retain employment generating opportunities on the site.
- The proposed development would preserve and enhance the character and appearance of this part of the conservation area and would not cause harm to it.
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The scheme would provide a number of section 106 obligations including a financial contribution towards offsite affordable housing within the Borough.

2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management 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.

- 2.2 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 section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 04/04/2022 or within such extended time as the Head of Development Management or the Assistant Director Planning Building Standards and Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design
9. Secure by design (Commercial aspect)
10. Land Contamination
11. Unexpected Contamination
12. Demolition/Construction Environmental Management Plan
13. Energy strategy
14. Overheating
15. BREEAM (or equivalent)
16. Living walls/roof
17. Biodiversity
18. Construction Management Plan (Basement development)
19. Basement design
20. Cycle Parking details
21. Electric charging points

22. Satellite antenna
23. Kitchen Extract
24. Restriction to use class
25. Building Regs Part M
26. Restriction to telecommunications apparatus
27. Hours of use
28. Fire safety design

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos
- 8) Secure by design
- 9) Land contamination
- 10)Waste on site
- 11)Waste to be taken off site
- 12)Groundwater Risk Management Permit from Thames Water
- 13)Water pressure

Section 106 Heads of Terms:

1. Affordable Housing Provision
 - Financial contribution of £277,343 towards the provision of affordable housing off-site
2. Financial Viability Reviews
 - Early stage review if works do not commence within two years
 - Late Stage Review on completion of 80% (8) units
3. Section 278 Highway Agreement
 - Reconstruction of the vehicular crossover and adjacent footways
- 4 Sustainable Transport Initiatives
 - £8,000 towards enhancement of parking control
 - Monitoring per travel plan contribution of £3,000

- Three year free car club membership for all residents and £50 in credit per year for the first two years

4. Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting min. £16,647, to be confirmed by Energy Statement review
- 'Be Seen' commitment to uploading energy data

5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

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

6. Monitoring Contribution

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

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

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing the provision of off-site affordable housing the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy H4, H5, H6 and H7 of the London Plan 2021
2. The proposed development, in the absence of a legal agreement securing the provision of early stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such,

the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy H4, H5, H6 and H7 of the London Plan 2021 and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.

3. The proposed development, in the absence of a legal agreement securing 1) Three years free car club membership and £50 driving credit per residential unit. 3) Section 278 Highway Agreement for highway works for reconstruction of the vehicular crossover and adjacent footways. 4) A contribution towards enhancement of parking controls and 5) Implementation of a travel plan and monitoring free would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, and Development Management DPD Policies DM31, DM32 and DM48
 4. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
 5. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

BACKGROUND

3.1 Background

3.1.1 Planning permission was previously approved by the Council's Planning Sub Committee (reference HGY/2015/3813) for demolition of the existing structures and redevelopment of the site to provide 9 residential units comprising of 5 x residential flats and 4 mews houses, and 200sqm of flexible retail/office floorspace, including basement car parking. This was followed by approval to vary the approved scheme via a Section 73 application under (HGY/2017/0432). The original scheme was varied in the following ways:

- 1 x no. additional 1 bed residential unit;
- Minor reduction in area of 50sqm (GIA) of the flexible commercial unit;
- Layout amendments;
- Minor elevation alterations;
- Minor increase in ridge height of both buildings and
- Alterations to the approved layout of the basement.

3.1.2 Neither planning permission was implemented and both have now since lapsed. The current proposal is largely a resubmission of the scheme approved under HGY/2017/0432 with the following minor amendments:

- Minor differences in the internal layouts of the commercial unit, mews houses and apartment 1;
- Reduction in the commercial unit floor space from 153sqm to 131sqm;
- Minor amendment to ground floor front residential entrance door and expanse of glazing which is slightly wider than as approved, with feature brickwork width above increased;
- Commercial expanse of glazing on front elevation has 4 vertical panels instead of 5 and
- Minor change to the housing mix –
 - o approved HGY/2017/0432 - (3x1 bed/2 person, 2x2 bed/3 person, 5x3 bed/5 person)
 - o current proposal – (3x1 bed/2 person, 1x2 bed/1 person, 1x2 bed/4 person, 5x3 bed/6 person)
- The two smaller front dormers are slightly wider
- Pedestrian entrance changes from glazing to iroko wood
- The glazing at the rear elevation of the main street facing building is slightly different and is replaced by full height glazed sliding doors
- The brick feature of the main street facing building to the rear is amended
- 2nd floor window in the front gable replaced by 2 windows with feature brickwork
- Commercial expanse of glazing on front elevation has 4 vertical panels instead of 5

3.2 Proposed development

- 3.2.1 This is an application for the demolition of existing buildings and erection of a three-storey building fronting Fortis Green comprising 131sqm of flexible commercial floorspace at ground and basement floor level and 6 residential units situated over ground to the upper floor. The proposal also includes 4 three storey mews houses located to the rear of the site including a basement level.
- 3.2.3 Eight parking spaces including one disabled parking space are proposed at basement level accessed via a vehicle ramp from street level. Fifteen cycle parking spaces located within a designated cycle store are also proposed at basement level. The commercial, principle residential and pedestrian entrance is from street level. At ground floor level a private courtyard garden (42.5sqm) allocated for child playspace and raised garden (40.6sqm) is proposed comprising of soft and hard landscaping and associated works.
- 3.2.4 The development would be contemporary in style predominantly finished in brickwork with a natural slate roof and glass.

Amendments since submission

- 3.2.5 The planning application has been amended since the initial submission in July 2021 and includes the following changes:

- Ground floor plan revised to highlight the urban greening factor
- Ground floor plan revised to show fire fighting access with regards to distance from the nearest fire hydrant to the furthest point of the building.
- Site sections provided
- Plans/elevations corrected/updated
- Revised Daylight/sunlight report
- Revised Design and Access Statement updated
- Cycle parking increased to meet London Plan standards
- Revised Waste management strategy

3.3 Site and Surroundings

- 3.3.1 The site is currently occupied by two single storey buildings located to the front and rear which are in use as a car wash, valet and MOT service. Historically, the site was occupied by a brewery and formed part of the Fortis Green Village Centre, comprised of the police station, two public houses and a number of other services. The area is characterised by suburban residential streets with Edwardian terraces and Arts and Crafts style houses. Directly to the rear of the site there are a short row of terrace houses fronting Annington Road. To the east

is a three-storey former office building (no. 111-113 Fortis Green) that has been converted into four flats and has planning permission for the erection of a mansard roof extension to create an additional flat, side and rear balconies and a conversion of the existing four flats into eight units (reference HGY/2020/2156).



Fig 1- Aerial View looking south

3.3.2 Adjacent to the former office building is the former Muswell Hill Police Station (115 Fortis Green) which is a Locally Listed Building now in residential use, following planning permission being granted for its conversion into 9 self-contained flats in 2015. There are also 3 x three-storey dwellings within the rear of 115 Fortis Green that front onto Fortis Green Avenue, following planning permission being granted under planning reference HGY/2015/1696. To the west is a single storey structure occupied by Majestic Wines, and beyond this is no. 105 the Clissold Arms public house, which is a locally listed building.

3.3.3 The site is located within the Fortis Green Conservation Area and does not contain a listed building.

3.4 Relevant Planning and Enforcement history

HGY/2004/0603: Change of use from petrol station to vehicle hand washing and valeting service – Granted.

HGY/2015/3813: Demolition of existing structures and redevelopment of the site to provide 9 residential units (Use Class C3) comprising 5 x residential flats and 4 mews houses, and 200sqm of flexible retail / office unit (Use Class A1 / A3 / B1) including basement car parking and other associated works – Granted subject to a 106 legal agreement.

HGY/2017/0432: Variation of condition 2 of planning permission reference HGY/2015/3813 (dated 20 September 2016) for minor material amendments to the permitted scheme, involving the provision of 1 x additional 1 bed residential unit, associated minor reduction in the level of commercial floorspace and associated internal and external alterations and other associated works – Granted subject to a 106 legal agreement.

4. CONSULTATION RESPONSES

Quality Review Panel

- 4.1 Whilst the Quality Review Panel has not reviewed the current scheme, the panel reviewed the previously approved scheme on 15th July 2015. The QRP report on the previously approved scheme is set out in full in Appendix 3 with the summary from the report below;

The Quality Review Panel supports the layout and massing of development proposed for this site, providing apartments on Fortis Green, with commercial use at ground level and mews houses accessed via a shared courtyard. The panel also welcomes the simple, elegantly proportioned design of the Mews Houses, with textured brick providing subtle decoration. The apartments on Fortis Green are intended as a pastiche of nearby Arts and Crafts mansion blocks. The panel think a simpler approach would be more successful. There is also scope to improve the landscape design of the courtyard, and minimise the impact of the car park ramp.

Application Consultation

- 4.2 The following were consulted regarding the planning application:
(comments are in summary – full comments from consultees are included in appendix 1)

INTERNAL

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided are in support of the development

Transportation

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

Waste Management

No objections

Building Control

No objections to the basement development, subject to conditions
No objection to the fire strategy submitted

Housing Renewal

No objections

Pollution Lead Officer

No objection, subject to conditions

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions

EXTERNAL

Thames Water

No objections

Transport for London

No objections

Designing out crime

No objections, subject to conditions

Environment Agency

No objections

London Fire Brigade

No objections

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 157 Neighbouring properties
- 1 Residents Association
- Public site notices were erected in the vicinity of 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: 58

Objecting: 49

Supporting: 5

Others: 4

5.3 The following local groups/societies made representations:

- Muswell Hill and Fortis Green Association

5.4 The following Member of Parliament made representations:

- Catherine West MP

5.5 The following Local Ward Cllr made representations

- Cllr Hinchcliffe
- Cllr Berryman

5.6 The issues raised in representations to the proposal are summarised as follows and addressed in detail in appendix 1:

Principle of development

- Loss of car wash facility

Housing and infrastructure

- Lack of affordable housing
- Increased pressure on local infrastructure/services
- Density of development is excessively high
- Additional housing supported
- Omitting the basement could assist viability of the scheme
- Cramped living space

Design and heritage

- The building should be limited to the height of the Clissold Pub
- Design is not in keeping with Victorian/Edwardian character of the conservation area
- Scale of development will dominate the immediate area
- The height of the buildings are excessive
- Provision should be made for larger front gardens
- A well designed scheme
- Landscaping could improve without the car park
- The existing building offers little to the conservation area
- The front of the development should have green space
- The scheme will erode the quality of the conservation area along Fortis Green
- The balconies are uninspiring
- The Collins block along Fortis Green should be an example to follow

Trees

- Development should not harm the health of the tree in front of the site on Fortis Green

Highways and transportation

- Insufficient on-site parking
- Adverse impact on on-street parking conditions
- Adverse impact on traffic and highway safety conditions
- Development should be car-free with access to parking in CPZ by residents removed

- The road is very narrow exacerbating problems during the construction phase and also at completion

Amenity

- Impact on privacy of neighbouring occupants
- Loss of daylight and sunlight
- Commercial use should be controlled to avoid noise during anti-social hours

Impact from construction works

- Noise, odour and air disturbance and safety issues arising from construction works
- Structural damage during construction
- Increased flood risk resulting from basement development
- Concerns with the scale of the basement

5.7 The following issues raised are not material planning considerations:

- Insufficient time to respond to the consultation
- The consultation is not wide enough

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Housing Provision and Affordable Housing
3. The impact of the proposed development on the character and appearance of the Conservation Area
4. Design and Appearance
5. Residential Quality
6. Impact on Neighbouring Amenity
7. Parking and Highways
8. Basement Development
9. Sustainability and Biodiversity
10. Water Management
11. Air Quality and Land Contamination
12. Employment
13. Fire Safety
14. Section 106 Heads of Terms
15. Conclusion

6.2 Principle of the development

Changes in policy context

- 6.2.1 Since the previous planning approval, there have been four material changes in the planning policy context.
- 6.2.2 The NPPF has been updated (June 2021) The Mayor of London published the new London Plan on 2 March 2021. The Development Management Development Plan Document (DPD) was adopted in July 2017 and the Haringey's Local Plan: Strategic Policies has been updated (July 2017).
- 6.2.3 The previous proposal was found acceptable when assessed against the policy framework at that time, the current proposal must be assessed against current policy.

Policy Framework

National Policy

- 6.2.4 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.
- 6.2.5 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.
- 6.2.6 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey's Development Plan includes the London Plan (2021), Haringey's Local Plan Strategic Policies (2017), the Development Management Policies DPD (2017) and the Site Allocations DPD (2017).
- 6.2.7 The planning decision with respect to this proposal must be made in accordance with the development plan unless material considerations indicate otherwise.

Regional Policy - The London Plan

- 6.2.8 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.

- 6.2.9 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.
- 6.2.10 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.
- 6.2.11 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

- 6.2.12 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.
- 6.2.13 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.
- 6.2.14 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.

Land Use Principles

- 6.2.15 The proposed development would replace the existing car wash and valeting service with a mixed-use development.

Proposed mixed use – Employment and Residential Uses

Employment

6.2.16 Policy SP8 of the Haringey Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. Policy DM40 of the Haringey Development Management DPD 2017 (DM) states that on non-designated employment sites, the loss of employment land and floor space will only be permitted where it can be demonstrated that the land is no longer suitable for continued employment use having regard to:

- A. Feasible alternative employment uses;
- B. The age and condition of the existing building(s) and the potential for refurbishment or adaption, in particular to more flexible unit sizes;
- C. Site layout, access, and relationship to neighbouring uses;
- D. Periods of long-term vacancy; and
- E. Evidence of recent, continuous and suitable marketing, covering a minimum period of 3 years.

6.2.17 In this instance, the above employment policies are not definitively applicable to the existing car wash/valet service and MOT/car repairs centre (Use Class Sui Generis) as, in planning terms, this use is not identified as an employment use however does provide employment and therefore protected by the above policy. In order to compensate for its loss, the proposal includes 131sqm of flexible commercial floor space which would be capable of providing employment for up to 9 people, which is the number of existing employees on site as set out in the applicant's submitted supporting documents.

6.2.18 As outlined above, 131m² of flexible commercial floor space is proposed, which the submitted design and access statement states would be either for retail, café/restaurant or office uses, which all fall within the new Class E, following changes to the Use Classes Order in August 2020. Whilst Local Plan policy SP10 states that town centre uses should be considered first for being located within the borough's town centres in line with the town centre hierarchy, this section of Fortis Green, while outside a defined town centre, has a number of retail units and town centre uses within close proximity of the site. As such, the introduction of Class E floorspace would be appropriate and a feasible alternative use for this location that would be attractive to small-sized enterprises. The inclusion of an active frontage which follows a similar pattern of development within the area would add vitality and vibrancy to this section of Fortis Green.

Residential Use

6.2.19 The proposal would introduce an additional 10 self-contained residential units that would contribute to meeting the identified housing targets for the borough. Taking

the above into consideration, the principle of residential on this site is considered to be strongly supported by policy.

Land Uses – Conclusion

6.2.20 The proposed development is considered acceptable in land use terms.

6.3 Housing Provision and Affordable Housing

Affordable Housing and Mix

- 6.3.2 Affordable housing provision is required as part of the proposed development, as 10 dwellings are proposed. This is in line with the requirements of London Plan policies H4, H5, H6 and H7
- 6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable rent (including social rent) and intermediate housing respectively. Policy DM13 of the DMDPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved.
- 6.3.3 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.
- 6.3.4 The proposal does not include on site affordable housing and is supported by a viability appraisal showing affordable housing is not viable on this site. This has been revised by the Council's independent assessor who found a surplus of £277,343 was generated. This has been accepted by the applicant and given the circumstances of the site will form a payment on lieu of on site affordable provision. This is considered to be the maximum reasonable amount of affordable housing that this site can viably deliver.
- 6.3.5 Policy DM13 sets out a requirement for on-site affordable housing, and only in exceptional circumstances does it support exceptions i.e. off-site affordable housing or financial contributions. These exceptions include where the provision of "a higher level of affordable housing on an alternative site" would result, where a development can "secure a more inclusive and mixed community in accordance with Policy DM11" and where it would "better address priority housing needs". Paragraph 6.33 of the Planning Obligations SPD also sets out

that only in exceptional circumstances does it support off-site affordable housing provision. Paragraph 6.37 of the Planning Obligations SPD sets out the cases where a financial payment could be made including where no registered provider is identified or the Council is not willing to take the units on, the size of the site is too small, or practicalities of design and management.

- 6.3.6 The development can be considered an exceptional circumstance in this instance, as a higher level of affordable housing can be secured on an alternative site given the scale of the development. A registered provider or the Council would not be willing to take on a small number of units of affordable housing due to management issues. An off-site contribution would also better address priority housing needs and secure a more balanced community as part of Haringey's own house building programme in offering more affordable housing. It is therefore considered that exceptional circumstances exist to justify a financial contribution in lieu of on site provision.
- 6.3.8 Review mechanisms will be secured by legal agreement. An early-stage review will be required so that, where the development has not been implemented within two years of planning permission being issued, a further review of the development's viability position can take place. The legal agreement can also secure a late-stage viability review once more than 80% (i.e. 8) of the proposed homes have been sold to capture any uplift in values.
- 6.3.9 Therefore, it is considered that a financial contribution towards off site affordable housing provision within the borough and subject to early and late stage viability reviews, all of which will be secured by legal agreement, secures the maximum reasonable amount of affordable housing and would be acceptable in this instance and meets policy requirements.

Housing Mix

- 6.3.10 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.
- 6.3.11 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

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

Accommodation mix			
Unit type	Total units	Mix	10% wheelchair (M4 3)
1-bed 2-person	3	30%	1
2-bed 3-person	1	10%	
2-bed 4-person	1	10%	
3-bed 6-person	5	50%	
Total	10		10%

6.3.13 Officers consider the scheme provides a good mix of units which would deliver a range of unit sizes and includes a substantial proportion of family sized 3 bed units to meet local housing requirements.

6.3.14 As such, it is considered that the proposed tenure and mix of housing provided within this development and location is wholly acceptable.

6.4 The impact of the proposed development on the character and appearance of the conservation area

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

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

Statutory test

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

weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.4.8 This part of the conservation area is characterised by suburban and quiet residential streets with Edwardian terraces and Arts and Crafts style houses.
- 6.4.9 The scheme proposes a three-storey block fronting Fortis Green with a landscaped courtyard to the rear and a group of townhouse terrace. The proposed scheme is almost identical to the previously approved scheme in 2017 with changes that include slight variations to the design of some elements of the scheme namely changes to the entrance doors, front dormers, glazing, feature brickwork elements to the front and rear of the main street facing building. Officers consider these changes are of a very small scale and would not have a further impact on the conservation area. The previous permission was found to enhance the character and appearance of the conservation area which would remain the case with this proposal. Therefore, the proposed scheme is considered acceptable from a conservation perspective, as it would enhance the quality of the area through well-designed new buildings and would respect and reinforce the positive characteristics of the conservation area. Conditions are recommended requiring further details of materials, landscape and boundary treatment to ensure that the character and appearance of the conservation area are effectively enhanced.
- 6.4.10 Therefore, the proposed development would preserve and enhance the character and appearance of this part of the conservation area and would not cause harm to it.

6.5 Design and Appearance

- 6.5.1 The NPPF 2021 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. and that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.
- 6.5.2 Policy DM1 of the DMDPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.
- 6.5.3 Whilst the Quality Review Panel has not reviewed the current scheme, the Panel reviewed the original consent (HGY/2015/3813) on 15th July 2015 and this scheme responds to the detailed advice of the Panel and Officers.
- 6.5.4 The Design officer notes that alterations to the approved scheme are minor in nature and do not alter the conclusion reached in the assessment of the previous

permission; that the proposal is acceptable with a good design response to a sensitive site. In particular, the three storey, main, street facing block with accommodation in the roof, an active frontage on the ground floor, in a building close to the street, will reinforce the existing character as a “Village Centre”, containing shops, pubs and businesses, and an increase in intensity and activity, at this point along Fortis Green. The height, bulk, massing, form, architectural composition, proportioning and materiality act as a contemporary reinterpretation of the Arts & Crafts architecture of many successful buildings in the locality, most prominently the neighbouring former police station.

- 6.5.5 The minor changes proposed to some window and door sizes, and to some internal layouts, do not materially change the successful, appropriate and visually appealing design. The use of high quality materials is considered to be key to the success of the design standard. As such, a condition shall be imposed on any grant of planning permission that requires details and samples of all key materials and further details of the design and detailing of junctions between the brick and glazed elements to be agreed, prior to commencement of works on site.
- 6.5.6 Therefore, the proposed design of the development is considered to be a high quality design.

6.6 Residential Quality

- 6.6.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan (2021) standards are consistent with these. London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect 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
- 6.6.2 The Mayor of London’s Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved

Indoor and outdoor space/accommodation standards

- 6.6.3 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards (balconies and private gardens). 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. The units are acceptable in this regard.

Unit aspect

- 6.6.4 All the units including the mews houses to the rear would be dual aspect, with the exception of unit 1 that would have a south-facing orientation and benefits from a sizable 30sqm private south-facing amenity space.

Accessible Housing

- 6.6.5 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.
- 6.6.6 All dwellings achieve compliance with Building Regulations M4 (2) and 10% of units achieve M4 (3) compliance (Unit 1). Both the street-facing main building and mews houses to the rear provide step free access throughout. A passenger lift suitable for wheelchair users provides access from the basement through to the second floors of the flats. One accessible car parking space is provided for the ground floor wheelchair accessible unit. The proposal is therefore acceptable in this regard.

Child Play Space provision

- 6.6.7 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.8 The child population yield from this development based on the mix and tenure of units in accordance with the current GLA population yield calculator requires approximately 38.4 sqm of play space based on a yield of 22.6 children with 3.8sqm provision per child. The play space provided (42.5sqm) therefore would exceed the requirement.
- 6.6.9 Older children can also play and socialise in the playspace within the central courtyard of the development. There are also large play areas for older children within Cherry Tree Wood (within 643m walkway zone from the site or 8 minutes' walk). These play areas are located within the distance requirements of the Mayor's Housing SPG, and Shaping Neighbourhoods: Play and Informal Recreation (PIR) SPG, given the respective ages of the children expected to use them.

- 6.6. The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy

- 6.6.11 The proposed courtyard provides sufficient separation of 11.2m between the main street facing block and the rear mews houses. The provision of obscured glass and thoughtfully designed windows ensures that there is no direct loss of privacy/overlooking. This is an acceptable relationship for a mews style development, whilst also allowing passive surveillance and animation to the playspace and amenity therein, including from the ground floor unit, the flats above and the mews houses.
- 6.6.12 Mutual overlooking between the proposed blocks and their respective amenity areas would be reflective typical traditional urban/suburban residential areas (i.e. terraced houses facing a terrace opposite) and thus is not considered to be materially harmful.
- 6.6.13 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units.

Daylight/sunlight/overshadowing – Future Occupiers

- 6.6.14 Daylighting to proposed units is typically assessed with average daylight factor (ADF). Building Research Establishment (BRE) thresholds are deemed as being met if an ADF factor of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms are attained.
- 6.6.15 The applicant has submitted a Daylight and Sunlight Assessment with the application. Most rooms would receive daylight above the levels recommended in the BRE Guide (92%), with two bedrooms falling short and one open plan living-dining-kitchens failing to achieve the level recommended for kitchens but achieving the level for living rooms. For sunlight, 92% of relevant rooms would achieve the recommended levels. Those rooms that do not meet the BRE's suggested target values are affected greater in the winter months where sunlight availability is more challenging by virtue of the sun's low path and neighbouring obstructions. The results show that none of the proposed external amenity spaces will meet the BRE's ideal target of achieving at least 2 hours of direct sunlight on 21st March to 50% of any garden or amenity area, however the sunlight potential will improve during the summer months, when the spaces will be predominantly used and enjoyed.
- 6.6.16 As such, the daylight and sunlight provision to the proposed residential units is generally considered to be acceptable.

Other Amenity Considerations – Future Occupiers

- 6.6.17 A large proportion of the units would be dual aspect with no north facing single aspect units, enabling passive ventilation. Flats also benefit from large windows

and amenity spaces located away from the closest significant road traffic emissions source (Fortis Green). Further details of passive design measures can be secured by a condition.

6.6.18 Lighting throughout the site would be controlled by condition so it would not impact negatively on future occupiers.

6.6.19 The communal recycling/waste store and food waste store for the residential units are located at ground floor level off the courtyard. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collections. There is sufficient space within the front garden areas of the proposed mews houses to accommodate sufficient waste and recycling storage. The commercial refuse store would be accommodated in the tenant fit-out. It would be a mechanically ventilated sealed storage area located to suit the tenants need.

Security

6.6.20 A Crime Prevention Statement has been submitted which sets out the applicant's intention is to complete the development to Secure by Design Standards. The SBD Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.

6.7 Impact on Neighbouring Amenity

6.7.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, 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.

6.7.2 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.

Daylight and sunlight Impact

6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to windows of the surrounding neighboring properties and

compares the results with the original consented scheme. The main changes from daylight/sunlight perspective are that additional units have been added and the resultant layout has changed at 111-113 Fortis Green immediately next door to the site.

- 6.7.4 The assessment finds that that 92% of the proposed habitable rooms that have been assessed will enjoy good levels of daylight in accordance with BRE guidelines and 24 out of 26 rooms (92%) will be BRE compliant in terms of sunlight. Concerns have been raised regarding the effect of this development on the daylight and sunlight received by residential neighbours. As the volume here proposed is no different to that previously approved, the impact cannot be any different, and the applicants' assessment finds the neighbouring windows affected are in the same locations as those affected by the previous approved scheme. The only neighbouring windows that would lose a noticeable amount of day or sunlight are onto rooms that receive most of their day or sunlight from other windows that would not be affected by this development.

Privacy/Overlooking and outlook

- 6.7.5 Concerns have been raised that the proposed mews development would result in a loss of privacy/overlooking issues, particularly with regards to the properties on Annington Road to the rear of the site. Given the 18 metre distance between the main rear wall of the properties in question and that of the proposed mews houses, the proposed development would not cause an unacceptable loss of privacy on these neighbouring occupants.
- 6.7.6 The development also incorporates design measures to minimise loss of privacy, including first and second floor oriel windows which orientate their outlook in such a way to ensure they do not directly face neighbouring habitable windows, and the use of obscure glazing. Such measures would serve to preserve privacy levels of neighbouring properties to a satisfactory degree.
- 6.7.7 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity.
- 6.7.8 Therefore, it is considered that nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

Other Amenity Considerations

- 6.7.9 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

- 6.7.10 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view.
- 6.7.11 The site is currently in use as a car wash/valeting service which, given the nature of such a facility, has cars moving in and out of the site with associated equipment and members of staff generating noise encountered by neighbouring residential properties. The proposed development would see the principal use of the site changed to residential units, with a small commercial unit proposed at ground floor level in the front building. The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site. A condition would be imposed limiting the hours of the commercial use to preserve the amenity of neighbouring residents.
- 6.7.12 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.7.13 Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.7.14 Therefore, it is considered that the proposed impact on neighbouring properties from noise, light and air pollution would be acceptable.

6.8 Parking and Highways

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in DM Policies DM31 and DM32.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 The site is located within an area with a public transport accessibility level (PTAL) of 2, which is considered 'poor' in terms of access to public transport services.

The site is within the Fortis Green controlled parking zone (CPZ) which operates between 11:00 and 13:00 Monday to Friday.

- 6.8.5 The Council's Transport Planning officers have considered the potential parking and public highway impact of this proposal.
- 6.8.6 Since the previous permission was approved there has been expansion of the Fortis Green CPZ and the site is now within the CPZ. However, given the low PTAL it will not be possible for formal designation as a car free/permit free site as covered by Policy DM32 in the Development Management DPD.
- 6.8.7 Since the previous consent the London Plan has been updated, and car parking and cycle parking are considered with respect to this.

Access and Parking

- 6.8.8 The proposal would provide basement parking for 8 car parking spaces in total, including one blue badge bay that would be allocated to the ground floor accessible unit (Flat 1). In terms of the provision of car parking spaces and number of units, the scheme is the same as previously approved in 2017 under the variation of the original scheme, although the layout of the parking spaces has been slightly amended to improve ease of access to the blue badge bay. The level of car parking space provision is still in compliance with current London Plan parking standards for a site with a low PTAL in outer London, which allows up to a maximum of 1 space per unit.
- 6.8.9 Objections have been received that additional parking should be provided to ensure additional pressure is not put on on-street car parking capacity in the locality. The 2011 census data for the Fortis Green ward indicated an average of 0.9 vehicles per households which is likely to have reduced since this point. As such, the provision of 0.8 spaces per unit should be sufficient to ensure there is no significant uplift in demand for on-street parking within the CPZ that could not be accommodated.
- 6.8.10 Vehicles are all accommodated at basement level where the pedestrian entrance off the street would be clearly distinct from the vehicle access to the basement, avoiding pedestrian conflict with cars. The entrance to the mews houses/flats off the street would be clearly distinct from the entrance to the commercial unit. The bin/recycling and food refuse store would have their own separate entrance off the pedestrian walkway. A secure cycle parking store for 15 No. cycles including 4 guest spaces would be provided at basement level that could be accessed either by stairs or the lift from the principal apartment entrance. Cycle storage spaces for the mews houses is located in the front garden.

Electric Car Charging Points

- 6.8.11 London Plan policy T6.1 requires at least 20 per cent of spaces to have active charging facilities with passive provision for the remaining spaces. The scheme provides three car charging points and the remaining five spaces with passive charging point facilities, in compliance with the policy.

Cycle Parking

- 6.8.12 The proposal provides a cycle store with 15 spaces, 11 for long stay and 4 for visitors, alongside individual bike storage for 2 bicycles for each of the four mews houses. The Council's Transport Planning officers have confirmed that this level of cycle parking provision exceeds minimum London Plan cycle parking standards. This can be controlled by way of a condition.

Deliveries and Servicing

- 6.8.13 With regards to delivery and servicing considerations, as with the earlier approved scheme, the absolute number of delivery and servicing trips is expected to be low, around 4 a day, and the vehicles making these visits will be able to park and dwell on street without any impacts of note.
- 6.8.14 There will be communal waste/recycling bins for the flats, and it is detailed in the application that these are located 13m from the kerbside collection point, and the paved surface connecting from the store does have a gradient of less than 1:20. There will be individual wheelie bins for waste and recycling for the mews houses, with a walk distance of 23m to the collection point.
- 6.8.15 The revised waste management strategy includes a revised arrangement for refuse and recycling collection and there would be sufficient distance behind a visiting collection vehicle for moving the bins from the bin store to the rear of the vehicle.
- 6.8.16 As such, the provision for deliveries and servicing for the residential units is considered acceptable.

Construction Logistics and Management

- 6.8.17 No specific details of construction logistics and management have been submitted at application stage. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.
- 6.8.18 As such, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Basement Development

- 6.9.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.9.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.9.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the works would be acceptable, as required by Policy DM18 of the Council's 2017 DMDPD. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.
- 6.9.4 The proposal includes a large basement level underneath the main street facing block and mews houses to accommodate commercial floor space, a basement car park, cycle parking/plant and some living accommodation to serve the mews houses. The applicant has submitted a detailed Basement Impact Assessment which meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.
- 6.9.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.
- 6.9.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

6.10 Sustainability and Biodiversity

- 6.10.1 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.

- 6.10.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources
- 6.10.3 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
- 6.10.4 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 69% 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
- 6.10.5 The development employs an efficient building fabric, including highly efficient glazing, mechanical ventilation. 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
- 6.10.6 The Council's Carbon Management Team has been consulted on the application. In summary, they support the scheme based on its carbon reductions. They have requested further information which can be dealt with by conditions. The shortfall of both the residential and non-residential will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution (£16,647 inclusive of 10% monitoring fee) will be subject to the detailed design stage. This figure of would be secured by legal agreement should consent be granted.
- 6.10.7 In terms of the commercial unit which is 131sqm although Policy SP4 does not specify a minimum floor area, it is acknowledged that the cost of achieving a

BREEAM accreditation may be prohibitive. A Design Stage Pre-Assessment to demonstrate the commitment of achieving sustainability standards will be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

Biodiversity

- 6.10.8 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.
- 6.10.9 The site is currently occupied by buildings and hardstanding with no landscaping features on-site. The proposal would provide a landscaped central courtyard area in which there would be a mixture of soft planting, paving with communal seating, with areas of meadow planting that would serve to improve biodiversity value. A small area for informal play would also be provided for future occupants of the development. The front and rear gardens of the new dwellings would be treated with a mixture planting and block paving. Whilst these objectives are acceptable in principle, further information is required in respect of the soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission

Urban Greening Factor

- 6.10.10 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.
- 6.10.11 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. A draft urban greening factor calculator has been provided that indicates a UGF score of 0.241 could be achieved through the provision of green roofs or vegetation over structures and green walls. Limited detail has been provided at this stage to determine the landscaping treatments that would be applied within the development to achieve this score, and the Carbon Management Officer has outlined that it would appear possible to achieve a higher score closer to the 0.4 target through the inclusion of features such as trees, hedges and flower-rich perennial planting. A condition shall be imposed that requires a detailed scheme of urban greening with calculations provided to demonstrate the highest UGF scoreline that can be achieved through the development.

6.11 Water Management

Flood Risk and Drainage

- 6.11.1 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.
- 6.11.2 The site is within Flood Zone 1 which equates to a low risk of flooding. The Flood Risk Assessment demonstrates that the effect of the proposed development on off-site flood risk is low and that attenuation measures suitable for the site and development have been employed to reduce flood risk from surface run-off. Green roofs will be provided at ground floor level and a rainwater harvesting tank will be provided within the basement.
- 6.11.3 The Council's Drainage Officer has reviewed the scheme and is satisfied that the above approach and drainage maintenance and management plan is acceptable. The proposal satisfies relevant planning policy and is acceptable in this regard.
- 6.11.4 Thames Water also raised no objection with regards to surface water drainage, wastewater network, sewage treatment infrastructure capacity, water network and water treatment infrastructure capacity. Thames Water recommend an informative regarding a Groundwater Risk Management Permit from Thames Water.
- 6.11.5 As such, it is considered that the proposal is acceptable in terms of its water management arrangements subject to the relevant conditions and an informative being imposed.

6.12 Air Quality and Land Contamination

Air Quality

- 6.12.1 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
- 6.12.2 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 Air Quality and Dust Management 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.

Land Contamination

6.12.3 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.

6.12.4 A desk study preliminary risk assessment has been carried out which has identified several potential sources of contamination including:

- Underground fuel storage tanks
- Elevated levels of lead and Hydrocarbon
- Isolated hotspots of asbestos
- Contaminated ground associated with previous site use as former garage/refilling station

6.12.5 Prior to redevelopment, remediation at the site is likely to comprise the identification and removal of each tank/ infrastructure across site and associated decommissioning and disposal, alongside some localised soils remediation/removal. The removal of the underground fuel storage tanks, and therefore any future source of contamination, is likely to have a significant positive effect on the quality of groundwater below the site.

6.12.6 It is considered that the risks posed to Human Health post development from the identified soil contamination, may be sufficiently mitigated through the hard stand nature of the development and the placement of clean subsoil/topsoil in potential landscaped areas.

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

6.13 Employment

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

6.13.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to

employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement should consent be granted.

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

6.14 Fire Safety

6.14.1 London Plan Policy D12 states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a suitably qualified third party, assessor. The applicant has submitted a fire safety strategy report which confirms that that fire safety details are sufficient for the purpose of planning. A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

6.15 Section 106 Heads of Terms

6.15.1 Local Plan Policy SP17 and Policy DM48 of the DMDPD permit the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.15.2 The Council's Planning Obligations SPD sets out the Council's approach, policies and procedures in respect of the use of planning obligations. Planning obligations are to be secured from the development by way of a legal agreement, in the event that planning permission is granted, as described below:

Affordable Housing Provision

- Financial contribution of £277,343 towards the provision off affordable housing off-site

Financial Viability Reviews

- Early stage review if works do not commence within two years
- Late Stage Review on completion of 80% (8) units

Section 278 Highway Agreement

- Reconstruction of the vehicular crossover and adjacent footways

Sustainable Transport Initiatives

- £8,000 towards enhancement of parking control
- Monitoring per travel plan contribution of £3,000
- Three year free car club membership for all residents and £50 in credit per year for the first two years

Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting min. £16,647, to be confirmed by Energy Statement review
- Be Seen commitment to uploading energy data

Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

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

Monitoring Contribution

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

6.16 Conclusion

- The loss of the existing car wash/valeting service and MOT/Car Repair Centre is acceptable as it will be replaced by good quality residential accommodation, whilst contributing to the Borough's housing targets and the flexible commercial floorspace proposed would add to the vitality and vibrancy of this section of Fortis Green.
- The proposed development would create employment which maintains existing Employment opportunities on the site.
- The proposed development would enhance the character and appearance of this part of the conservation area and does not cause harm.
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.

- The scheme would provide a number of section 106 obligations including a financial contribution towards offsite affordable housing within the Borough

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

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £39,010.668 (646.3sqm x £60.36) and the Haringey CIL charge will be £189,692.236 (515.3sqm x £368.12) This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION / PLANNING CONDITIONS & INFORMATIVES

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement

Subject to the following condition(s)

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:

TDS 426/FG 1015, TDS 416/FG 1000 Rev C, TDS 416/FG 1001 Rev A, TDS 416/FG 1002 Rev A, TDS 416/FG 1009 Rev A, TDS 416/FG 1010 Rev A, TDS 416/FG 1012 Rev A, TDS 416/FG 1013 Rev A, TDS 416/FG 1020 Rev A, TDS 416/FG 1021 Rev AP406/W/04 Rev 06, P406/W/05 Rev 06, P406/W/06 Rev 06, P406/W/07 Rev 06, P406/W/08 Rev 06, TDS 416/FG 1004 Rev A, TDS 416/FG 1030TDS 416/FG 1031, TDS 416/FG 1031, Documents

Design and Access Statement Rev A dated Dec 2021 prepared by RLG, Crime Prevention Statement prepared by RLG dated January 2021, Planning Statement prepared by SHW dated July 2021, Overheating Assessment prepared by JAW Sustainability dated 12 November 2021, Energy Strategy Report prepared by JAW Sustainability dated 15/11/2021, BRUKL Output Document (Fortis Green commercial (Be Green) dated 15 November 2021, BRUKL Output Document (Fortis Green commercial (Be Lean) dated 15 November 2021, Drainage Maintenance and Management Plan prepared by Price & Myers, Accessibility and Inclusivity Statement prepared by RLG dated march 2020, Daylight, Sunlight and Overshadowing Report dated January 2021 prepared by Point 2 Surveyors Limited, Internal Daylight and Sunlight Report dated January 2022 prepared by Point 2 Surveyors Limited, Heritage Statement dated October 2020 prepared by HCUK Group, Refuse and Recycling Rev A plan prepared by Robinson Kenning & Gallagher, Air Quality Assessment prepared by Tetra Tech dated 23 April 2021, Basement Impact Assessment prepared by Symmetrys Structural/Civil Engineers Rev P1 dated 12 November 2020, Remediation Strategy prepared by BWB dated December 2020

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

3. Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of balustrade

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted.

Samples of brickworks, windows, roof, glazing, balustrade, should also be provided. A schedule of the exact product references for other materials. The development shall thereafter be carried out solely in accordance with the approved details.

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

4. Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval of the development hereby approved. Once approved the details shall be provided as agreed.

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

5. Prior to the commencement of the development above slab level full details of both hard and soft landscape works that shall achieve an urban greening factor of 0.4 shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

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

Soft landscape works shall include:

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

The soft landscaping scheme shall include detailed drawings of:

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

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in 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 D4 and G1 of the London Plan, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

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

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

7. No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

8. The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter

- Reason: To ensure a safe and secure development and reduce crime.

9. Commercial aspects of the development must achieve the relevant Secured by Design Accreditation at the final fitting stage, prior to residential occupation of such building in accordance with condition B (Secured by Design) and commencement of business. Details shall be submitted to and approved, in writing, by the Local Planning Authority

Reason: In accordance with the requirements of Policy DM2 of the Development Management Development Plan Document 2017.

10. Before development commences other than for investigative work: a. A report that provides verification that the required works as detailed in section 15 (Conclusions and Recommendations) of the Soil Investigation Report: Phase I & II Environmental Assessment Report incorporated in the Basement Impact Assessment with reference LNE 2076/01/V2 prepared by BWB Consulting Ltd dated October 2014 and Remediation Strategy with reference FGG-BWB-ZZ-XX-YE-RP-0005_RS prepared by BWB Consulting Ltd dated December 2020 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.

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

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

12. 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.

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.”

13. The development hereby approved shall be constructed in accordance with Energy Strategy Report prepared by JAW Sustainability (dated 15 November 2021, v 1.2) delivering a minimum site-wide improvement on carbon emissions by 69% over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 13% reduction), air source heat pumps (ASHPs) and minimum 12.5 kWp 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 installations have 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) Policy SI2, and Local Plan Policy SP4 and DM22.

14. 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 Assessment (dated 12 November 2021), prepared by JAW Sustainability:
- Natural ventilation, with openable windows and doors (45-90%)
 - Glazing g-value of 0.44
 - MVHR with summer bypass

If the design is amended 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.

15. (a) Prior to the commencement of development, a sustainability assessment should be submitted to the planning authority which achieves the highest possible standard have been achieved through measurable outputs to demonstrate how environmental sustainability has been integrated into the development. This may be achieved through a BREEAM Pre-Assessment with a minimum 'Very Good' rating, or similar independently audited assessment where measurable outputs can be demonstrated. This should include a table to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and justification for which credits will not be met.
- (b) Upon approval, the measures shall be implemented on site prior to occupation and maintained thereafter for the lifetime of the development. A post-construction certificate shall be submitted to the Council within six months of occupation of the development.

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.

16. (a) Prior to the commencement of development, details of the living roofs (landscaped area above the basement) and living walls must be submitted to and

approved in writing by the Local Planning Authority. Living roofs and walls 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 250mm for intensive living roofs (including planters on amenity roof terraces);
- ii) Plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) Plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates (minimum footprint of 1m²), 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/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Management and maintenance plan, including frequency of watering arrangements.

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

- 17 (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 and a minimum urban greening factor of 0.4, 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).

18. No development shall take place, including any works of demolition, until a detailed construction management plan is submitted to and approved in writing by the Local Planning Authority to demonstrate how the contractor will mitigate the following;

- i) Groundwater above the proposed basement floor level;
- ii) Obstruction to the natural flow of ground water;
- i) Ground movement that could cause damage to adjacent properties.

Only the approved details shall be implemented and retained thereafter.

Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017.

19. The development hereby approved shall be constructed in accordance with the Basement Impact Assessment prepared by Symmetrys Structural/Civil Engineers (dated 12 November 2020, Rev P1)

Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017.

20. The applicant will be required to provide the correct number of cycle parking spaces in line with the London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard

21. The applicant will be required to provide 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.

Reason: To comply with the London Plan and reduce carbon emission in line with the Council's Local Plan Policy SP4.

22. The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution 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.

23. Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use".

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties

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

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with DM1 of the Haringey DM DPD 2017.

25. All the residential units will be built to Part M4(2) accessible and adaptable dwellings of the Building Regulations 2010 (as amended) and at least 10% (1 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2021 Policy D7.

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

Reason: In order to control the visual appearance of the development.

27. Prior to occupation the windows in the front elevation and rear elevation of the mews houses as shown on plans TDS 416/FG 1012 Rev A and TDS 416/FG 1013 Rev A shall be fitted with obscure glazing to a height of 1.7 metres and retained in perpetuity.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 and London Plan Policy D6

- 28 The commercial use hereby permitted shall not be operated before 08:00 hours or after 23:00 hours Monday to Saturday, before 08:00 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.

- 29 The proposed development should include appropriate fire safety solutions and represent best practice in fire safety planning in both design and management and adhere to the following:

1. The lower ground car park ventilation complying with Approved Documents B and F or an acceptable fire engineered solution.
2. Sprinklers provision if required based on the height of the building and when the application for Building Regulations approval is submitted.
3. Fire door provision.
4. Ventilation details to stairs and lobbies in accordance with Approved Document B/ BS 9991
5. Fire alarm and detection in accordance with BS 5839 being provided.

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

Informatives:

INFORMATIVE :

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

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be (£39,010.668 (646.3sqm x £60.36) and the Haringey CIL charge will be £189,692.236 (515.3sqm x £368.12). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE:

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

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

INFORMATIVE:

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:

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:

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

INFORMATIVE:

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.

INFORMATIVE:

The Environment Agency recommend that developers should; Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination • Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health • Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed • Refer to the contaminated land pages on gov.uk for more information

INFORMATIVE:

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- the position statement on the Definition of Waste: Development Industry Code of Practice
- The waste management page on GOV.UK

INFORMATIVE:

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information

INFORMATIVE:

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

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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This application is for redevelopment of the existing site at 109 Fortis Green, including demolition of the existing buildings on the site (currently or most recently operating as a car wash) along with the construction of ten residential units, a commercial unit, basement parking for residents, landscaping, refuse and cycle storage.</p> <p>The development includes three storeys for the flats along with four mews houses. The breakdown of residential units is as follows;</p> <ul style="list-style-type: none"> • 3 No. 1 bedroom flats (not studios) • 1 No. 2 bedroom flat (3 person) • 1 No. 2 bedroom flat (4 person) • 5 No. 3 bedroom units (1 flat, 4 mews houses). <p>One of the two bedroom units will be fully accessible.</p> <p>A 150 sqm commercial unit is included at the ground floor.</p> <p>19 cycle parking spaces are proposed plus 4 visitor spaces.</p> <p>A basement car park is proposed accommodating 8 spaces in total, of which one will be a blue badge bay allocated to the accessible unit. 3 electric charging points and 2 passive spaces are included.</p> <p><u>Location and access</u></p> <p>The site is located at 109 Fortis Green, to the south side of the road, west of the junction with Fortis Green Avenue.</p> <p>It has a PTAL of 2 which is considered 'poor' access to public transport services. The site is within the Fortis Green CPZ, which operates between 11.00 and 13.00 Monday to Friday.</p> <p><u>Planning history</u></p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>This mixed-use scheme is the same scheme approved in July 2017 (HGY/2017/0432). Planning permission for this application expired in September 2019.</p> <p><u>Transportation considerations</u></p> <p>As commented above this scheme is identical to the already consented scheme from 2017. In Transportation terms, there has been expansion of the Fortis Green CPZ since then and the site is now within the CPZ. However, given the low PTAL it will not be possible for formal designation as a car free/permit free site as covered by Policy DM32 in the development management DPD.</p> <p>Since the previous consent the London Plan has been updated, and car parking and cycle parking are considered with respect to this.</p> <p>The off street car parking proposed still accords with London Plan, which for sites of PTAL 2 in outer London a maximum of up to 1 space per unit is permitted. For the 10 units 8 spaces are provided, including 1 disabled/blue badge bay for the accessible unit. As 5 of the units are family sized, these tend to be more likely to create parking demands and on site provision will prevent additional on street parking materialising. The 2011 Census recorded average car ownership per household at 0.9 vehicles, this is likely to have reduced since then so the 0.8 space provision should meet all parking demands arising from the site.</p> <p>The current London Plan does require all residential car parking spaces to provide infrastructure for electric or Ultra-Low Emission vehicles. It requires at least 20 per cent of spaces to have active charging facilities (3 of the 8 are proposed as charging points), with passive provision for all the remaining spaces so this will be required.</p> <p>19 long stay Cycle parking spaces are proposed along with 4 visitor spaces. Areas for these are shown but no dimensional details or other information provided. This can be covered by a pre commencement condition. Full details are required, and the proposed arrangements should follow the requirements of TfL's London Cycle Design Guidance with respect to layout, spacing,</p>	

Stakeholder	Question/Comment	Response
	<p>manoeuvring area and the like.</p> <p>With regards to delivery and servicing considerations, as with the earlier application the absolute number of delivery and servicing trips is expected to be low, around 4 a day, and the vehicles making these visits will be able to park and dwell on street without any impacts of note.</p> <p>There will be communal waste/recycling bins for the flats, and it is detailed in the application that these are located 13m from the kerbside collection point, and the paved surface connecting from the store does have a gradient of less than 1:20. There will be individual wheelie bins for waste and recycling for the houses, the walk distances haven't been detailed by the applicant, however it does appear they will be within 25m walk distance of the collection point. Ultimately the applicant will need to ensure bin stores meet the Borough's criteria for storage and collection and if this has not been fully done this can be covered by condition.</p> <p><u>Transportation S106's</u> A number of transportation contributions were attached to the previous and original consents, and it is considered that these are still appropriate. These were as follows;</p> <ul style="list-style-type: none"> • A S.106/ S.278 agreement and contribution for reconstruction of the vehicular crossover and adjacent footways. • The earlier estimate for these works was £7,007. This will have increased since then. • An £8,000 contribution towards enhancement of parking controls. Again, this will have increased since then. • Implementation of a Travel Plan and £3000 monitoring fee. • Three years' car club membership and £50 driving credit per residential unit to be funded by the developer. <p><u>Summary</u> This application is for redevelopment of the existing site at 109 Fortis Green, to provide ten residential units, a commercial unit, basement parking for residents, landscaping, refuse and cycle</p>	

Stakeholder	Question/Comment	Response
	<p>storage.</p> <p>It is identical to the previously consented scheme covered by HGY/2017/0432. From the transportation perspective, the London Plan has been updated since, and the levels of car and cycle parking do still accord with the updated document. Passive provision for any non active charging points for the basement parking are required, along with full details of the long and short stay cycle parking arrangements.</p> <p>The previously included S106 transportation contributions are still considered appropriate, however the values of the contributions towards the crossover works and parking controls are likely to have increased since 2017.</p> <p>Subject to conditions for cycle parking details, waste storage and collection details, passive electric charging provision for all non active parking spaces, and the transportation S106 contributions suggested Transportation do not object to this application</p>	
Design Officer	<p>These proposals are in all meaningful ways identical to the previously approved proposals for this site, which were acceptable in design terms both in their originally approved form and as minor amended. The minor changes in this application do not alter the assessment that “the proposals are broadly acceptable and a good design response to a sensitive site”. In particular, this three storey development with additional accommodation in a 4th floor in the roof, with active frontage on the ground floor, in a building close to the street, will reinforce the existing character as a “Village Centre”, containing a couple of shops, pubs and businesses, and an increase in intensity and activity, of this point along Fortis Green Road, whilst the height, bulk, massing, form, architectural composition, proportioning and materiality act as a contemporary reinterpretation of the Arts & Crafts architecture of many successful buildings in the locality, most prominently the former police station next door-but one to the east.</p> <p>The minor changes proposed to some window and door sizes, and to some internal layouts, do not change the successful, appropriate and visually appealing design, and the detailed design comments as</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>attached continue to apply.</p> <p>In particular, concerns have been raised regarding the effect of this development on the daylight and sunlight received by residential neighbours. As the volume here proposed is no different to that previously approved, the impact cannot be any different, and the applicants' assessment finds the neighbouring windows affected are in the same locations as those affected by the previous approved scheme. The only neighbouring windows that would lose a noticeable amount of day or sunlight are onto rooms that receive most of their day or sunlight from other windows that would not be affected by this development.</p> <p>It has been suggested that a new ground floor residential unit has been created immediately to the east of this application, at no. 111 Fortis Green, that could be detrimentally affected by this development. However, anyone carrying out that development must surely have known of the existence of this permitted development. It would be unreasonable for a later proposal to call into question an earlier permitted development. It is also worth noting that although an increasing number of ground floor frontage properties have been converted to residential use locally, this application maintains the active frontage of a non residential ground floor use on the frontage, not only an important contribution to the vibrancy of the village centre and potentially providing local employment, but also a more appropriate response than ground floor residential to a busy street frontage, avoiding concerns at loss of privacy, noise and poor air quality to ground floor frontages to busy streets.</p>	
Conservation Officer	<p>The proposed development was approved in 2016 (HGY/2015/3813) and permission for various amendments was granted in 2017 (HGY/2017/0432). Conservation comments were provided for both applications, in relation to the impact of the proposed development on the significance of the conservation area. These comments still stand.</p> <p>The conservation comments below relate to the changes proposed to the previously consented scheme. These changes include slight variations to the design of some elements of the scheme, as shown</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>on the relevant drawings.</p> <p>These changes are of a very small scale and would not have a further impact on the conservation area. Therefore, there is no objection to this, previously consented, scheme from a conservation perspective</p>	
Carbon Officer	<p>Carbon Management Response 19/08/2021</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Strategy (dated 11 November 2020), prepared by JAW Sustainability • Overheating Assessment (dated 19 March 2021), prepared by JAW Sustainability • Relevant supporting documents. <p>Summary</p> <p>The development achieves a reduction of 67.3% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the energy strategy, overheating and sustainability. Planning conditions will be recommended once this information has been provided.</p> <p>Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2. London Plan Policy SI2 also requires major development proposals to calculate and minimise unregulated carbon emissions, which is not covered by Building Regulations.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 67.3% in carbon emissions with SAP10 carbon factors (assumed, TBC), from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 9.99 tonnes of CO₂ from a baseline of 14.84 tCO₂/year.</p> <p><u>Actions:</u></p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>

Stakeholder	Question/Comment	Response
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Provide the average space heating requirement in kWh/m²/year. - Confirm the % improvement in the fabric energy efficiency (FEE). <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 7.8 tCO₂ (52.5%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 12.5 kWp, with a minimum 20% efficiency. The array of 49 panels would be mounted at a 30/40° angle, facing south/south-east.</p> <p>8.5kW ASHP (349% efficiency) will provide hot water and heating to the houses through underfloor heating.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Will individual ASHPs be proposed for the houses? Will they be 8.5kW each? Will this provide 100% of the demand? 	

Stakeholder	Question/Comment	Response																											
	<ul style="list-style-type: none"> - What space heating and hot water strategy is proposed for the flats? - Please demonstrate with an annotated roof plan how the available roof space has been maximised to install solar PV. - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. <p>Carbon Offset Contribution A carbon shortfall of 4.85 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <table border="1"> <thead> <tr> <th></th><th colspan="2">Residential</th></tr> <tr> <th>(Emission factors TBC)</th><th>tCO₂</th><th>%</th></tr> </thead> <tbody> <tr> <td>Baseline emissions</td><td>14.84</td><td></td></tr> <tr> <td>Be Lean savings</td><td>2.20</td><td>14.81%</td></tr> <tr> <td>Be Clean savings</td><td>0</td><td>0%</td></tr> <tr> <td>Be Green savings</td><td>7.79</td><td>52.51%</td></tr> <tr> <td>Cumulative savings</td><td>9.99</td><td>67.33%</td></tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td><td>4.85</td><td></td></tr> <tr> <td>Carbon offset contribution</td><td colspan="2">£95 x 30 years x 4.85 tCO₂/year = £13,823</td></tr> </tbody> </table> <p>Overheating London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</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</p>		Residential		(Emission factors TBC)	tCO ₂	%	Baseline emissions	14.84		Be Lean savings	2.20	14.81%	Be Clean savings	0	0%	Be Green savings	7.79	52.51%	Cumulative savings	9.99	67.33%	Carbon shortfall to offset (tCO ₂)	4.85		Carbon offset contribution	£95 x 30 years x 4.85 tCO ₂ /year = £13,823		
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Stakeholder	Question/Comment	Response																				
	<p>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">- Natural ventilation, with openable windows and doors- Glazing g-value of 0.63- MVHR <p>Proposed future mitigation measures in the report are to install internal blinds or curtains.</p> <table><tr><th>(London Gatwick files)</th><th>TM59 – criterion A (<3% hours of overheating)</th><th>TM59 – criterion B hours >26°C (pass <32 hours)</th><th>% of habitable rooms pass</th></tr><tr><td>DSY1 2020s</td><td>36/36</td><td>22/22</td><td>36/36</td></tr><tr><td>DSY2 2020s</td><td>30/36</td><td>11/22</td><td>20/36</td></tr><tr><td>DSY3 2020s</td><td>25/36</td><td>0/22</td><td>6/36</td></tr><tr><td colspan="2">Total number of homes / habitable rooms / corridors modelled</td><td colspan="2">10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors</td></tr></table> <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none">- Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect, and include modelling for the DSY1 2050s weather file. The future weather file, along with DSY2-3 should inform a future retrofit plan which should demonstrate how the results will be improved with the proposed future mitigation measures.	(London Gatwick files)	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	% of habitable rooms pass	DSY1 2020s	36/36	22/22	36/36	DSY2 2020s	30/36	11/22	20/36	DSY3 2020s	25/36	0/22	6/36	Total number of homes / habitable rooms / corridors modelled		10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors		
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Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - What is the openable area of windows? - Will the MVHR have a summer bypass? - Confirm who will own the overheating risk. <p>Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. No Sustainability Statement has been submitted as part of this application, which is not policy compliant.</p> <p><i>Non-residential BREEAM</i></p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable. No BREEAM Pre-Assessment has been submitted as part of this application.</p> <p><i>Whole Life Carbon</i></p> <p>Policy SI2 requires developments referable to the Mayor of London to submit a Circular Economy Statement and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement, however no reference has been made to reducing whole-life carbon within the proposed development. The applicant is strongly encouraged to consider using low-carbon materials, sourced as local as possible. Digging a basement for the entire footprint of the site will increase the embodied carbon associated with the development, which is not supported.</p> <p><i>Circular Economy</i></p> <p>Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans. This application is not required to submit a full statement, however no reference has been made to consider and integrate circular economy principles within the proposed</p>	

Stakeholder	Question/Comment	Response
	<p>development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p><i>Flood risk and drainage</i> This proposal presents the opportunity to reduce the impermeable area of the site. The current proposals cover the whole site with a basement and propose an attenuation tank beneath this, with a limited podium garden. It is not clear what type of landscaping is proposed or how the attenuation tank will be serviced/maintained.</p> <p><i>Biodiversity measures</i> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The proposed podium amenity area with soft landscaping is effectively an intensive living roof. This should incorporate a minimum 250mm substrate depth to enable plants and trees to grow effectively.</p> <p><i>Transport</i> The development is proposing 8 car parking spaces, which is a high amount for this development. The three proposed electric vehicle charging points are supported. However, the cycle store is awkwardly located in the way to a plant room, which should be redesigned. Will the mews house residents need to park their bikes there too?</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Submit a BREEAM Pre-Assessment (or equivalent) - Improve the design of the cycle parking for all residents and commercial employees. - Details on the biodiversity benefits that this scheme will bring (green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site) - Confirm the modelled substrate depth for the soft landscaping on the podium roof. - Demonstrate how water demand will be reduced - How surface water runoff will be reduced, that it will be separated from wastewater and not discharged into 	

Stakeholder	Question/Comment	Response
	<p>the sewer.</p> <p>Conclusion Overall, it is considered that the application could be supported from a carbon reduction point of view, but not from a sustainability point of view.</p> <p>Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - Biodiversity measures - Specification of electric vehicle charging points <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Carbon offset contribution (and associated obligations) of £13,823 (indicative), plus a 10% management fee <p>Carbon Management Response 21/10/2021</p> <p>Submitted information</p> <ul style="list-style-type: none"> • Letter by JAW Sustainability, dated 5th October 2021, regarding BREEAM • Revised Energy Strategy Report Version 1.1, prepared by JAW Sustainability (dated 5th October 2021) • Revised Overheating Assessment, prepared by JAW Sustainability (dated 5th October 2021) • JAW Sustainability comments to Carbon Management comments dated August 2021 <p>Energy Strategy Updated information to the Energy Strategy includes:</p> <ul style="list-style-type: none"> • Use of SAP10 carbon factors • Space heating demand: 32.61 to 67.47 kWh/m²/year • % improvement FEES: 14.2% to 29.2% improvement 	

Stakeholder	Question/Comment	Response																														
	<ul style="list-style-type: none">Air source heat pump specification: 11.2kW Mitsubishi ECODAN Ultra Quiet PUZ range unit with a space heating efficiency of 289.5 (to be confirmed in detailed design). Assumed to provide 100% of demand, which means no gas boiler or electric immersion heaters should be installed to complement the heat pumps. <p><u>Action:</u></p> <ul style="list-style-type: none">Information regarding the fabric efficiencies, hot water and heating strategy are missing for the commercial unit. No BRUKL reports have been submitted for this either. A minimum reduction of 15% must be achieved under Be Lean for the commercial unit. Please submit the necessary information. The shortfall in reduction emissions for the commercial need to be fed into the carbon offset contribution calculation.Please justify what changes have been made to the energy modelling under SAP to result in changes to the Be Lean reduction (from 14% to 10% reduction) and the Be Green reduction (from 52% to 64%) in emissions. This has resulted in a smaller shortfall for the residential elements. <p>Carbon Offset Contribution The applicant has not outlined the information required in the Energy Assessment Guidance, setting out the reduction in emissions in line with the Energy Hierarchy. It appears that the values have changed for the residential.</p> <table><tr><th></th><th colspan="2">Residential</th><th colspan="2">Non-residential</th></tr><tr><th>(SAP10 emission factors)</th><th>tCO₂</th><th>%</th><th>tCO₂</th><th>%</th></tr><tr><td>Baseline emissions</td><td>14.84</td><td></td><td colspan="2">Not confirmed</td></tr><tr><td>Be Lean savings</td><td>1.54</td><td>10.4%</td><td></td><td></td></tr><tr><td>Be Clean savings</td><td>0</td><td>0%</td><td></td><td></td></tr><tr><td>Be Green savings</td><td>9.47</td><td>63.8%</td><td></td><td></td></tr></table>		Residential		Non-residential		(SAP10 emission factors)	tCO ₂	%	tCO ₂	%	Baseline emissions	14.84		Not confirmed		Be Lean savings	1.54	10.4%			Be Clean savings	0	0%			Be Green savings	9.47	63.8%			
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Stakeholder	Question/Comment					Response
	Cumulative savings	11.01	74.2%	Not confirmed		
	Carbon shortfall to offset (tCO ₂)	3.83		TBC		
	Carbon offset contribution (incl. 10% management fee)	£95 x 30 years x (3.83 tCO ₂ /year + the non-residential shortfall) x 10% = £12,007.50 + TBC				
	Overheating					
	The revised model has been done in line with the London Weather Centre dataset.					
	Updated results, based on:					
	<ul style="list-style-type: none">- Natural ventilation, with openable windows and doors (45-90%)- Glazing g-value of 0.44- MVHR with summer bypass					
	(London Weather Centre files)	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	% of habitable rooms pass		
	DSY1 2020s	36/36	22/22	36/36		
	DSY2 2020s	36/36	0/22	14/36		
DSY3 2020s	36/36	1/22	15/36			
DSY1 2050s	36/36	2/22	16/36			
Total number of spaces modelled	10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors					
The applicant discusses that the thermal mass is currently sufficient						

Stakeholder	Question/Comment	Response
	<p>to buffer temperatures, although it does not address the excess night-time heat between 10pm to 12am. The applicant has set out what measures could be implemented as part of a future retrofit strategy.</p> <ul style="list-style-type: none"> • Minimising internal heat gains • Leave windows partially open, use MVHR • Purge heat excess by opening windows. <p>Although the above points are helpful to residents, the model has already made assumptions for opening windows. In addition, we would expect mitigation measures to be of a passive design nature rather than focus on behaviour mitigation.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The applicant references results improving with internal blinds, however, no evidence has been provided of this. Please submit the retrofit scenarios demonstrating how overheating risk will be reduced with proposed retrofit mitigation measures. <p>Sustainability</p> <p>JAW propose the BREEAM is not required for the retail unit due to it being very small and built to shell specifications only. Unfortunately, Policy SP4 requires BREEAM 'Very Good' to be achieved for all new non-residential development, it does not make an exception for smaller units. Alternatively, the Pre-Assessment (Design Stage) could be conditioned instead of submitted as part of the planning application.</p> <p>Living roofs/wall</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The sections to demonstrate the minimum substrate depth for the intensively planted living roof (ground floor) and extensive living roof could not be located. Please submit a roof plan annotating the areas of extensive and intensive living roof spaces. - The Urban Greening Factor calculation refers to living 	

Stakeholder	Question/Comment	Response
	<p>walls but no detail has been submitted to demonstrate the location on plans/elevations. This must be annotated on the plans to be approved (in addition to the location of air source heat pumps).</p> <p>Planning conditions Planning conditions will be recommended once the updated information and clarifications have been submitted.</p> <p>Conclusion The applicant still needs to address issues relating to the non-residential Energy Strategy, Overheating, BREEAM and living roofs/walls.</p> <p>Carbon Management Response 25/11/2021</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Strategy Report (dated 15 November 2021, v 1.2), prepared by JAW Sustainability • BRUKL Output Document (Be Lean) • BRUKL Output Document (Be Green) • Overheating Assessment (dated 12 November 2021), prepared by JAW Sustainability • Relevant supporting documents. <p>Energy Strategy The applicant has submitted a revised Energy Strategy. Based on the carbon emission reductions on site for the commercial unit, a carbon offset contribution of £16,647 is due to meet Policies SI2 and SP4.</p> <p>A site-wide reduction in carbon emissions of 69% can be achieved.</p>	

Stakeholder	Question/Comment						Response
		Residential		Non-residential		Site-wide	
	(SAP10 emission factors)	tCO ₂	%	tCO ₂	%	tCO ₂	%
	Baseline emissions	14.84		2.31		17.15	
	Be Lean savings	1.54	10.4%	0.71	31%	2.25	13%
	Be Clean savings	0	0%	0	0%	0	0%
	Be Green savings	9.47	63.8%	0.12	5%	9.59	56%
	Cumulative savings	11.01	74.2%	0.83	36%	11.84	69%
	Carbon shortfall to offset (tCO ₂)	3.83		1.48		5.31	
	Carbon offset contribution (incl. 10% management fee)	£95 x 30 years x 5.31 tCO ₂ /y = £15,133.50 + £1,513.35 = £16,647					
	<p>Overheating</p> <p>Retrofit options were modelled to demonstrate that improvements could be gained against 2020s DSY2, DSY3 and 2050s DSY1 if these were installed in the future. These included:</p> <ul style="list-style-type: none">• Glazing g value has been lowered to 0.3• Two panel top hung windows in bedrooms have been changed to full panel 90-degree inward opening windows, to maximise• Blinds with a shading coefficient of 0.4 have been included with the assessment. Blinds have been modelled to start being lowered when global horizontal solar flux reaches 200 W/m² and be fully lowered when						

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Stakeholder	Question/Comment	Response																								
	<div>it reaches 300 W/m².</div> <table><tr><th>(London Weather Centre files)</th><th>TM59 – criterion A (<3% hours of overheating)</th><th>TM59 – criterion B hours >26°C (pass <32 hours)</th><th>% of habitable rooms pass</th></tr><tr><td>DSY1 2020s</td><td>36/36</td><td>22/22</td><td>36/36</td></tr><tr><td>DSY2 2020s retrofit</td><td>36/36</td><td>4/22</td><td>18/36</td></tr><tr><td>DSY3 2020s retrofit</td><td>36/36</td><td>16/22</td><td>30/36</td></tr><tr><td>DSY1 2050s retrofit</td><td>36/36</td><td>8/22</td><td>22/36</td></tr><tr><td>Total number of spaces modelled</td><td colspan="3">10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors</td></tr></table> <div>The overheating strategy is considered acceptable.</div> <div>Conditions</div> <div>Energy Strategy</div> <div>The development hereby approved shall be constructed in accordance with Energy Strategy Report prepared by JAW Sustainability (dated 15 November 2021, v 1.2) delivering a minimum site-wide improvement on carbon emissions by 69% over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 13% reduction), air source heat pumps (ASHPs) and minimum 12.5 kWp solar photovoltaic (PV) energy generation.</div>	(London Weather Centre files)	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	% of habitable rooms pass	DSY1 2020s	36/36	22/22	36/36	DSY2 2020s retrofit	36/36	4/22	18/36	DSY3 2020s retrofit	36/36	16/22	30/36	DSY1 2050s retrofit	36/36	8/22	22/36	Total number of spaces modelled	10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors			
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Stakeholder	Question/Comment	Response
	<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"> - 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. <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 installations have 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>Reason: To ensure the development reduces its impact on climate</p>	

Stakeholder	Question/Comment	Response
	<p>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 and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Assessment (dated 12 November 2021), prepared by JAW Sustainability:</p> <ul style="list-style-type: none"> • Natural ventilation, with openable windows and doors (45-90%) • Glazing g-value of 0.44 • MVHR with summer bypass <p>If the design is amended and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</p> <p>Reason: In the interest of reducing the impacts of climate change, to 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>BREEAM (or equivalent)</u> (a) Prior to the commencement of development, a sustainability assessment should be submitted to the planning authority which achieves the highest possible standard have been achieved through measurable outputs to demonstrate how environmental sustainability has been integrated into the development. This may be achieved through a BREEAM Pre-Assessment with a minimum 'Very Good' rating, or similar independently audited assessment where measurable outputs can be demonstrated. This should include a table to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and justification for which credits will not be met.</p>	

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	<p>(b) Upon approval, the measures shall be implemented on site prior to occupation and maintained thereafter for the lifetime of the development. A post-construction certificate shall be submitted to the Council within six months of occupation of the development.</p> <p>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.</p> <p><u>Living walls/roof</u></p> <p>(a) Prior to the commencement of development, details of the living roofs (landscaped area above the basement) and living walls must be submitted to and approved in writing by the Local Planning Authority. Living roofs and walls 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"> 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 250mm for intensive living roofs (including planters on amenity roof terraces); ii) Plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate iii) Plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates (minimum footprint of 1m²), 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/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not 	

Stakeholder	Question/Comment	Response
	<p>native);</p> <p>vi) Management and maintenance plan, including frequency of watering arrangements.</p> <p>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of 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.</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 and a minimum urban greening factor of 0.4, 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>	

Stakeholder	Question/Comment	Response
	<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>	
Lead Pollution officer	<p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above 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 and I will like to comment as follows.</p> <p>Having considered all the supportive information especially the Design and Access Statement with reference 20-4351-500 dated November 2020, Planning Statement dated July 2021, Energy Strategy Report dated 11th November 2020 taken note of section 4 (Conclusion) on the use of PV panels and ASHP, Basement Impact Assessment with reference 2014157-SYM-BIA-Rev. A prepared by Symmetrys Structural/Civil Engineers Ltd, Air Quality Assessment with reference 784-B028143 prepared by tetra tech Ltd dated 23rd April 2021 taken note of sections 8 (Mitigation), 9 (Conclusions) and Table 8-1 and 8-2 (Highly/Desirable Mitigation Measures), Soil Investigation Report: Phase I & II Environmental Assessment Report incorporated in the Basement Impact Assessment with reference LNE 2076/01/V2 prepared by BWB Consulting Ltd dated October 2014 taken note of sections 3 (Desk Study), 4 (Preliminary Environmental Risk Assessment), 5 (Phase II Environmental & Geotechnical Assessment), 6 (Ground Conditions Encountered), 7 (Ground Gases), 8 (Contamination Distribution), 9 (Human Health Risk Assessment), 10 (Controlled Waters Risk Assessment), 13 (Environmental Risk Assessment), 15 (Conclusions and Recommendations) and Table 17 (Summary of Significant Pollution Linkages) as well as the Remediation Strategy with reference FGG-</p>	<p>Comments noted. Conditions/informative included</p>

Stakeholder	Question/Comment	Response
	<p>BWBZZ- XX-YE-RP-0005_RS prepared by BWB Consulting Ltd dated December 2020 taken note of sections 2 (Contamination Sources), 4 (Remediation Objectives), 5 (Acceptance Criteria), 6 (Enabling Works Phase Remediation), 7 (Construction Phase Remediation), 9 (Verification Testing and Monitoring), 10 (Reporting) and Table 3.1 (Summary of Significant Pollution Linkages), please be advise that we have no objection to the proposed development but the following planning conditions are recommend should planning permission be granted.</p> <p>1. Land Contamination</p> <p>Before development commences other than for investigative work:</p> <p>a. A report that provides verification that the required works as detailed in section 15 (Conclusions and Recommendations) of the Soil Investigation Report: Phase I & II Environmental Assessment Report incorporated in the Basement Impact Assessment with reference LNE 2076/01/V2 prepared by BWB Consulting Ltd dated October 2014 and Remediation Strategy with reference FGG-BWB-ZZ-XX-YE-RP-0005_RS prepared by BWB Consulting Ltd dated December 2020 have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p>	

Stakeholder	Question/Comment	Response
	<p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality</p> <p>4. Demolition/Construction Environmental Management Plans</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 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</p>	

Stakeholder	Question/Comment	Response
	<p>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>xi. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>xii. 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>xiii. Details of plant and machinery to be used during demolition/construction works;</p> <p>xiv. Details of an Unexploded Ordnance Survey;</p> <p>xv. Details of the waste management strategy;</p> <p>xvi. Details of community engagement arrangements;</p> <p>xvii. Details of any acoustic hoarding;</p> <p>xviii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance)</p> <p>xix. Details of external lighting; and</p> <p>xx. Details of any other standard environmental</p>	

Stakeholder	Question/Comment	Response
	<p>management and control measures to be implemented.</p> <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"> 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. <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"> 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. <p>The development shall be carried out in accordance with the</p>	

Stakeholder	Question/Comment	Response
	<p>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>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>Reason: 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>Informative: 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>	
Building Control	<p>In general the BIA submitted is very detailed and meets your requirements, however a detailed CMP has not been provided, so I would suggest adding a pre-commencement condition requesting a Construction Management Plan</p> <p>I refer to the fire strategy plans attached, and can confirm that the fire safety design appears satisfactory subject to;</p> <ol style="list-style-type: none"> 1. The lower ground car park ventilation complying with Approved Documents B and F or an acceptable fire engineered solution. 2. Sprinkler's provision may be required depending on the height of the building and when the application for Building Regulations approval is submitted. 3. Fire door provision. 	<p>Comments noted. Conditions included</p>

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	<p>4. Ventilation details to stairs and lobbies in accordance with Approved Document B/ BS 9991</p> <p>5. Fire alarm and detection in accordance with BS 5839 being provided.</p>	
Private Sector Housing Team	The Private Sector Housing Team has no objection to the development. If any of the properties are let to three or more people from more than one family then they will need to apply for an HMO licence.	Comments noted.
Drainage Officer	<p>Comments dated 20/08/2021</p> <p>The LLFA, has now reviewed planning application HGY/2021/2151 – 109 Fortis Green, full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class 3) comprising of 6 residential flats and 4 mews houses and 131m2, flexible commercial space in the lower ground floor units, basement car parking and other associated works.</p> <p>The site is located in flood zone 1, that has a low risk of flooding, there is limited opportunity for above ground SuDS. The applicant has followed the drainage hierarchy and has selected the most suitable SuDS, for the proposed development, these include an attenuation tank to store 33m3, of surface water before being discharged at a rate of 3.1 l/s, via a pump to the public surface water sewer subject to Thames Water, consent to connect to their network. The proposal also includes green roofs on some of the buildings, there are no details of what type of green roofs that will be used, can clarification be made if the roofs will be a deep planted substrate or a sedum mat system and included in the maintenance schedule.</p> <p>A management maintenance plan has been provided that</p>	<p>Comments noted.</p> <p>Haringey, pro-forma was completed</p>

Stakeholder	Question/Comment	Response
	<p>suggests a nominated company will be responsible for the SuDS, this must be for the lifetime of the development. The pumps are included in the maintenance schedule, the schedule will need to include what measures/backup will be put in place should the pumps fail.</p> <p>We have attached the Haringey, pro-forma, this will need to be completed and returned to us for review.</p> <p>Comments dated 22/09/2021</p> <p>Thank you for the information. We are content with the maintenance strategy.</p> <p>You may want to ask for an up to date information for your file and record to reflect the current project and the year. i.e. 2021. The maintenance plan has been copied from 2015 file and they have kept the same date. Please see below an extract.</p> <p style="text-align: center;">Fertiliser Use</p> <p style="text-align: center;">Only slow-release organic low-phosphorous fertilisers will be used in any landscaped areas in order to limit the amount of nutrients that could enter the stormwater system.</p> <p style="text-align: center;">Prepared by: Dimitris Linardatos December 2015 24295</p>	
Waste Management Team	<p>The proposed planning application will require the following:</p> <p>For the 6x flats: 1x 1100L Refuse 1x 1100L recycling 1x 140L food waste 6x Kitchen Caddies</p> <p>For the 4 Houses: 4x 240L refuse</p>	<p>Comments noted. Waste Strategy updated to reflect the waste management comments</p>

Stakeholder	Question/Comment	Response
	<p>4x 240L recycling 4x 25L food waste 4x Kitchen Caddies</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection for the following reasons.</p> <ul style="list-style-type: none"> • The flats have not allowed for food waste container • It is not clear how far the storage area is from collection point • It is not clear if the gradient is within 1:20 as outlined in this guidance • It is not clear if there will be dropped kerbs or flush for the 1100L bins • Waste vehicles should enter and exit the development in forward motion gears. <p>It is not clear if there is a turning point within the development.</p>	
EXTERNAL		
Thames Water	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater_services.</p> <p>As required by Building regulations part H paragraph 2.36, Thames</p>	<p>Comments noted. Informative included</p>

Stakeholder	Question/Comment	Response
	<p>Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be</p>	

Stakeholder	Question/Comment	Response
	<p>completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
TFL	<p>Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 – 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit).</p> <p>Please contact me if you consider that there are any strategic as opposed to local transport issues raised by this case. If the development is permitted I recommend the developer is reminded of</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>the following:</p> <p>Fortis Green supports bus routes 102, 234, 603 and 653. In the event that implementation of the development requires the temporary re-routeing of bus services or other such arrangements, these must be agreed with TfL before the work.</p>	
Designing Out Crime Officer Metropolitan Police Service	<p>With reference 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, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations to be taken when determining planning applications. This belief is reinforced through the legislation and policies listed with in appendix 1. Although we have not had opportunity to meet with the project architects or agents to discuss Crime Prevention and Secured by Design (SBD), we are pleased to see the 'Crime Prevention Statement' submitted with this application. The applicant has indicated their intention to complete this development to SBD standards. In light of this, should you agree to grant planning permission, we request the following condition be attached to ensure the development is completed to the intended standard.</p> <p><i>The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter</i></p> <p>The applicant must seek the continual advice of the Metropolitan</p>	<p>Comments noted. Condition/informative included</p>

Stakeholder	Question/Comment	Response
	Police Service Designing out Crime Officers (DOCOs) to achieve accreditation.	
Environment Agency	<p>We have reviewed the information submitted and have no objections to the proposals.</p> <p>This development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters.</p> <p>However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:</p> <ul style="list-style-type: none"> • Protecting and improving the groundwater that supports existing drinking water supplies • Groundwater within important aquifers for future supply of drinking water or other environmental use. <p>We recommend that you refer to our published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment.</p> <p>We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 170 of the National Planning Policy Framework. Advice to applicant Model procedures and good</p>	Comments noted. informatives included

Stakeholder	Question/Comment	Response
	<p>practice We recommend that developers should:</p> <p>Advice to applicant Model procedures and good practice We recommend that developers should</p> <ul style="list-style-type: none"> • Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination • Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health • Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed • Refer to the contaminated land pages on gov.uk for more information <p><u>Waste on site</u></p> <p>The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> • excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution • treated materials can be transferred between sites as part of a hub and cluster project 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • some naturally occurring clean material can be transferred directly between sites <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>We recommend that developers should refer to:</p> <ul style="list-style-type: none"> • the position statement on the Definition of Waste: Development Industry Code of Practice • The waste management page on GOV.UK <p><u>Waste to be taken off-site</u></p> <p>Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:</p> <ul style="list-style-type: none"> • Duty of Care Regulations 1991 • Hazardous Waste (England and Wales) Regulations 2005 • Environmental Permitting (England and Wales) Regulations 2016 • The Waste (England and Wales) Regulations 2011 <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer.</p>	

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	Refer to the hazardous waste pages on GOV.UK for more information	
London Fire Brigade	<p>Comments dated 04/10/2021</p> <p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London.</p> <p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Commissioner is not satisfied with the proposals for fire fighting access as compliance with part B5 of the Building Regulations is not shown. Please provide provisions for fire fighting access with regards to distance from the nearest fire hydrant to the furthest point of the building</p> <p>Comments dated 11/10/2021</p> <p>From the drawing supplier the fire fighting access would appear to comply</p>	<p>Comments noted</p> <p>Fire strategy and site plan updated to reflect London Fire Brigade comments</p>
NEIGHBOURING PROPERTIES		
	<p><u>Principle of development</u></p> <p>- Loss of car wash facility</p> <p><u>Housing and infrastructure</u></p> <p>- Lack of affordable housing</p>	<p><u>Principle of development</u></p> <p>There is no policy protection for such a use. The introduction of flexible commercial floorspace would ensure employment space is re-provided and would more appropriate use for this location. The inclusion of an active frontage which follows a similar pattern of development within the area would add vitality and vibrancy to this section of Fortis Green.</p> <p><u>Housing and infrastructure</u></p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Increased pressure on local infrastructure/services - Density of development is excessively high - Additional housing supported - Omitting the basement could assist viability of the scheme - Cramped living space <u>Design and heritage</u> - The building should be limited to the height of the Clissold Pub - Design is not in keeping with Victorian/Edwardian character of the conservation area - Scale of development will dominate the immediate area - The height of the buildings are excessive - Provision should be made for larger front gardens - A well designed scheme - Landscaping could improve without the car park - The front of the development should have green space 	<p>While it is acknowledged that there would be no on-site affordable housing, the council consider in this instance an off-site contribution would better benefit the borough. This could be more effectively used as part of Haringey's own house building programme. The reasons are set out in paragraph 6.3.4-6.3.6 of the report</p> <p>The scheme proposes a small number of residential units and would provide CIL payment towards local infrastructure.</p> <p>The density of the development has not changed since the previous approvals Comments noted</p> <p>Officer support the basement development in principle</p> <p>The proposed flats meet London Plan Policy standards in terms of design quality.</p> <p><u>Design and heritage</u></p> <p>The alterations to the approved scheme are relatively minor in nature and do not alter the assessment of the previous consent in that the proposal is broadly acceptable with a good design response to a sensitive site</p> <p>Officers consider the changes to the consented scheme are of a very small scale and would not have a further impact on the conservation area.</p> <p>Landscaping in the rear courtyard is considered acceptable</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The existing building offers little to the conservation area - The scheme will erode the quality of the conservation area along Fortis Green - The Collins block along Fortis Green should be an example to follow - The balconies are uninspiring <p><u>Trees</u></p> <ul style="list-style-type: none"> - Development should not harm the health of the tree in front of the site on Fortis Green <p><u>Highways and transportation</u></p> <ul style="list-style-type: none"> - Insufficient on-site parking - Adverse impact on on-street parking conditions - Adverse impact on traffic and highway safety conditions - Development should be car-free with access to parking in CPZ by residents removed - The road is very narrow exacerbating problems during the construction phase and also at completion 	<p>Noted</p> <p>The proposed scheme is considered acceptable from a conservation perspective, as it would enhance the quality of the area through well-designed new buildings and would respect and reinforce the positive characteristics of the conservation area.</p> <p>The proposed balconies are of a good design. A condition is imposed that requires further details of the balcony to ensure high quality</p> <p><u>Trees</u></p> <p>The development will not harm the health of the trees</p> <p><u>Highways and transportation</u></p> <p>The Council's Transportation team are satisfied with the parking provisions for the development</p> <p>In terms of trip generation, a development of the scale proposed will not generate a significant number of vehicle trips on the highway and public transport networks.</p> <p>The transportation team has considered highway</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="667 386 764 412"><u>Amenity</u></p> <ul data-bbox="575 448 1381 565" style="list-style-type: none"> - Impact on privacy of neighbouring occupants - Loss of daylight and sunlight - Commercial use should be controlled to avoid noise during anti-social hours <p data-bbox="667 876 1033 902"><u>Impact from construction works</u></p> <ul data-bbox="575 938 1381 1360" style="list-style-type: none"> - Noise, odour and air disturbance and safety issues arising from construction works - Increased flood risk resulting from basement development - Concerns with the scale of the basement 	<p data-bbox="1407 233 2032 289">and pedestrian safety during demolition, excavation and construction phase</p> <p data-bbox="1407 324 1503 350"><u>Amenity</u></p> <p data-bbox="1407 386 2032 474">Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking</p> <p data-bbox="1407 509 2032 656">There are no daylight/sunlight and overshadowing concerns to neighbouring properties. The only minor adverse effect are onto rooms that receive most of their day or sunlight from other windows that would not be affected by this development.</p> <p data-bbox="1407 691 2032 776">The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site.</p> <p data-bbox="1407 812 1772 837"><u>Impact from construction works</u></p> <p data-bbox="1407 873 2032 1084">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition on any grant of planning permission.</p> <p data-bbox="1407 1120 2032 1299">The basement development is considered acceptable subject to a detailed construction management plan condition prior to the commencement of works on site to ensure there would be no increased flood risk resulting from the development and no impact</p> <p data-bbox="1407 1334 2032 1416">The applicant has submitted a very detailed Basement Impact Assessment which meets the local plan policy requirement. It will be the responsibility of</p>

Stakeholder	Question/Comment	Response
		the structural engineer and the applicant to ensure that the basement construction is sound.

Appendix 2 Plans and Images

Location Plan





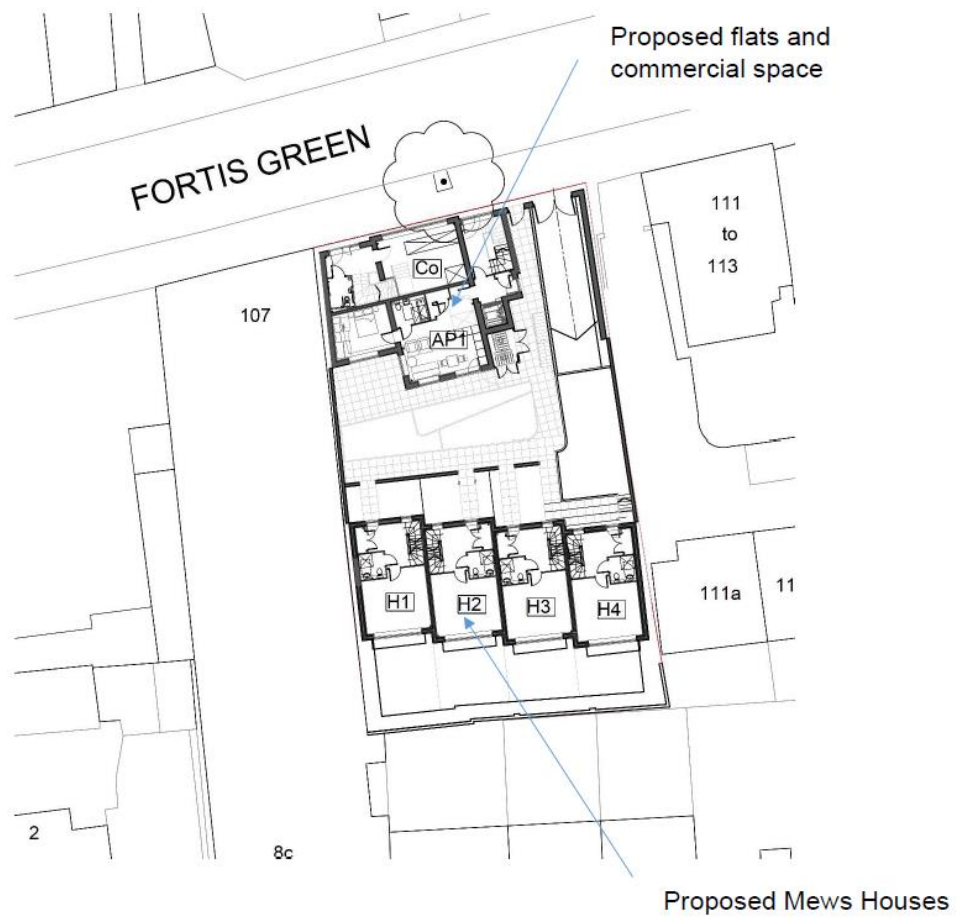
View from Fortis Green Road



View from Fortis Green Road



Aerial View looking south



Proposed site plan



Proposed Floor Plans



Block A - Proposed Front Elevation fronting onto Fortis Green



Block A - Proposed Rear Elevation fronting onto central courtyard

Block A - Visualisations

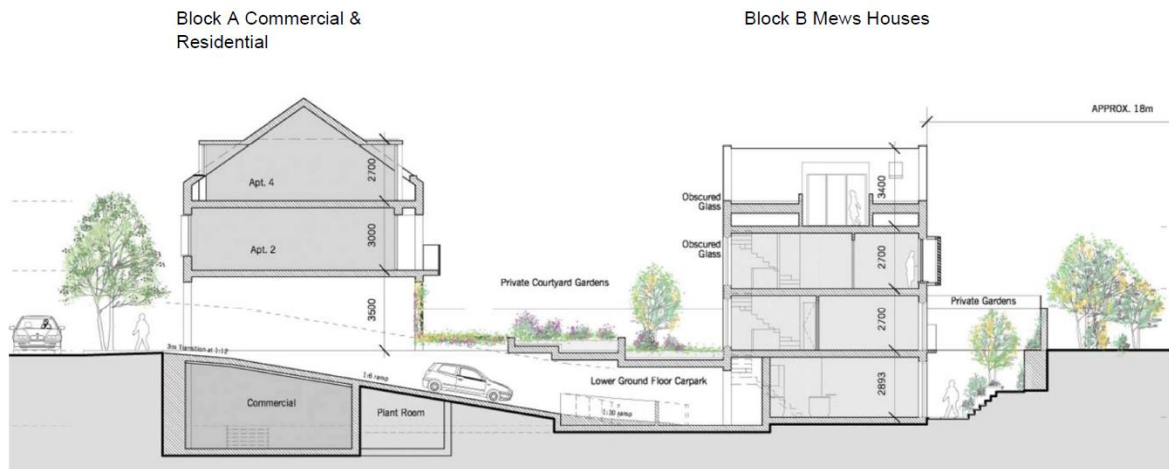


Block B - Proposed Front Elevation of Mews Houses



Block B - Proposed Rear Elevation of Mews Houses

Block B - Mews Houses Visualisations



Proposed site sections

Appendix 3 Quality Review Panel (QRP) Note

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 109 Fortis Green

Wednesday 15 July 2015

River Park House, 225 High Road, London, N22 8HQ

Panel

Selina Mason (chair)

John Lyall

Attendees

Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

Apologies / report copied to

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
John McRory	London Borough of Haringey

Confidentiality

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

Report of Chair's Review Meeting
15 July 2015
HGRP10_109 Fortis Green

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1. Project name and site address

109 Fortis Green, London, N2 9HR

2. Presenting team

Malcolm Last	Chassay Last Architects
Maciej Gutowski	Chassay Last Architects
Karim Ayoub-Agha	KA Investments and Development Company Ltd
Liz Stephen	Heritage Collective
Rebecca Rogers	DP9 Ltd

4. Planning authority's views

Planning officers support the principle of residential led development of this site, but have been discussing a number of issues with the design team. Gym use is proposed for the ground floor accommodation on Fortis Green, whereas planning officers feel B1 or A3 use could be more appropriate. Officers asked the panel to comment on the density of development, particularly in relation to overlooking between the new apartment and mews houses.

5. Quality Review Panel's views

Summary

The Quality Review Panel supports the layout and massing of development proposed for this site, providing apartments on Fortis Green, with commercial use at ground level and mews houses accessed via a shared courtyard. The panel also welcomes the simple, elegantly proportioned design of the Mews Houses, with textured brick providing subtle decoration. The apartments on Fortis Green are intended as a pastiche of nearby Arts and Crafts mansion blocks. The panel think a simpler approach would be more successful. There is also scope to improve the landscape design of the courtyard, and minimise the impact of the car park ramp. More detailed comments are provided below on the site layout, architecture and landscape design.

Site layout

- Whilst the development proposes relatively dense development of the site, the panel think the layout of the apartment block and mews is successful.
- The main challenge that the tight layout presents is the distance between windows where the mews houses face apartments across a courtyard.
- The distance between facades is slightly less than the minimum overlooking distances recommended by Haringey policy. However, the panel think this can be addressed through detailed design of windows.

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- Where frosted glass is proposed, it should be possible to provide high level clear glass at high level to give views of the sky.

Architecture

- The mews houses promise robust, well-proportioned architecture, drawing inspiration from the character of buildings in the surrounding area, in simplified form.
- The panel would encourage the architects to explore similarly contextual contemporary architecture for the mansion block on Fortis Green, rather than the historic pastiche currently proposed.
- It is more likely that a simplified architecture will be delivered to a high quality on site.
- Entrances to both the flats and mews houses are via a narrow passage leading from a gate on Fortis Green to the courtyard.
- The panel thinks a more generous, thoughtfully detailed entrance from Fortis Green could enhance both the architecture and the arrival experience for residents.
- One option would be to create a generous entrance hall, which celebrates the design of the apartment staircase, and also gives access to the courtyard.
- Careful integration of signage for the commercial unit will also be important to the quality of the development at street level on Fortis Green.

Landscape design

- The landscape design of the courtyard requires further thought, to maximise its quality and value for residents.
- This work should include explorations of ways in which the car park ramp can be screened from view, either by fully enclosing it, or screening it with a pergola.
- It may be that this relatively small space, providing access to 4 mews houses, as well as the apartments, would be most successful as a predominantly hard landscape.
- The panel also think the building line should follow the site boundary to the east, to avoid leaving a slither of planting that no one maintains.

Next steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

Report of Chair's Review Meeting
15 July 2015
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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2022/0035**Ward:** Tottenham Green**Address:** Land at Watts Close, London N15 5DW

Proposal: Demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings. The proposals includes 2. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage.

Applicant: Haringey Council**Ownership:** Council**Case Officer Contact:** Tania Skelli**Site Visit Date:** N/A**Date received:** 12/01/2022

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 18 much needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported.
- 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 a new open space.

- 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 two 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 include solar panels and living roofs.
- 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 13/04/2022 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/details submitted for approval
- 4) Energy strategy
- 5) Overheating
- 6) Living roofs
- 7) Biodiversity
- 8) Land contamination
- 9) Unexpected land contamination
- 10) Demolition management Plan (DMP)/ Construction Management Plan (CMP)
incl. NRMM
- 11) Drainage/ SuDS
- 12) Drainage/ SuDS - Maintenance
- 13) Telecommunications apparatus/ S Dishes
- 14) Secure by design
- 15) Cycle storage
- 16) Refuse storage
- 17) Hard and soft landscaping including tree replacement
- 18) Electric vehicle charging points (EVCP)
- 19) Servicing and Delivery Plan
- 20) Obscure glazing
- 21) Piling/ Thames Water
- 22) Noise attenuation to ASHP and boundary with substation
- 23) Part M(2)

Informatives

- 1) Secure by design
- 2) Asbestos removal
- 3) CIL liable
- 4) Hours of construction
- 5) Street Numbering
- 6) Fire safety and sprinklers
- 7) Thames Water
- 8) Thames Water 2
- 9) Thames Water Piling
- 10) Building Control

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. Amending TMO for Car Free Development

- The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.

2. Employment skills provision

- Provision of employment skills and support payment.

3. Social Rent

4. Car Club membership

5. Residential Travel Plan

6. Employment and skills plan

7. Considerate Contractors

8. Architect retention

9. S278 Highway works

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	Consultation Responses - Adjoining occupiers/ neighbours
Appendix 4	Plans and Images
Appendix 5	QRP Report

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the redevelopment of the site for residential use with associated landscaping and public realm enhancements. The development comprises 18 dwellings (12 apartments and 6 townhouses) for Council rent as follows:

4 x one-bed/ two-person flats incl. 2 wheelchair homes (22%)

8 x two-bed/ four-person flats (45%)

6 x three-bed/ five-person houses (33%)

- 3.1.2 The proposal includes the provision of cycle and refuse/recycling storage facilities, and provision of two new accessible car-parking spaces within Watts Close. 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.
- 3.1.3 The proposed buildings would be a mix of 2-storey townhouses and taller buildings of 3-storeys in height. The design reflects the surrounding built environment of the site and would be finished in brickwork with dark windows, metal panelling and balcony railings. It incorporates framed balconies on four main front elevations and stonework detailing for headers and cills.
- 3.1.4 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.

3.2 Site and Surroundings

- 3.2.1 The site is located on Watts Close in the Tottenham Green. It measures 0.27 hectares and comprises 11 bungalows in use as Temporary Accommodation with an associated parking area which is accessed off Seaford Road and a small unused community building accessed from Lomond Close. A publicly accessible footpath runs through the centre of the site linking through to Greenfield Road. A sub-station and area of open space is located on the site's eastern boundary.
- 3.2.2 A number of trees of varying age and quality are present across the site. The surrounding area is urban and predominantly residential in character comprising a wide range of traditional and contemporary post-war residential development. Generally to the south, on Greenfield and Seaford Road the properties are traditional two-storey Victorian and to the north lie contemporary two and three-storey blocks of flats.



Figure 1: Aerial of existing site

- 3.2.3 The Public Transport Accessibility Level (PTAL) of the site is 4, regarded as 'good' albeit the properties adjacent to the east, south and north (including Greenfield Road and Lomond Close) achieve a PTAL rating of 6a which indicates an 'excellent' accessibility to public transport. Seven Sisters Underground and National Rail Stations are located within walking distance to the east and south of the site and there are several bus-stops nearby on West Green Road and Seven Sisters Road nearby serving regular bus routes.
- 3.2.4 The local area offers a wide range of retail and commercial facilities centred along West Green Road to the north of and Seven Sisters Road to the south of the site, in addition to a good range of community related uses including nurseries, schools, leisure facilities and parks and open spaces. In respect to the latter the nearest is at Brunswick Park Open Space, 0.2 miles/3 min. walk to the east of the site.
- 3.2.5 The site is not subject to any planning designations; however, it lies within Flood Zone 1, a Critical Drainage Area and the Tottenham Area Action Plan (TAAP). There are no protected trees nor local or statutory listed buildings on-site or in the immediate area. The Clyde Circus Conservation Area is located approximately 100m to the north of the site. The site is located within Controlled Parking Zone (CPZ) 7S which is restricted to permit holders only on Monday to Saturday between 8.00am – 6.30pm.

3.3 Relevant Planning and Enforcement history

- 3.3.1 The unusual shape and access to the site can be explained by the site's history with historic maps providing an explanation for the current site configuration. The rows of terraced houses in the two streets immediately adjacent to the site on Seaford and Greenfield roads were originally interrupted by a railway line, which was operational until the early 1960s. Seaford Road, which ran broadly parallel with the railway line, development was interrupted, leaving a wide gap to the west of a track-side land, unsuitable for building identical speculative terraced houses. Housing development on Greenfield Road came to an abrupt end to the east of the same track-side land which during this period, seems to have been used for light industrial buildings.
- 3.3.2 Following the dismantling of the railway, new housing on Lomond Close was developed, following the orientation of West Green Road and facing away from Seaford Road and Greenfield Road. The existing homes on Watts Close were fitted on the site to suit post-war prefab bungalow construction, but with little urban design consideration and poor connection, and integration with the surrounding streets and buildings.
- 3.3.3 There is no other planning or enforcement history relevant for this site.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

- 4.1.1 The scheme has been presented to Haringey's Quality Review Panel on one occasion; the comments are set out in appendix 5 and summarised as follows:
- 4.1.2 The panel considered the proposal has the capacity for some additional height and density, subject to testing. It supported the stepped configuration of the main block but, at a detailed level, it highlighted the scope to improve the entrance and circulation areas, access points, and the liveability of the accommodation, in terms of furniture layout and dual aspects. It welcomed the simplicity of the architectural expression of the main block but encouraged some further articulation in the materiality of the proposals. The panel wanted to see further consideration of the block at Lomond Close to the north of the site, to improve the liveability, quality and proportions of the accommodation, the outlook, and the architectural expression. It welcomed the landscape strategy for the overall development, but highlighted that more detail is required, alongside a less rigid approach. As design work continues, further consideration of the proposal for the landscaped open space at the south of the site, the links to the existing road network, and the generosity of the rear garden spaces was welcomed. A decorative fence was suggested along the substation boundary. The panel felt that the quality of construction and materials specified will be critical to the success of the scheme, and it would support officers securing this through planning conditions.

4.2 Application Consultation

4.2.1 The following were consulted regarding the application:

The following responses were received:

4.2.2 Internal:

- 1) Conservation: *No objection.*
- 2) Carbon Management/ Sustainability: *Support.*
- 3) Carbon Management/ Pollution & Land Contamination: *No objection subject to conditions and informatives.*
- 4) Nature Conservation: *No comment.*
- 5) Trees: *No objection subject to conditions.*
- 6) Building Control: *No objection.*
- 7) Drainage/ Highways: *Comment.*
- 8) Transportation: *Support, subject to conditions and legal agreement.*
- 9) Design: *Support.*
- 10) Waste: *No objection subject to details secured by condition.*
- 11) Social Services/ VSC: *No objection.*

4.2.3 External:

- 12) Thames Water: *Comments with suggested condition and informatives.*
- 13) Environment Agency: *No comment.*
- 14) London Fire Brigade: *No objection.*
- 15) Secure by Design/ Met Police: *No objection.*
- 16) UKPN: *No objection.*
- 17) Fountain Area RA (FARA): *No comment.*

18) Brunel Walk Centre: *No comment.*

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

164 Neighbouring properties
3 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: 6
Support: 0
Objection: 5
Others: 1

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

Design/Appearance/Character

- Height out of keeping with surroundings
- Visual intrusion and overbearing

Mix/ standards of accommodation

- Wheelchair housing should be family sized

Amenity Impacts

- Overlooking from balconies to Seaford and Greenfield Road's properties
- Loss of privacy
- Impact on views

Transport impacts

- Lack of sufficient onsite parking
- Lack of sufficient electric vehicle charging points
- Proposed shared amenity space could be used for parking. Brunswick Park can be used for recreation instead

Other

- How will open space be maintained and not become an eyesore/ dumping ground?

- A renovated community Hall could benefit some local groups' activities

5.6 The following issues raised are not material planning considerations:

- None.

6. MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

Considerations

6.2 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; and
13. Land contamination.

6.3 Principle of the development

National Policy

6.3.1 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.

6.3.2 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

- 6.3.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.3.4 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.
- 6.3.5 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 slightly above the above size (0.27ha), the proposal is considered to address the broad aims of the policy by developing underutilised land for housing delivery.
- 6.3.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.3.7 London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy - Haringey Local Plan

- 6.3.8 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as *Local Plan*), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.

6.3.9 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.

6.3.9 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.

Principle of additional Housing

6.3.10 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.

6.3.11 This proposal seeks to provide 100% of the housing as Council rent which would satisfy the above planning policy requirements.

6.3.12 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.

6.3.13 The existing site is located in an established and accessible area and comprises 11 bungalows in use as Temporary Accommodation - occupied by 28 residents, a small disused community building and parking area which fall under the Council's ownership. The Applicant and the Council's Move-on Team are liaising closely with all the existing residents to ensure that appropriate alternative accommodation is provided.

Principle of additional Housing

6.3.14 The majority of site is in an area with a PTAL of 4 which is considered 'good' but part of the eastern side of the site sits within a PTAL of 6a which indicates an 'excellent' accessibility to public transport. In particular, the site is located within walking distance of Seven Sisters underground and overground stations, bus stops, shopping facilities and other local amenities including recreational open space. According to London Plan Policy H1 referenced above, this type of brownfield location is a key source of housing capacity.

6.3.15 The site is considered a brownfield site location, close to sustainable transport connections in an established residential area. The existing land is considered

underutilised and has the capacity for additional housing floorspace. The scheme also intends to deliver significant improvements to the environmental quality of the site that will serve to enhance both the setting of the new development and the quality, functionality, safety and attractiveness of the surrounding area for existing and new residents. In addition, these changes will substantially enhance local biodiversity.

6.3.16 The site currently includes 11 homes of outdated design and low quality it provides low quality temporary accommodation for the existing residents. The proposed replacement affordable housing to include 18 homes, will be of the highest standards and result in a significant increase in affordable housing provision in line with policy DM13.

6.3.17 In summary, the site is considered suitable for replacement housing accommodation provisions. The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regards to neighbouring residential amenity and the character and appearance of the surrounding area.

6.3.18 As such, 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. The principle of a replacement and intensified affordable residential development on the site is strongly supported by national, regional, and local policies. The provision of 18 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.

Loss of Community Hall

6.3.19 The Community Hall was used by tenants on Lomond Close (as an estate related facility) and has now been disused for over 3 years, due to lack of demand. Its removal has been carefully considered with alternative provision in mind.

6.3.20 DM Policy DM49 seeks 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, that the loss would not result in a shortfall in a provision of that use; and that the existing facility is not viable in its current use and there is no demand for any other suitable community use on the site.

6.3.21 Lomond Hall is a small community venue, containing kitchen and toilet facilities. It is currently in poor condition, with traces of asbestos. An internal inspection by HfH confirmed that the Hall is no longer fit for purpose and the cost of repair would be prohibitive and the hall is now permanently closed. Since May 2021, the council (HfH) has engaged with residents to provide suitable alternative

accommodation for activities by tenants and Voluntary Community Sector (VCS) groups. For example, Lomond Hall Resident Association could use one of the nine existing community centres within walking and cycling distance of the site.

- 6.3.22 Specifically, the council intend to make funding available to residents for a period of up to 5 years to use the hall and associated facilities at the West Green Methodist Church on nos. 182-184 West Green Road, approximately 12 minutes' walk away from the site. The funding will enable residents to meet up to four times each year in accordance with Tenants Constitution and will be managed by Homes for Haringey. As such, it is considered that the loss of the community hall facility has been addressed and therefore demolition, and re-allocation of the land to housing is considered to comply with policy.

6.4 Design and impact on the character and appearance of the surrounding area

National Policy

- 6.4.1 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.
- 6.4.2 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

- 6.4.3 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).
- 6.4.4 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 - Haringey Local Plan

- 6.4.5 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.

- 6.4.6 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.
- 6.4.7 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 urban design terms, meeting prescribed design requirements.

Assessment

Site context

- 6.4.8 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. The proposals have been informed by a contextual analysis of the area and were considered and developed through pre-application engagement with the Local Planning Authority and the Quality Review Panel.
- 6.4.9 The area comprises of a wide range of property types and styles including two and three-storey post-war Council developments to the north on Lomond Close and more traditional two-storey housing to the south on Seaford Road and Greenfield Road. In order to make the most efficient use of the land a number of layout and massing options were considered and presented at pre-application and QRP stages. The proposed layout seeks to improve the existing environment and urban grain and enhance the use, quality and safety of the area.

Design Assessment

- 6.4.10 The proposed 12 flats are within a three-storey buildings which bookend 4 of the proposed two-storey houses to form a linear block of development orientated west to east across the centre of the site and accessed from Seaford Road and Greenfield Road. The two other proposed houses are designed as a semi-detached pair sitting to the north and rear of the main block accessed from Lomond Close. The proposed homes are at least dual aspect, incorporate storage and include terraces, balconies and/or gardens which comply with the relevant planning policy space standards. A communal amenity space including a children's play area is included across the front of the main block to serve the

dwelling in this part of the development. The front area is designed to be car-free to exclude 2 blue badge parking bays near the edge/ entrance of the site.



Figure 2: Aerial of proposed site and development

Materials and elevational treatment

6.4.11 The architectural treatment and materiality of the proposed development has been considered carefully alongside its form and massing throughout the design process. The buildings will be constructed from high-quality masonry, and this is been crucial to the overall design approach. The proposed apartments and houses adopt a simple, consistent, and complementary style. The architectural approach is completed with the use of carefully proportioned fenestration, stone headers and cills and brick detailing. The apartments incorporate carefully positioned and designed open metal balconies. This arrangement respects the scale of the different building typologies proposed and enhances their character and presence in the townscape. The simple and ordered articulation of the elevations are considered to appropriately complement the form and massing of the buildings.

6.4.12 A red brick has been selected which picks-up on the general materiality within the local area and assists in reinforcing the architectural approach across the development and tying the different buildings together. Additional brickwork detailing, horizontal stonework banding, and appropriately designed and coloured metal panelling and railings will provide contrast and further visual interest to the building facades.

6.4.13 The layout, height, form and massing of the proposed development and its architectural treatment is considered to sit well within its immediate context and in relation to neighbouring property and the wider urban setting.

Quality Review Panel

6.4.14 The proposal has been presented to QRP at pre-application stage. The QRP report is set out in full at Appendix 5. The report summarises the scheme then presented as follows:

- The Quality Review Panel welcomes the opportunity to consider the proposals for Watts Close at an early stage. It supports many of the strategic decisions that have been taken so far in the design process.
- The panel considers that the proposals have the capacity for some additional height and density, subject to testing. It supports the stepped configuration of the main block but, at a detailed level, it highlights the scope to improve the entrance and circulation areas, access points, and the liveability of the accommodation, in terms of furniture layout and dual aspects.
- It welcomes the simplicity of the architectural expression of the main block but would encourage some further articulation in the materiality of the proposals. The panel would like to see further consideration of the block at Lomond Close to the north of the site, to improve the liveability, quality and proportions of the accommodation, the outlook, and the architectural expression.
- It welcomes the landscape strategy for the overall development, but highlights that more detail is required, alongside a less rigid approach. As design work continues, further consideration of the proposals for the landscaped open space at the south of the site, the links to the existing road network, and the generosity of the rear garden spaces would be welcomed.
- The panel feels that the quality of construction and materials specified will be critical to the success of the scheme, and it would support officers securing this through planning conditions.

6.4.15 The initial proposals have been revised following the Quality Review Panel's observations as set out in the table below:

Summary of Quality Review Panel Comments	Officer Response
<i>Massing and development density</i>	

<p>While the panel feels that the massing of the proposals is 'polite' (at two and three storeys) towards neighbouring housing, it thinks that generally, the site appears slightly under-developed. It would encourage the design team to produce sections through the proposals and adjacent buildings, in addition to undertaking daylight / sunlight studies. This work will likely illustrate that an additional storey on the proposed massing would be achievable while still protecting the amenity of existing dwellings nearby.</p> <p>Exploring an asymmetrical composition to the massing could present opportunities and benefits; the western and eastern ends of the primary building have very different contexts.</p>	<p>An early options appraisal looked at the possibility of increasing the height of the blocks of flats and the houses. Following careful assessment, informed by mix and viability considerations, a detailed sunlight/daylight study and comments received during public consultation it is considered that the 2- and 3-storey massing as proposed is appropriate for the site and its surrounding context.</p> <p>The proposed three-storey flatted buildings have been positioned at each end of the development to minimise impact on neighbouring property and to act as 'bookends' facing and addressing the sites two road frontages. The two-storey houses break-up the overall scale of the development and complement the lower rise terraced housing nearby.</p> <p>The density, scale and height of the proposed development is considered in keeping with the nature of the existing property in the locality and safeguards neighbouring residential amenity.</p>
<p><i>Place-making, public realm and landscape design</i></p> <p>Clarification was sought on whether the central shared garden and play space is envisioned as a public alleyway or a shared yard; gated access to this open space would be a concern.</p>	<p>The communal amenity space and walkways across the front of the development have been refined reinforcing the main pedestrian route connecting from Seaford Road to Greenfield Road. While the site remains accessible to the public, there is little reason for the wider community to cross the site as it offers no short-cut. The communal amenity space is set back, well-</p>

<p>There is scope for further refinement of the landscape proposals and the panel would encourage a less rigid and formal approach to the green space at the south of the development. Opportunities for informal play and playable paths should be exploited where possible.</p> <p>While it welcomed the inclusion of a circular footpath linking the different entrances and routes, the panel suggested a clearer understanding of the potential desire lines across the space to help avoid damage to soft landscaping.</p> <p>Bringing the stepped central block southwards slightly could improve the relationship with the open space to the front of the building, while increasing the generosity and access to sunlight from the west of the gardens to the north of the block.</p> <p>The panel notes from the briefing documents</p>	<p>overlooked by the new homes and it was the clear preference of the Housing Department to have some control particularly around the central play space. Access from the two roads remains open but appropriately landscaped while the play space is discreetly fenced behind mature hedging to provide security for children.</p> <p>The communal amenity space is informally and attractively laid out incorporating substantial hard and soft high-quality landscaping and natural play facilities including paths and lawn.</p> <p>Landscape proposals were explored and articulated further taking into account desire lines and planting. The intention has been to allow for incidental and informal meeting spaces to supplement the central more formal play area. The hard landscaping within the shared forecourt area and the nature of the interface between the existing pavement and road network were further considered to blend in better with the existing pavements and context.</p> <p>This was explored and the consensus was that the balance between public space to the south and private gardens to the north is appropriate. Moving the central houses slightly further south would impact on neighbouring property and reduce the shared central open space and the stepped profile that helps to define this communal area.</p>
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<p>that the site is in a Critical Drainage Area and would like more information on how the scheme responds to this context.</p>	<p>The scheme incorporates a comprehensive Sustainable Urban Drainage (SUDS) systems including green roofs to improve surface water run-off rates.</p>
<p><i>Scheme layout</i></p> <p>Generally, the panel thought that the key strategic decisions were good: the creation of a connection between Seaford Road and Greenfield Road and to the adjacent open space; the reinforcement of a clear 'front' and 'back' to the main body of the development; and the stepping of the building line to create a more generous space in front of the development.</p> <p>The panel welcomed the understanding of the different edge conditions and contexts and felt that the stepping in plan could be successful. It would like to see the benefits of a stepped building line exploited even further to improve the external and internal building layouts.</p> <p>The panel suggested further consideration of the relationship between the new development and the adjacent terrace on Seaford Road to improve the interface.</p> <p>The panel questioned the nature of the access to rear gardens and encouraged the design team to explore access arrangements to avoid replicating alleyways on the existing site.</p>	<p>With a limited number of repeated house types, care has been taken to ensure that all layouts work well. All dwellings are dual aspect. Living rooms are dual aspect in all cases including south facing windows and views from balconies over the central communal garden from all flats. Bedrooms have been deliberately located to quieter rear frontages wherever possible. All bathrooms have windows. Entrance hallways to all flats have windows providing natural light and elevating them from being purely functional spaces. Houses are currently designed with separate living and kitchen/ dining spaces.</p> <p>This relationship has been articulated further with more detailed treatment on windows and bays. The street view from the main entrance off Seaford Road demonstrates a comfortable relationship in terms of scale and materiality.</p> <p>Unlike the existing alleyways on the site, which have public right of access and therefore feel insecure and could encourage antisocial behaviour, the proposed two routes to the rear gardens are secure and only accessible to the six homes in the block which they serve. They perform</p>

<p>The panel encouraged the project team to reconsider the proposals for the Lomond Close block to improve the outlook and quality of accommodation.</p> <p>The panel would like to see more detailed room layouts across the whole development to ensure that the accommodation is liveable and works well.</p>	<p>other useful additional roles by placing a gap between the boundary and the flat blocks, allowing for secondary windows, providing the required distance to the adjacent substation and reducing the impact on the property at Seaford Road. There is also a direct route through the building from entrance to rear gardens for everyday use, which means that the side access purely provides a route for private access to rear bicycle sheds and occasional servicing and maintenance access.</p> <p>Different options have been considered by the applicant including a small 2/3-storey block of flats, with principal rooms orientated towards the Lomond Close open space. The applicant's preference was for the inclusion of much-needed family homes to this part of the site. The access arrangement to houses is intended as a simple extension of the existing path and frontage of adjacent houses, which it was felt will significantly improve the current arrangement on the site. Living rooms to the new houses open at ground floor to south-facing patio gardens which will be fenced and therefore screened from the adjacent substation.</p> <p>Care has been taken to ensure spacious and practical internal layouts that include all required furniture, meet storage and space standards and provide some flexibility. The layout of the homes including furniture is illustrated to meet M4(2) and M4(3) accessibility requirements and represent genuine 'lifetime homes'.</p>
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<p>The panel suggested that location of the bin stores should be carefully considered to avoid damage and disruption to the landscape as bins are dragged from the store to the street. Locating the bin stores to the edge of the site may mitigate some of these issues.</p> <p>The panel considered it important for the project team to have a clear understanding of what the ambitions for the adjacent Homes for Haringey site are as the current proposals will set a precedent for what is to come.</p>	<p>Options for the waste collection strategy have been considered carefully. The current proposals meet Council waste management requirements and would compromise the landscape proposals, as the main amenity space is located centrally, away from any servicing. Small, localised refuse stores, ideally in close proximity to block entrances, are the simplest and most workable solutions on smaller developments and are preferred by Secure by Design guidelines. They encourage ownership by the smaller group of residents, are generally better looked after and are less prone to vandalism, dumping and antisocial behaviour. A centralised bin store, as a standalone building, was not considered to sit well in context, or work well in practical terms. It would mean longer distances for drop-off by residents and would be more susceptible to the issues mentioned above.</p> <p>There are currently no plans for the sub-station site to be developed. The proposed arrangement is, however, mindful of possible future development and proposes a simple gable end to the site's eastern boundary with only a secondary window and a reasonable distance to the boundary.</p>
<p><i>Appearance and materiality</i></p> <p>The panel liked the simplicity of the approach to architectural expression, including a simple palette. To ensure the quality of the built scheme, the panel stated they would support planning officers in securing this through planning conditions.</p>	<p>Key elevational details further take into consideration appearance, construction, and energy requirements. A specific brick has been proposed as part of the planning submission. This retains the required flexibility, but also provides a</p>

<p>The panel welcomes the thorough audit of materials within the streetscape that has been undertaken by the project team. It highlights the eclectic nature of Seaford Road and wonders whether the proposals could reference this variety through breaking up the brickwork in some way. In terms of brick colours, the panel notes that a paler toned brick would reflect more light into the garden spaces.</p> <p>The panel suggested further consideration of the key views on approach, particularly the view from Greenfield Road. The corners of the building could also be visually strengthened and articulated.</p> <p>The panel highlighted that balconies can become external storage spaces; and a careful balance between visually 'open' or 'solid' elements of balconies would be encouraged.</p> <p>The panel considered that the Lomond Close houses could be considered as a separate building that takes some visual cues from Lomond Close, rather than replicating the expression of the larger block to the south.</p>	<p>clear benchmark in terms of appearance, quality and cost. A materials condition and condition covering detailed design treatment is attached to the recommendation.</p> <p>A light red brick with some variegation has been selected after an extensive review of the options taking into account the context and material availability. Brick detail has been added including special coursing to parapets and clear expression of divisions between different dwellings.</p> <p>The communal entrances have been located to form a focus at the end of views. We have considered detail around the entrances to further announce and differentiate them. The stepped blocks with balconies mean that corners are articulated in all views.</p> <p>The detail design of balustrades has been considered to address this. Practicality, cost and ongoing maintenance all have a bearing on the approach adopted. More substantial vertical angled members are intended to provide some solidity to balconies when viewed obliquely from below, while maintaining a simple expression externally.</p> <p>The houses on Lomond close share a common materiality and detailing but have minor differences to reflect their context. This is considered appropriate to ensure the overall development adopts a consistent style and is important to allow for the rationalisation of construction and ongoing management.</p>
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<p><i>Inclusive and sustainable design</i></p> <p>The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme, following Haringey Council's adopted Climate Change Action Plan (March 2021), which identifies a route map to enable the borough to become net zero carbon by 2041.</p> <p>This strategic approach should include information about the design of the roofscape. The panel questioned whether green roofs are shown within the drawings; it would also encourage the exploration of options to include roof gardens within the development that would be accessible to residents.</p>	<p>The proposed development has been designed to be operationally zero-carbon with a specialist energy consultant and Homes for Haringey.</p> <p>Green biodiverse roofs are proposed. Large areas of the roof are also currently identified for PV arrays and other plant, which form an important part of the energy strategy. Access by the residents could be provided, but given the proposed roof plant and large areas of private and shared amenity elsewhere, as well as safety and management issues associated with roof-top amenity, this is not considered an appropriate option in this instance.</p>
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Conclusion

6.4.16 The proposal reflects the design elements suggested at pre-application stage and incorporates the final suggestions of the Quality Review Panel who supported the scheme. It is considered to respect and relate 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

6.5 Landscaping, public realm, amenity and associated works

Policy Context

6.5.1 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.

- 6.5.2 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 10m² of play space per child provided which meets several criteria.
- 6.5.3 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.
- 6.5.4 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.
- 6.5.5 In response, a comprehensive approach to landscaping, amenity spaces and biodiversity is included in this proposal. It includes spaces for natural play and rest, new planting and trees, permeable paving and flood water mitigation, biodiversity measures, an active and safe streetscape with seating and lighting high quality hard landscaping materials and appropriate refuse, waste and cycle storage facilities.
- 6.5.6 The proposal is accompanied by a drainage (SUDS) strategy to address climate change policies. These will include permeable paving, soakaways, planting to reduce surface run-off, address storm water drainage, useable green amenity space to address micro-climate, local habitats and extremes of heat and wet weather.

Trees

- 6.5.7 The majority of the existing trees located centrally on the site will need to be removed to facilitate the development. In total, 16n trees and two tree groups (Category B & C) will need to be removed. These are mainly relatively small trees such as domestic fruit trees, Sumac and Norway Maple that were growing in the gardens of the existing bungalows.
- 6.5.8 It is noted that 3. Category B trees (T18-20) are to be retained, however, these are outside the site boundary. T20 is also outside the site boundary but as the root protection area (RPA) extends into the site, it will require protection measures, which are recommended via condition. An additional single Category B tree (T17; Sycamore), which lies to the north of the site and within the site

boundaries) is to be retained. This tree is also recommended to be protected via condition.

6.5.9 The proposal includes 19 new semi-mature trees to be planted in the central amenity space and in the rear gardens to mitigate the removal of existing trees. A combination of tree species is carefully selected, specified and appropriate for their location and future growth, particularly in relation to adjacent buildings. Many of the proposed trees are native, designed to support local wildlife. 27 large feature shrubs are also proposed, including native and pollinator species to support local wildlife and enhance biodiversity.

6.5.10 To summarise, 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 19 new trees (a net gain of 3 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

6.5.11 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.

6.5.12 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 0.52, which exceeds the requirement for residential development as set out in London Plan policy G5 and therefore satisfy this requirement.

6.5.13 The above landscaping details can be secured by condition to ensure Officers review the next level of 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 space provision which is considered acceptable for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard.

6.6 Housing Mix, Tenure and Quality of Residential Accommodation

Policy Context

- 6.6.1 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.
- 6.6.2 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.
- 6.6.3 London Plan Policy H4 requires residential proposals on public land to deliver at least 50 per cent affordable housing on each site. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.
- 6.6.4 The Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.
- 6.6.5 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.

Housing Mix

- 6.6.6 The proposal is for 18 units. The dwelling mix is as follows:

- 12 apartments (incl. 2 wheelchair homes); and
- 6 houses.

providing the following accommodation:

- 4 x one-bed two-person apartments incl. 2 wheelchair homes (22%);
- 8 x two-bed four-person apartments (45%); and
- 6 x three-bed five-person houses (33%).

- 6.6.7 The mix has been determined by the site's physical constraints, its location close to public transport facilities and local amenities, local housing need and viability. Application site is irregular in shape and presents a number of differing boundary conditions including neighbouring properties and a sub-station.

- 6.6.8 The form of the proposed development reflects the shape of the site to optimise the space available for a wide range affordable housing types and sizes. The layout of the development is efficiently planned to accommodate 1 and 2-bedroom apartments and 3-bedroom family houses, including wheelchair adapted and accessible homes to meet local housing need. All dwellings are at least dual aspect, meet the required planning policy space requirements and provide useable and high-quality living spaces.
- 6.6.9 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 as well as single-dwelling-houses with the appropriate provision of wheelchair homes (20% of total units). 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.

Tenure

- 6.6.10 The proposed development provides accommodation for Council rent and forms part of the Council's Housing Delivery Programme which seeks to deliver new affordable housing across the Borough as referred to earlier. The Programme is part funded by the HRA and the GLA and aims to address the Council's housing waiting list through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.6.11 The 18 proposed Council homes are considered to make a valuable contribution to the provision of affordable homes within the Borough. The proposed development of 18 Council rented homes will complement the balance of tenures across the local area and support the need for range of housing types to meet demand.

Quality of accommodation

- 6.6.12 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.

6.6.13 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

6.6.14 DPD policy DM12 (Housing design and quality) seeks all new housing to be of high quality, considering the privacy and amenity of neighbouring uses and requires the minimum national space and London Plan standards to be met.

Indoor and outdoor space/accommodation standards

6.6.15 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.

6.6.16 The QRP panel has applauded the aspiration of this project and its overall ambitious quality. All units would be at least double aspect. This would ensure good natural light penetration and levels of outlook to help ensure high-quality accommodation. The development is designed to be sustainable with levels of insulation, efficient means of heating and cooling, adequate levels of sunlight/daylight and ventilation.

6.6.17 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 a good standard of accommodation for future occupiers in this regard.

6.6.18 Side windows within the first floor 2b/4p new units (central block of flats) provide cross-ventilation and a second aspect. However, to prevent overlooking from within the development into bedrooms of the 3b/5p bedrooms of houses in the centre of the development a condition that those windows to be part obscured glazed as appropriate.

6.6.19 External cycle parking is located to the rear gardens of each block. Refuse and recycling storage is provided at the ground floor of each block. The houses are provided with their own refuse and cycle storage. Two of the cores serving the larger blocks also provide access to an external amenity and play space to the rear. High quality landscaping with new trees and blue badge parking spaces are provided.

Accessible Housing

6.6.20 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.

6.6.21 All dwellings achieve compliance with Building Regulations M4 (1), (2) and 10% of units achieve M4 (3) compliance. Two accessible car parking spaces are provided for the two wheelchair accessible units (20% of units). The proposal is therefore exceeding policy requirements and acceptable in this regard.

Child Play Space provision

6.6.22 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.

6.6.23 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 240sqm of play space based on a yield of 24 children with 10sqm provision per child. The amount of play space provided exceeds this requirement, as explained below.

6.6.24 The proposed scheme will provide 310sqm of play space within the central open space and rear communal gardens. This caters to 'door-step' type play space aimed at younger children in overlooked locations close to entrances to new homes.

6.6.25 This will be equipped with informal play elements and incorporate new planting including trees, seating, and lighting. The new areas will provide an opportunity for sociable interaction, overlooked play with additional vegetation and seating. The proposed houses on Lomond Close will not have access to the communal amenity and play space for security reasons but are provided with appropriately sized private gardens.

6.6.26 In addition, the site is less than 200m (1-2 minute walk) of Brunswick Road Open Space, a Neighbourhood Playable Space with a playground and separate ball court and Youth Space, located within a green and attractive public space. The quickest route is via Greenfield Road and the journey can be made without crossing any roads. There is an additional green space immediately north-east of the site, comprising open lawn and tree planting. This is currently only accessible to immediately adjacent properties on Lomond Close and Brunswick Road but

presents an opportunity in the future to provide an informal recreation and play space for the two proposed houses on Lomond Close.

- 6.6.27 The proximity of an equipped play space and ball court suggests that play provision within the development should target younger children where play provision closer to proposed homes, in an overlooked and safe setting, is acceptable.

Noise - future occupiers

- 6.6.28 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.
- 6.6.29 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 UKPN substation to the south and east.
- 6.6.30 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.
- 6.6.31 In addition, 6. air source heat pumps (ASHPs) are proposed to be installed to the 6. houses. The ASHPs units are proposed outside each of the houses (as opposed to the flats), where internal units are proposed). The acoustic report has found that no adverse effect will be observed from these. However, these would be contained within louvered enclosures primarily for aesthetic reasons, providing additional noise mitigation. This is recommended to be secured via condition.
- 6.6.32 With regard to the UKPN substation which primarily includes a pair of transformers, the noise levels generated are very low (at around 47 dB (LAeq,16h) during the day and 45 dB (LAeq,8h) at night). The acoustic on-site measurements concludes that that in the vast majority of the instances, there would be no observed adverse effect (on the proposed dwellings). However, for the units nearest to the sub-station there would be a low observed effect in the gardens and inside bedrooms if windows are open.

- 6.6.33 Erecting an acoustic barrier along the western and northern boundaries of the substation site (where currently there is limited or no such screening will provide a worthwhile noise reduction and is secured by condition. To limit the risk of reflected noise back towards other receptors, the side facing the transformers should be acoustically absorptive.

Housing provision: Summary

- 6.6.34 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.

6.7 Impact on neighbouring amenity

Policy Context

- 6.7.1 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.
- 6.7.2 DPD policy DM12 (Housing design and quality) seeks all new housing to be of high quality, considering the privacy and amenity of neighbouring uses and requires the minimum national space and London Plan standards to be met.

Outlook, and overlooking/privacy

- 6.7.3 The buildings' position, distance and scale of the proposed development in relation to neighbouring buildings ensures that the outlook and privacy enjoyed by existing residents will not be adversely affected.
- 6.7.4 The proposal is supplemented by a daylight and sunlight report which demonstrated that adjoining properties will not be significantly affected by the new buildings. As there are no balconies with direct views into Seaford Road properties and (narrow side/ hallway) windows at first and second floors are at some 12m distance (with diagonal view into the rear elevation of Seaford Road's rear elevation) away, no detrimental impact is foreseen from the new three-storey western block of flat on its adjoining occupiers.

- 6.7.5 The gable ends of Greenfield Road's end-of-terrace and Seaford Road two end-of terraces, which face the development site, are windowless. Accordingly, the privacy of adjoining occupiers will be maintained and protected in the context of this proposed development.

Daylight/sunlight assessment

- 6.7.6 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.
- 6.7.7 The proposed development has been sited to fit into the surrounding context. The proposed buildings have been sensitively sited and designed to fit into the urban pattern which includes the Victorian terraces and post-war three-storey modern development to the north. The proposed development reflect the height of surrounding development which ensures levels of sunlight/ daylight and privacy received by adjoining occupiers is not detrimentally affected.
- 6.7.8 The submitted daylight/sunlight report demonstrates that the proposed development will have a low impact on the neighbouring properties. This is primarily because of the development's design with a lower two-section building in its middle section. The majority of windows meet the Building Research Establishment (BRE) guidelines for daylight levels. Some of those which do not pass the BRE guidelines, including some at the rear of nos. 1-36 Lomond Close (ground and first floors only) are already situated underneath overhangs or adjacent to projecting wings which limits the current daylight levels. Those windows are some 20m away from the rear of the proposed main development.
- 6.7.9 Other windows at the rear of nos. 37-44 Lomond Close are 12m away from the nearest new elevation and are not negatively affected by loss of daylight and sunlight due to the orientation and height of the development.



Figures 4; Nos. 1-36 Lomond Close south elevation at the far top of image, showing overhangs at rear elevation

6.7.10 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.

6.7.11 Accordingly, there will be no significant 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

6.7.12 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. A condition to attenuate the proposed ASHP units to protect future residents from any noise will be imposed to protect adjoining existing residents too.

Summary

6.7.13 In summary, the proposal would not result in detrimental harm to neighbouring living conditions/accommodation. The proposal satisfies relevant planning policy in this regard.

6.8 Impact on nearby Conservation areas

- 6.8.1 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. DPD Policy DM9 states that development should sustain and enhance the significance of heritage assets.
- 6.8.2 The site lies near the Clyde Circus Conservation Area (CA) which is located approximately 100m to the north of the site. The proposed development has very limited visibility from the Conservation Area and would therefore not harm its character or appearance. Existing buildings of similar height to that proposed effectively serve to screen the site from the CA.
- 6.8.3 The Council's Conservation Officer has reviewed the proposal and raised no objections over any impact on the significance of the Clyde Circus CA and associated historic buildings.
- 6.8.4 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.

6.9 Transport, parking, highway safety, waste/recycling and servicing

Policy Context

- 6.9.1 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.
- 6.9.2 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.

- 6.9.3 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.
- 6.9.4 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 4-6 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists in the surrounding area, parking is provided for disabled people and the development is proposed to be designated as car-free.

Highway changes

- 6.9.5 The proposed development would remain as an unadopted highway with the sole vehicular access from Seaford Road. Refuse collection will be provided from both ends of the development as shown in figure 6 below.
- 6.9.6 The 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.
- 6.9.7 The proposed development will reduce car movement and will not have a significant impact on the adjoining highway network. Vehicles would not have access to the area of open space in front of the development or through the site to Greenfield Road. As such, the proposal is not considered to lead to unacceptable safety risks for its future users. The hard landscaping scheme to be conditioned is recommended to include the appropriate mitigation to prohibit the access of cars to areas which are not intended to.
- 6.9.8 At present within Watts Close there are 7-10 informal on street parking spaces. The proposals within this application eliminate on-site car parking and include 2 blue badge bays which will have access to an electric charging source. The proposed blue badge bays are designed to be provided adjacent to their residences. This provision meets the London Plan requirements.
- 6.9.9 The proposed improvements to the public realm and access arrangements as well as manoeuvring and turning areas has been assessed by the Transport Team. It is considered to increase highway and pedestrian safety in and around

the site for the benefit of all users. A Fire Appliance will be able to proceed into the site in emergency situations.

Car parking/ free

6.9.10 The site is located with easy access to a range of local amenities, has a PTAL of 4-6 and good pedestrian and cycle links. The site and roads adjoining the site are within the 7S 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.

6.9.11 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 informal parking 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.

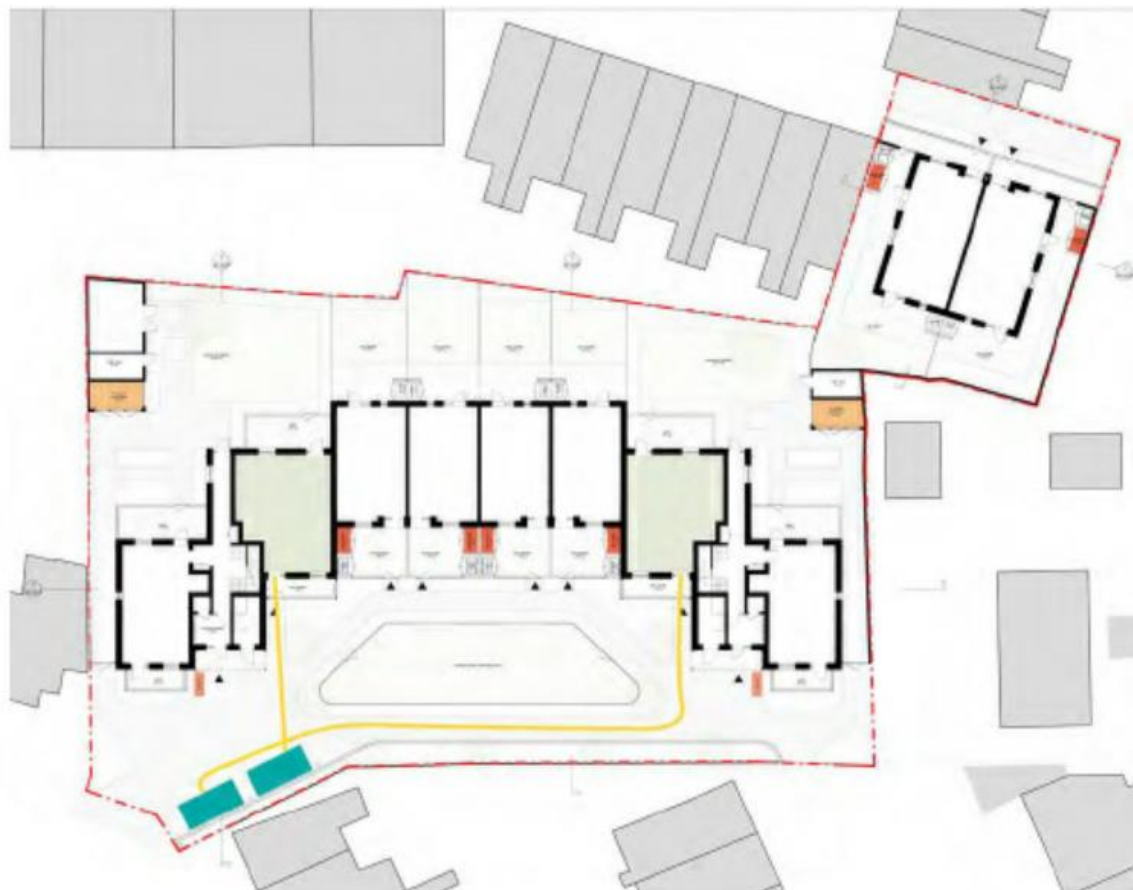


Figure 5: Proposed highway arrangement: pedestrianised zone except vehicular access to front (left side of figure) and two blue badge parking bays

- 6.9.12 As outlined above, planning policy sets out that residential developments in PTAL 4 can be 'car free'. The proposed development will be car-free in that no on-site parking is provided (other than 2nos. 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.
- 6.9.13 This development is well located for public transport accessibility, and on assessing local census information for car ownership, the TA predicts a worst case of parking demand for 8 vehicles being generated that would require parking on the public highway (outside of CPZ operational hours). In accordance with the results of the Lambeth method parking stress methodology, an additional 8 vehicles would be able to be comfortably accommodated without creating any adverse impacts for either car length scenario that has been assessed.
- 6.9.14 The Transport Assessment details that 5 delivery and servicing trips will be made to the development per day on average. These will need to park and dwell on either Seaford Road or Greenfield Road. This is considered acceptable. CPZ bays are available for parking/dwelling for up to 20 minutes for service vehicles.
- 6.9.15 Accordingly, the highway and parking arrangement for this development are considered acceptable.

Transport alternatives

- 6.9.16 To supplement this, and encourage sustainable travel choices/options for residents, cycle parking is provided for 24 cycles within two secure communal cycle stores in accordance with the planning policy requirements above. 2. 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.
- 6.9.17 A Transport Assessment including an Outline Residential Travel Plan has been prepared in support of the application. The Transport Assessment sets out the impacts of the proposed development in respect to the highway and parking implications of the development and mitigating circumstances/measures.
- 6.9.18 Cycle parking arrangements for the proposed development are in accordance with planning policy requirements. All the apartment and houses will provide secure cycle storage including visitor cycle parking.
- 6.9.19 A Travel Plan forms part of the planning submission and residents will be encouraged to travel by more sustainable means having regard to the site's

accessible location. Residents will also be able to take up 'free' car club membership.

6.9.20 The Council's Transportation Officers have reviewed the scheme. They note that the scheme is considered to result in acceptable 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.

Waste/ recycling and servicing

6.9.21 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.

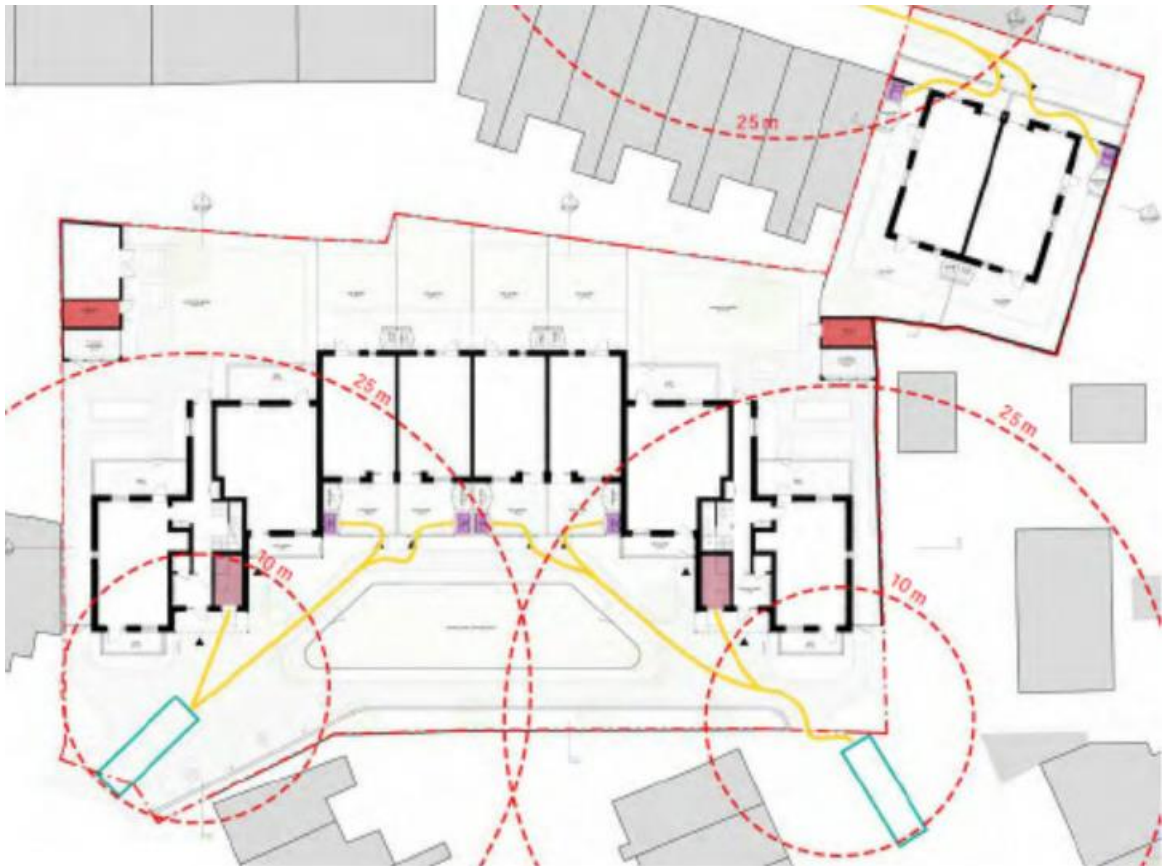


Figure 6: refuse collection points

6.9.22 Refuse collection arrangements are considered satisfactory including refuse/recycling carry and pulling distances and refuse vehicular access (see figure 6 above).

6.9.23 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 externally by residents and for collection via a ground floor front door. The proposed houses will have refuse/recycling bin storage incorporated into their frontages.

6.9.24 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.

6.10 Sustainability, Energy and Climate Change

Policy Context

6.10.1 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.

6.10.2 Plan Policy SI 2 states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.10.3 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.

6.10.4 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 development achieves a reduction of 105.6% carbon dioxide emissions on site, which means the development is zero carbon in its regulated operational energy. This is strongly supported. Planning conditions have been drafted below to secure the benefits of this scheme.

- 6.10.5 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.
- 6.10.6 The Council's Carbon Management Team has been consulted on the application. In summary, it supports the scheme based and its carbon reductions. It has requested further information which can be dealt with by conditions. No carbon shortfall for the site's regulated carbon emissions remains for this development so there is no requirement for an offsetting contribution.
- 6.10.7 Therefore 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.

6.11 Crime Prevention

Policy Context

- 6.11.1 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'.
- 6.11.2 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.
- 6.11.3 The scheme improves the pedestrian routes through the site, introduces active residential frontages providing better natural surveillance, incorporates attractive, useable and high-quality useable external spaces and improved lighting and boundary treatments. The Applicant will also be exploring the provision of CCTV with HfH and the Metropolitan Police.

6.11.4 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.

6.12 Flood Risk and Drainage

6.12.1 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.

6.12.2 A Flood Risk Assessment has been carried out for the site which highlights it as being in Flood Zone 1 (low). It concludes that the risk of flooding is low. It demonstrates that the effect of the proposed development on off-site flood risk is low and that there is a decrease of surface water run-off rates and run-off volume as a result of the development.

6.12.3 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.

6.12.4 The Council's drainage Officers have reviewed the scheme and requested further details which can be secured by condition. A condition is also attached 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.

6.13 Air Quality

6.13.1 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.

6.13.2 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 to harm nearby residents, or future occupiers. The proposal is acceptable in this regard.

6.14 Ecology

6.14.1 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.

6.14.2 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.

6.14.3 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 green roofs, rainwater harvesting and the introduction of hibernacula, bird-feeding stations, bat boxes and artificial nest boxes. The proposal is considered to enhance biodiversity and is acceptable in this regard, and this would be secured by condition.

6.14.4 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 19 new trees (a net gain of 3 trees) supplemented with hard and soft landscaping measures to mitigate against this loss and its details together with an appropriate quantity of tree replacement which will be conditioned.

6.15 Land Contamination

6.15.1 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.

6.15.2 A desk study preliminary risk assessment has been carried out which has identified the risk of contamination as low.

6.15.3 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.

6.15.4 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.

6.16 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 18 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. CIL

Based on the information given on the plans, the Mayoral CIL charge will be £54,849 (908.7sqm x £60.36) and the Haringey CIL charge will be £18,937 (908.7sqm 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. 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):

21095-00-001, 002, 003, 10-001, 002, 003, 004, 20-001, 002, 101, 102, 51-001, 002, 003, 004, 53-101, block plan, TM-495-LA-101, 102, 103.

Supplementary documents:

Air Quality Assessment ref. 444307-01(03) by RSK dated November 2021, Noise Impact Assessment by Anderson Acoustics dated November 2021, Arboricultural Impact Assessment prepared by Anna French Associates project 315 & Survey Data Sheet, Daylight and Sunlight Report (to Neighbouring Properties) Assessment by Right of Light Consulting dated 22/11/21, Daylight and Sunlight Report (within development) Assessment by Right of Light Consulting dated 22/11/21, Design and Access Statement by Newground Architects dated November 2021, Preliminary Ecological Assessment by TEP dated November 2021, Detailed Fire Strategy by Pellings dated 30/1/2021, Flood Risk Assessment & Drainage Strategy by Sweco Rev. 4 dated 17/12/2021, Phase 1 – Land Contamination Assessment by Ecologia dated 26/11/2021, Phase 2 Geo-Environmental Assessment by Ecologica dated 26/11/2021, Planning Statement

by the London Borough of Haringey dated January 2022, Statement of Community Involvement (SCI) by the London Borough of Haringey dated November 2021, Sustainability and Energy Assessment ref. 001058PL/V6 by Pellings and LBH dated December 2021, Topographical Survey, Whole Life Cycle Analysis and Building Circularity by Pellings and LBH, Outline Construction Logistics Plan ref. 82082-B by PRP dated November 2021, Transport Assessment prepared by Icení dated November 2021, Utilities Services Report by Sweco dated 2021 & Appendices, Travel Plan by Icení dated November 2021, Overheating Analysis by Flatt V5 dated 17/12/2021, Bat Emergence/ Re-entry Survey Draft Report by Species dated September 2021, Cover letter by LBH dated 11/1/2022.

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APPENDICES:

Appendix 1

Time Limit

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

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

Approved Plans

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

21095-00-001, 002, 003, 10-001, 002, 003, 004, 20-001, 002, 101, 102, 51-001, 002, 003, 004, 53-101, block plan, TM-495-LA-101, 102, and 103.

Supplementary documents: Air Quality Assessment ref. 444307-01(03) by RSK dated November 2021, Noise Impact Assessment by Anderson Acoustics dated November 2021, Arboricultural Impact Assessment prepared by Anna French Associates project 315 & Survey Data Sheet, Daylight and Sunlight Report (to Neighbouring Properties) Assessment by Right of Light Consulting dated 22/11/21, Daylight and Sunlight Report (within development) Assessment by Right of Light Consulting dated 22/11/21, Design and Access Statement by Newground Architects dated November 2021, Preliminary Ecological Assessment by TEP dated November 2021, Detailed Fire Strategy by Pellings dated 30/1/2021, Flood Risk Assessment & Drainage Strategy by Sweco Rev. 4 dated 17/12/2021, Phase 1 – Land Contamination Assessment by Ecologia dated 26/11/2021, Phase 2 Geo-Environmental Assessment by Ecologica dated 26/11/2021, Planning Statement by the London Borough of Haringey dated January 2022, Statement of Community Involvement (SCI) by the London Borough of Haringey dated November 2021, Sustainability and Energy Assessment ref. 001058PL/V6 by Pellings and LBH dated December 2021, Topographical Survey, Whole Life Cycle Analysis and Building Circularity by Pellings and LBH, Outline Construction Logistics Plan ref. 82082-B by PRP dated November 2021, Transport Assessment prepared by Iceni dated November 2021, Utilities Services Report by Sweco dated 2021 & Appendices, Travel Plan by Iceni dated November 2021, Overheating Analysis by Flatt V5 dated 17/12/2021, Bat Emergence/ Re-entry Survey Draft Report by Species dated September 2021, Cover letter by LBH dated 11/1/2022.

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 Sustainability and Energy Assessment prepared by Sustain Quality (dated December 2021, v6) delivering a minimum 105% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 56.1 kWp of solar photovoltaic (PV) energy generation.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
- 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 at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHP installations have 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 and submitted information onto 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 (2017) Policies SP4 and DM22.

Overheating

5. Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the TM59 Overheating Analysis prepared by Flatt (dated 17 December 2021, v5):

- Natural ventilation, with openable areas of 30° (restricted to 10° on the ground floor)
- Glazing g-value of 0.50
- Air tightness of 1m³/hm² @ 50Pa
- Internal blinds in all flats (shading coefficient of 0.6, short-wave radiant fraction of 0.3)
- 565m window shading (window recess + Brise Soleil for south-facing elevations)
- MVHR with summer bypass
- Natural ventilation in corridors (with automated opening vent)
- No active cooling

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

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);
 - 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) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;

- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- 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 the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Biodiversity

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 London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

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

10. 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 26 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 including a method protection statement.
- 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 (including a minimum of 19nos.) 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.

The hard landscaping scheme shall include detailed drawings of:

- e. boundary treatment to sub-station side
- f. mitigation to prevent cars from entering unintended areas

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. Both the soft and hard landscaping scheme, once implemented, shall 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.

EVCP

19. 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

20. 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.

Obscure glazing

21. Details of window treatment and obscure glazing to side windows the first floor 2b/4p units (central block of flats) (at 1.7m from internal ground floor level) shall be submitted to the Council, at the relevant stage, in order to secure the privacy of occupiers within the residential homes and within the surrounding properties. The approved details shall be maintained and retained as approved.

Reason: In the interest of the protection of amenity of surrounding occupiers.

Piling/ Thames Water

22. No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) 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.

Noise attenuation to ASHP and substation acoustic barrier

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

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

Part M4(2)

24. Prior to occupation, the development hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (1), (2) and (3) as indicated on the approved plans and supplementary information. 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.

INFORMATIVES

INFORMATIVE: Secure-by-design

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

INFORMATIVE: 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.

INFORMATIVE: 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 £54,849 (908.7sqm x £60.36) and the Haringey CIL charge will be £18,937 (5,620sqm x £20.84). 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: Street numbering

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

INFORMATIVE: LFB

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: Thames Water 1

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 2

Thames Water will aim to provide customers with a minum 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.

INFORMATIVE: Thames Water Piling

With regards to the Piling/ Thames Water condition above; please read Thames Water 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-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

INFORMATIVE: Building Control

Your attention is drawn to the need to comply with the relevant provisions of Building Regulations, such as Part M and fire safety. Please refer to the following for further advice. <https://www.haringey.gov.uk/planning-and-building-control/building-control>

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL: Carbon Management/ Energy & Sustainability	<p>Carbon Management Response 09/02/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Sustainability and Energy Assessment prepared by Sustain Quality (dated December 2021, v6) • TM59 Overheating Analysis prepared by Flatt (dated 17 December 2021, v5) • Whole Life Cycle Analysis and Building Circularity prepared by Sustain Quality (dated December 2021, v3) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 105.6% carbon dioxide emissions on site, which means the development is zero carbon in its regulated operational energy. This is strongly supported. Planning conditions have been drafted below to secure the benefits of this scheme.</p> <p>2. Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 105.6% 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 23.7 tonnes of CO₂ from a baseline of 22.4 tCO₂/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: 8.19 tCO₂.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Please submit the SAP worksheets as an appendix/addendum to the ES. 	Noted conditions attached.

Stakeholder	Question/Comment	Response																										
	<p>Energy – Lean</p> <p>The applicant has proposed a saving of 4.76 tCO₂ in carbon emissions (18.8%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% 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><tr><td>Floor u-value</td><td>0.10 W/m²K</td></tr><tr><td>External wall u-value</td><td>0.15 W/m²K</td></tr><tr><td>Roof u-value</td><td>0.12 W/m²K</td></tr><tr><td>Door u-value</td><td>1.00 W/m²K</td></tr><tr><td>Window u-value</td><td>0.90 W/m²K</td></tr><tr><td>G-value</td><td>0.50</td></tr><tr><td>Air permeability rate</td><td>3 m³/hm² @ 50Pa</td></tr><tr><td>Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)</td><td>92% efficiency SPF of 0.52-0.55 W/l/s</td></tr><tr><td>Thermal bridging</td><td>Accredited Construction Details</td></tr><tr><td>Heating system (efficiency / emitter)</td><td>90% efficient boiler (Be Lean), underfloor</td></tr><tr><td>Lighting</td><td>Min. 75 lumens/W</td></tr><tr><td>Thermal mass</td><td>125-225 kJ/m²K</td></tr><tr><td>Space heating requirement</td><td>37.44 kWh/m²/year</td></tr></table> <p>The scheme shows a 21% improvement in the fabric energy efficiency (FEE).</p> <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean</p> <p>The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>Energy – Green</p>	Floor u-value	0.10 W/m ² K	External wall u-value	0.15 W/m ² K	Roof u-value	0.12 W/m ² K	Door u-value	1.00 W/m ² K	Window u-value	0.90 W/m ² K	G-value	0.50	Air permeability rate	3 m ³ /hm ² @ 50Pa	Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	92% efficiency SPF of 0.52-0.55 W/l/s	Thermal bridging	Accredited Construction Details	Heating system (efficiency / emitter)	90% efficient boiler (Be Lean), underfloor	Lighting	Min. 75 lumens/W	Thermal mass	125-225 kJ/m ² K	Space heating requirement	37.44 kWh/m ² /year	
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	<p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 18.5 tCO₂ (82.3%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 56.1 kWp with a total of 56 panels, based on 4.35 kWp installations per house and 2.5 kWp per flat. This is estimated to produce around 46,597 kWh/year of renewable electricity per year, at a 45° angle, facing south.</p> <p>The individual air-to-water ASHP systems (min. SCOP of 4) will provide hot water and heating to the dwellings through underfloor heating for 100% of demand.</p> <p>3. Carbon Offset Contribution</p> <p>No carbon shortfall for the site's regulated carbon emissions remains for this development. An additional 1.26 tCO₂ will be saved per year from unregulated emissions, leaving only 6.93 tCO₂ in operational carbon emissions per year.</p> <table border="1"> <thead> <tr> <th></th><th colspan="2">Site-wide</th></tr> <tr> <th>(SAP10 emission factors)</th><th>tCO₂</th><th>%</th></tr> </thead> <tbody> <tr> <td>Baseline emissions</td><td>22.43</td><td></td></tr> <tr> <td>Be Lean savings</td><td>5.23</td><td>23.32%</td></tr> <tr> <td>Be Clean savings</td><td>0</td><td>0%</td></tr> <tr> <td>Be Green savings</td><td>18.46</td><td>82.3%</td></tr> <tr> <td>Cumulative savings</td><td>23.69</td><td>105.6%</td></tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td><td colspan="2">-1.26 (no offset due)</td></tr> </tbody> </table> <p>4. Overheating</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>		Site-wide		(SAP10 emission factors)	tCO ₂	%	Baseline emissions	22.43		Be Lean savings	5.23	23.32%	Be Clean savings	0	0%	Be Green savings	18.46	82.3%	Cumulative savings	23.69	105.6%	Carbon shortfall to offset (tCO₂)	-1.26 (no offset due)		
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	<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 the baseline scenario. The report proposes to include two mitigation measures of Brise Soleil and internal blinds to improve mitigation results. The following measures will therefore be delivered:</p> <ul style="list-style-type: none">- Natural ventilation, with openable areas of 30°- Ground floor windows restricted to 10° during the day, closed at night- Glazing g-value of 0.50- Air tightness of 1m³/hm² @ 50Pa- Internal blinds in all flats (shading coefficient of 0.6, short-wave radiant fraction of 0.3)- 565mm window shading (window recess + Brise Soleil for south-facing elevations)- MVHR with summer bypass- Natural ventilation in corridors (with automated opening vent)- No active cooling <p>Proposed future mitigation measures include (based on DSY2 and DSY3 for 2020s modelling):</p> <ul style="list-style-type: none">- MVHR with summer bypass at 1.5 ach [However, not proposed to take forward]- Peak Lopping cooling system, 1.5kW to be retrofitted onto MVHR units <p>Based on the overheating period when the unit would run, the estimated cooling cost equates to between £20-55 p.a. depending on occupant use and flat size/orientation etc.</p> <p>The table below sets out the baseline + Brise Soleil + internal blinds scenario and the retrofit scenario with MVHR + peak lopping cooling system. Full results are included in the report.</p> <table><tr><th></th><th>TM59 – criterion A (<3% hours of overheating)</th><th>TM59 – criterion B hours >26°C (pass <32 hours)</th><th>Number of habitable rooms pass</th><th>Number of corridors pass</th></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table>		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	Number of habitable rooms pass	Number of corridors pass						
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Stakeholder	Question/Comment						Response
	Baseline + Brise Soleil + internal blinds	DSY1 2020s	64/64	40/40	64/64	8/8	
		DSY2 2020s		2/40	26/64		
		DSY3 2020s		3/40	19/64		
	Retrofit scenario: MVHR with peak lopping system	DSY1 2020s		40/40	64/64	Not modelled	
		DSY2 2020s					
		DSY3 2020s					
		DSY1 2050s					
		DSY1 2080s					
	Total number of spaces modelled		18 homes 64 habitable rooms (40 bedrooms) 8 corridors				
	The submitted overheating strategy is considered acceptable.						
	5. Overall Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, and CO ₂ emissions and landscape design.						
Sustainability – Living roofs All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs in the development.							
All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep to ensure most plant species can establish and thrive and can withstand periods of drought.							
Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.							

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Stakeholder	Question/Comment	Response											
	<p>Sustainability – Biodiversity</p> <p>The development achieves an Urban Greening Factor of 0.50, which complies with the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5.</p> <p>6. Whole Life Carbon</p> <p>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. The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1"> <thead> <tr> <th></th><th>Estimated whole-life carbon emissions</th><th>Meets benchmark?</th></tr> </thead> <tbody> <tr> <td>Modules A1-A3 Product Stage</td><td>615 kgCO₂e/m²</td><td rowspan="2">Meets GLA benchmark (750-850 kgCO₂e/m²) Misses GLA aspirational benchmark (450-500 kgCO₂e/m²) and LETI aspirational target (500 kgCO₂e/m²)</td></tr> <tr> <td>Modules A4-A5 Construction Stage</td><td>99 kgCO₂e/m²</td></tr> <tr> <td>Modules B-C (excl. B6 and B7)</td><td>179 kgCO₂e/m²</td><td>Meets GLA benchmark (300-400 kgCO₂e/m²) Meets GLA aspirational benchmark (180-240 kgCO₂e/m²) and LETI aspirational target (240 kgCO₂e/m²)</td></tr> </tbody> </table> <p>The largest proportion of emissions is in the A1-A3 Product Stage, the second largest in the B6b unregulated energy use stage, followed by B4 replacement of materials during the use of the building and A4 transportation of materials.</p> <p>External enclosing walls and floors are responsible for the highest carbon emissions (22%) in terms of material classifications. When looking at resource types, 22% of emissions is attributed to pre-cast elements, 12% to insulation and 10% to flooring; these are the focus areas to reduce embodied emissions.</p> <p>7. Circular Economy</p> <p>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</p>		Estimated whole-life carbon emissions	Meets benchmark?	Modules A1-A3 Product Stage	615 kgCO ₂ e/m ²	Meets GLA benchmark (750-850 kgCO ₂ e/m ²) Misses GLA aspirational benchmark (450-500 kgCO ₂ e/m ²) and LETI aspirational target (500 kgCO ₂ e/m ²)	Modules A4-A5 Construction Stage	99 kgCO ₂ e/m ²	Modules B-C (excl. B6 and B7)	179 kgCO ₂ e/m ²	Meets GLA benchmark (300-400 kgCO ₂ e/m ²) Meets GLA aspirational benchmark (180-240 kgCO ₂ e/m ²) and LETI aspirational target (240 kgCO ₂ e/m ²)	
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	<p>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 encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p>8. Conclusion</p> <p>Overall, it is considered that the application can currently be supported as it meets the London Plan and Local Plan policy requirements.</p> <p>Planning Conditions</p> <p>To be secured:</p> <p><u>Energy strategy</u></p> <p><i>The development hereby approved shall be constructed in accordance with the Sustainability and Energy Assessment prepared by Sustain Quality (dated December 2021, v6) delivering a minimum 105% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 56.1 kWp of solar photovoltaic (PV) energy generation.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); - A metering strategy <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) Within six months of first occupation, evidence that the solar PV and ASHP installations have 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.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered and submitted information onto the GLA's Be Seen energy monitoring platform.</i></p> <p><i>(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.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u>Overheating</u></p>	

Stakeholder	Question/Comment	Response
	<p><i>Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the TM59 Overheating Analysis prepared by Flatt (dated 17 December 2021, v5):</i></p> <ul style="list-style-type: none"> <i>• Natural ventilation, with openable areas of 30° (restricted to 10° on the ground floor)</i> <i>• Glazing g-value of 0.50</i> <i>• Air tightness of 1m³/hm² @ 50Pa</i> <i>• Internal blinds in all flats (shading coefficient of 0.6, short-wave radiant fraction of 0.3)</i> <i>• 565m window shading (window recess + Brise Soleil for south-facing elevations)</i> <i>• MVHR with summer bypass</i> <i>• Natural ventilation in corridors (with automated opening vent)</i> <i>• No active cooling</i> <p><i>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Living roof(s)</i></u></p> <p><i>(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></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</i> <i>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</i> 	

Stakeholder	Question/Comment	Response
	<p>iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</p> <p>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</p> <p>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vi) Management and maintenance plan, including frequency of watering arrangements.</p> <p>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</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 London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</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>	

Stakeholder	Question/Comment	Response
	<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> <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 London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	
INTERNAL: Trees	<p>An arboricultural tree survey and impact assessment has been supplied by Anna French Associates dated 13/12/2021. The report has been carried out to British Standard 5837: 2012 Trees in relation to design demolition and construction- Recommendations.</p> <p>I concur with the classification categories for the trees with the lesser smaller and ornamental trees being highlighted for removal. These can be replaced.</p> <p>The larger category B trees T17 have been incorporated into the design with trees T18- T20 on the adjacent neighbouring land unaffected.</p> <p>I am not sure if the land where trees T18- T20 is to be used during development for storage? If so we will need an arboricultural method statement (AMS)</p> <p>I hold no initial objections provided the following conditions are adhered to:</p> <ul style="list-style-type: none"> • root protection areas (RPAs) are protected as shown in appendix V drawings D8521.001 and AFA-315-P-001 • landscape, species list, and aftercare plan are provided for loss of category C trees • AMS is provided 	<p>Noted. Conditions added.</p>

Stakeholder	Question/Comment	Response
INTERNAL: Design	<p><i>Demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2no. three-storey blocks including 2no. wheelchair user dwellings. The proposals includes 2no. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage.</i></p> <p>This proposal is to replace a cluster of temporary homes, of single storey, on land originally used by or associated with the long removed Palace Gates Railway. The proposals comprise a single terrace of two and three storeys replacing Watts Close, along with a pair of houses on a site accessed from Lomond Close. Watts Close, the southern 80% of the site, connects two older residential streets of Seaford Road and Greenfield Road, both of late 19th century 2 storey terraced houses, although there is a more recent 3 storey block opposite the site entrance on Seaford Road. Lomond Close to the north is part of a 1960s or 70s council housing estate of 2 and 3 storey terraced houses. The vibrant shopping street of West Green Road, part of a designated town centre, is very close to the north, with Seven Sisters Station a similarly short distance to the west, just the other side of Brunswick Road Open Space, a small local park, containing a MUGA, equipped childrens playground and attractive lawns.</p> <p>The larger Watts Close part of the development will form a new terrace connecting Seaford and Greenfield Roads, containing a three storey flatted block at each end and two storey houses between. Their front doors will face a green pedestrian street along the side of the end of the existing terraces and their back gardens, and the back gardens of the proposals back onto the back gardens of Lomond Close. This will create an excellent, robust, legible street layout with a clear boundary between public and private realm, a good community character, safe for children to play in, for the new “street” and good approach to flat and house front doors. The two houses off Lomond Close “fill-in” the corner between two terraces, and are accessed off a short straight path off that street. The existing, poorly over-observed footpath will be closed up, which will be beneficial to this area with currently an excess of permeability, which is not good for anti-social behaviour and residents’ safety.</p>	Support noted.

Stakeholder	Question/Comment	Response
	<p>The architectural approach to both is a simple, brick based architecture, with a brick chosen to closely match the brick to the ground floor “plinths” to the existing Lomond Close houses and sit in roughly the middle of the wide range of existing bricks in neighbouring houses on Seaford and Greenford Roads. Elevational composition is elegant, with three storey bookends forming corners and a sense of enclosure to the Wats Close site, bookending 2 storey houses. Front doors and short defensible-space front gardens open directly off this, along with orderly arrayed, elegantly (predominantly vertically) proportioned windows. All the houses and ground floor flats have private rear gardens, with the two small flatted blocks also sharing a private communal back garden for the six flats in each core, the upper floor flats also having south, street-facing balconies tucked into inside corner for greater privacy.</p> <p>Neighbouring existing dwellings are sufficiently distant and/or angled away from this proposal to not have their privacy, daylight and sunlight affected by these proposals. Overall this development will provide high quality, elegant new council houses whilst improving the legibility and safety of the local street network.</p>	
INTERNAL: LBH VCS	<p>There is no or very little demand from the current residents for the community space due to demographic changes and embracing of digital communication. Funding will be made available for a local residents association to use for meeting space for at least three years and that potential community spaces for this use have been identified in the local area by the Housing Delivery team.</p>	Noted
INTERNAL: WASTE	<p>Sorry for the delay in responding to the waste related elements of this application. I note however from the D&A statement that guidance has been followed and advice received from the waste team regarding this development.</p> <p>The drawing and narrative for section 6.3 on pg. 73 of the D&A statement relating to the refuse and recycling strategy show a well planned containment and collection strategy.</p> <p>The 6 x two storey house at this development will each require 1 x 240l wheeled bin for refuse, 1 x 240l wheeled bin for recycling and a caddy for food waste. Refuse will be collected fortnightly, recycling weekly and food waste also weekly.</p>	Noted. added. Condition

Stakeholder	Question/Comment	Response
	<p>The flats will need 2 x 1100l metal bins for refuse, 2 x 1100l metal bins for mixed dry recycling bins and 2 x 140l wheeled bins for food waste. These need to be split equally between both bin stores. All waste streams will be collected weekly. These bin stores would need to be lockable with resident access only to prevent misuse/ASB. Digi locks or fobs are preferable to keys. These would need to be shared with the council waste team before occupation.</p> <p>Dimensions/specification of the RCV that will collect from this development in operation are attached. Access for this vehicle must be possible and suitable surfaces in place to safely accommodate. Drag distances to the collection vehicle of both the communal bins and the bins for the individual houses are within acceptable limits.</p> <p>The presence of bulky waste stores is positive; however waste/items would need to be moved to accessible locations for a vehicle to collect from either Greenfield Road and/or Seaford Close on the day of the booked collection. It is assumed that residents/caretaking service would carry this out.</p> <p>I hope these comments are helpful.</p> <p>Many thanks,</p> <p>Richard</p> <p>Richard Gilbert Project Manager – Waste and Street Cleansing</p>	
INTERNAL: BUILDING CONTROL	<p>This department has no objection to this application.</p> <p>This type of work will require a Building Regulation application to be made after Planning permission has been granted.</p> <p>You may also contact Haringey Building Control for Free Application advice/meeting to discuss the scheme further in particular B5 - fire brigade Access / vehicle access</p>	Noted. Informative added

Stakeholder	Question/Comment	Response
INTERNAL: CARBON MANAGEMENT TEAM (POLLUTION & Land contamination)	<p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2no. three-storey blocks including 2no. wheelchair user dwellings with the proposals includes 2no. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage and we will like to comment as follows.</p> <p>Having considered all the supportive information especially the Design and Access Statement dated January 2022, Sustainability and Energy Assessment report reference 001058 – PL version: v6 prepared by Sustain Quality Ltd dated December 2021, Air Quality Assessment report with reference 444307 – 01 (03) prepared by RSK dated November 2021 taken note of sections 3 (Assessment Scope), 4 (Baseline Air Quality Characterisation), 5 (Assessment of Impacts), 6 (Mitigation Measures and Residual Impacts), 7 (Conclusions) with the proposal for the installation ONLY of Air Source Heat Pumps and Photovoltaic Sources for heating and domestic hot water, Phase I Land Contamination Assessment with reference EES 21. 080.1 prepared by Ecologia Environmental Solutions Ltd dated 26th November 2021 taken note of Table 5.4 (Outline Conceptual Site Model & Preliminary Risk Assessment) and section 6 (Conclusions and Recommendations) as well as Phase II Geo – Environmental Assessment with reference EES 21. 080. 2 also prepared by Ecologia Environmental Ltd dated 26th November 2021 taken note of Table 6.2. (Updated Conceptual Site Model & Risk Assessment), sections 5 (Generic Quantitative Risk Assessment (GQRA)), 6 (Conceptual Site Model) and 8 (Conclusions & Recommendations), please be advise that we have no objection to the proposed development but the following planning conditions are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u> Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> With the remediation of contamination on the site required as noted in section 8.2. (Findings & Conclusions) of the Phase II Geo – Environmental Assessment reference EES 21. 080. 2 prepared by Ecologia Environmental Ltd dated 26th November 2021; completion of the remediation detailed in the method statement and for any additional investigation where applicable 	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<p>including that for the site gas within area of Lomond Hall shall be carried out and;</p> <p>b. A report that provides verification that the required works as detailed in the submitted report for condition 1 (a) above has been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></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><u>Reasons:</u> To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. <u>NRMM</u></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 http://nrmm.london/. 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</p>	

Stakeholder	Question/Comment	Response
	<p>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>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. <u>Demolition/Construction Environmental Management Plans</u></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> <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"> 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. <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"> 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. <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><u>Reason:</u> 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><u>Informative:</u></p>	

Stakeholder	Question/Comment	Response
	<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>I hope the above clarify our position on the application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/523593.</p> <p>Yours sincerely</p> <p>Kenny Abere Lead Officer (Pollution) Carbon Management</p>	
INTERNAL: Transportation	<p><u>Development proposal</u></p> <p>This application is for the provision of 18 Council built homes at Watts Close in Seven Sisters. It is proposed to provide the following;</p> <ul style="list-style-type: none"> • 4 No. 1 bed units (including 2 fully accessible/wheelchair units) • 8 No. 2 bed units • 4 No. 3 bed units • 2 No. 4 bed units. <p>2 blue badge parking spaces are proposed off of the highway, and external cycle stores for the flats, with cycle parking for the houses within their curtilage.</p>	<p>Noted. Conditions s106 added accordingly.</p>

Stakeholder	Question/Comment	Response
	<p>On site at present and what would be demolished to enable this development are 11 bungalows currently used for temporary accommodation.</p> <p><u>Location and access</u></p> <p>The development site is located within Watts Close, which connects to the wider Highway Network at the junction with Seaford Road. The 11 bungalows are along the whole length of Watts Close including the footway connection to Greenfield Road. Watts Close is not Haringey Public Highway, it is owned and maintained/administered by Homes for Haringey.</p> <p>The site has a PTAL of 4, considered 'good' access to public transport services. 2 different bus services are accessible within 5 minutes walk of the site, Seven Sisters Rail/Underground Station is also a 5 minute walk, and South Tottenham Overground Station is an 11 minute walk.</p> <p>It is noted that the site is very close to and surrounded on three sides by an area of PTAL value 6A, considered 'excellent' access to public transport services.</p> <p>Whilst Watts Close is within a Home for Haringey administered/managed street with respect to parking management and control, the site is also within the area covered by the Seven Sisters CPZ, which has operating hours of 0800 – 1830 Monday to Saturday.</p> <p><u>Transportation considerations</u></p>	

Stakeholder	Question/Comment	Response
	<p>A Transportation Statement accompanies this application.</p> <p><u>Access Arrangements</u></p> <p>At present, it is possible for vehicles including refuse and recycling collection trucks to enter and access/park within Watts Close.</p> <p>With this redevelopment proposal there will be a reduction of carriageway within Watts Close, access will be able to be made to (including manoeuvring) the two blue badge spaces, and it is noted that a Fire Appliance will be able to proceed into the site in emergency situations.</p> <p>Refuse and recycling collections will be able to be made by reversing into the access at the Seaford Road end of the development, and for the units at the eastern end, a reversing collection truck will be able to get sufficiently close by reversing up Greenfield Road. It is assumed that this is existing practice for collections from dwellings in Greenfield.</p> <p><u>Car parking and blue badge parking</u></p> <p>The development is proposed essentially as a car free site, apart from two blue badge spaces for allocation to the two fully accessible units.</p> <p>Overall, the development will be appropriate for formal designation as car free/permit free, according with the requirements of Policy DM32, given the PTAL and location within a CPZ. The applicant will need to meet the administrative costs of this (£4000).</p>	

Stakeholder	Question/Comment	Response
	<p>In terms of numerical provision, the two spaces will meet the requirements of the London Plan with respect to blue badge parking.</p> <p>A Parking Stress Survey has been carried out and presented within the TA to accord with the Lambeth Methodology, and included as required have been assessments of stress and capacity considering a 6m car length alongside the normal 5m car length.</p> <p>The survey predicted 83 to 87 spaces available of the 224 within the survey area based on a 5m car length, a parking stress of 61% to 63%. Using the 6m car length assessment, 46 to 50 spaces were predicted as being available out of 187, with corresponding parking stresses in the range of 73% to 75%.</p> <p>This development is well located for public transport accessibility, and on assessing local census information for car ownership, the TA predicts a worst case of parking demand for 8 vehicles being generated that would require parking on the public highway (outside of CPZ operational hours). An additional 8 vehicles would be able to be comfortably accommodated without creating any adverse impacts for either car length scenario that has been assessed.</p> <p><u>Car club facility</u></p> <p>Provision of a car club facility for these units will however be appropriate in mitigating potential parking impacts and providing an alternative to car ownership, and the applicant should provide this facility for future residents and occupiers. The applicant should obtain</p>	

Stakeholder	Question/Comment	Response
	<p>the written recommendations of a car club operator and provide this facility for the residents/occupiers.</p> <p><u>Cycle parking</u></p> <p>36 cycle parking spaces are proposed in total, 34 long stay and 2 visitor spaces. 24 cycle parking spaces will be provided in two separate cycle storage areas for the eight 2 bedroom and four 1 bedroom flat, to be located within the separate communal gardens to the rear of the main building. The cycle parking will be housed in sheltered and secure storage with access gained via separate side entrance gates with fob key activation.</p> <p>Cycle storage for the six houses will be provided in the front or rear gardens of the four 3-bedroom family houses.</p> <p>Visitor cycle parking is to be located close to the communal entrances to the flat blocks. It appears a single Sheffield stand is located by each entrance. These appear quite close to a property fence/boundary so will need to be located so that cycles can easily be parked.</p> <p>Whilst the numerical provision meets London plan requirements, there are no dimensioned layout drawings provided to detail the centres, spacing and layout of the proposed cycle parking arrangements. These will need to be provided (including the systems intended for use and the installation specifications) to ensure that the design and arrangements meet the requirements of TfL's London Cycle Design Standards.</p>	

Stakeholder	Question/Comment	Response
	<p>These details will be required for review and approval prior to commencement of the works and can be covered by a pre commencement condition.</p> <p><u>Delivery and servicing arrangements</u></p> <p>It is detailed in the TA that 5 delivery and servicing trips will be made to the development per day on average. These will need to park and dwell on either Seaford Road or Greenfield Road, it is not expected that this will be problematical. CPZ bays are available for parking/dwelling for up to 20 minutes for service vehicles.</p> <p><u>Refuse and recycling collection arrangements</u></p> <p>The bin drag distances appear to meet the requirements of the Waste team within the Council. Refuse and recycling collections will be able to be made by reversing into the access at the Seaford Road end of the development, and for the units at the eastern end, a reversing collection truck will be able to get sufficiently close by reversing up Greenfield Road. It is assumed that this is existing practice for collections from dwellings in Greenfield. Colleagues in the waste team will need to confirm acceptability of the proposed waste and recycling arrangements, however on reviewing the swept path plots it is considered acceptable from the transportation perspective.</p> <p><u>Travel Plan</u></p> <p>A draft framework Travel Plan has been included within the application. Whilst this development is under the suggested threshold for the implementation of one, it will be fine for this to be in place and to encourage the uptake and increase of mode shares for active</p>	

Stakeholder	Question/Comment	Response
	<p>and sustainable travel modes. There are proposed mode share targets to increase these and following occupier surveys these can be adjusted as required.</p> <p><u>Build out of the development</u></p> <p>A draft Construction Logistics Plan has been submitted with the application. This details a 16 month build out. It also details the following;</p> <ul style="list-style-type: none"> • All loading and unloading will take place within the site • All construction vehicles will access the site from Seaford/Watts Close • The foot connections accessing the site would need to be temporarily closed for the works to take place – this may require agreement with Highways with respect to diversion routes, signing and the like. Early consultation with Highways well before work starts will be required. • A slot booking system for timing of deliveries and collections will be utilised. • The draft CLP references vehicles only attending between 0900 – 1630. This period will need to be reduced to between 0930 and 1530 but this can be checked with the Borough's Network Managers. <p>This draft largely fulfils the requirements of what will need to be seen with respect to the build out stage, however a final draft will be required for review prior to commencement of the works. This will need to refine the timing of when vehicles arrive and depart, and it is also strongly suggested that the applicant engage with the Borough's Network Management</p>	

Stakeholder	Question/Comment	Response
	<p>Officers to go through these proposals and ensure acceptability of them from the Highway Authority and Network Management perspective.</p> <p><u>Summary</u></p> <p>This application is for the provision of 18 Council built homes at Watts Close, to replace the 11 temporary accommodation bungalows on site at present. It is proposed as a car free/permit free development apart from meeting the London Plan requirements for the provision of off street blue badge parking for the fully accessible units. Car parking demands arising should not be problematical with respect to local parking conditions and the applicant should provide a car club facility to reduce potential demands and provide an alternative to private car ownership.</p> <p>Cycle parking will be provided to meet the numerical requirements of the London Plan, however full details will need to be submitted and can be covered by condition. Delivery and servicing trips will be low in number and will be able to be accommodated within CPZ bays on street. The arrangements for refuse and recycling collections appear to be satisfactory however the Waste Team will need to confirm their view.</p> <p>A draft CLP is included in the application, and this appears sound subject to minor amendments and the applicant engaging with Network Managers at the Council with regards their proposals for the build out.</p> <p>Summarising, Transportation are supportive of this application subject to the following;</p>	

Stakeholder	Question/Comment	Response
	<p><u>Conditions</u> Cycle parking details Construction logistics Plan Travel plan</p> <p><u>S106 (or equivalent)</u> Permit free/car free formal designation Car club facility for the development</p>	
INTERNAL: Drainage/ highways and Flooding	<p>Having reviewed the applicant' submitted "Flood Risk Assessment and Drainage Strategy" reference 65202627-SWE-ZZ-XX-RP-0001(Rev 4) dated 17th December 2021 prepared by Sweco, please see below some of our observations:</p> <ol style="list-style-type: none"> 1) It has been noted that applicant has supplied WinDES Quick Storage Estimate for this application. However for any Full planning application we would not consider WinDES Quick Storage Estimate as an appropriate level of assessment for attenuation volumes. Therefore we will require a full supporting calculations that include proposed attenuation systems within the proposed drainage network. 2) As a part of Full application, we would like to see a full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change. 3) We also understood that the drawings reference number Drg 65202627-SWE-ZZ-XXX-DR-C-0110 shows attenuation tanks in seven different places around the building without any dimensions. Only one tank has been shown with the dimension. Can you please provide the correct details as a part of full application. 	<p>Noted. Condition added.</p>

Stakeholder	Question/Comment	Response
	<p>4) Thames Water Asset location search has been provided. However, we will require to see a confirmation of the allowable rate and point of discharge from the relevant water authority. Please note that the rate and point of discharge set by the water company may have implications on the overall drainage scheme for the site.</p> <p>5) The surface Water Drainage Strategy within the report suggests a contributing area of 0.135 Ha, however the WinDES quick storage estimate has been calculated using 0.127 Ha. Please clarify and amend accordingly including storage requirements.</p> <p>In view of above we may have further comments to make on receipt of revised submission from the applicant.</p>	
INTERNAL: PUBLIC HEALTH	<p><u>Community engagement</u></p> <p>Community Hall – Surrounding local community are likely to be impacted by the loss of a close community hall. From the Design and Access Statement and the Statement of Community Involvement it is clear residents are worried about the loss of the existing community hall and feel they have not been consulted appropriately on this. Although addressing this question with this response: “the proposed development will facilitate and fund the use of alternative community space in the local area for residents” it would be good to see more detail.</p> <p><u>General comments</u></p> <p>It is positive to see a number of communal gardens and private amenity spaces currently planned in the development, particularly homes with front and rear gardens with further access to green spaces.</p> <p>It is important for the entrance signage to be inclusive and easily readable for all walks of life, as well as attractive.</p> <p>The Ecology and Biodiversity Strategy shows that all species have been considered – fantastic to see the inclusion of gaps under fences for easy movements for hedgehogs.</p>	<p>Noted.</p>
INTERNAL: CONSERVATION		<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>The proposed development will be barely visible from the nearby Clyde Circus Conservation Area which is located to the north of Watts Close.</p> <p>The proposed buildings will match the prevailing proportions and height of those two-to-three storey buildings that characterise the immediate surrounding of the conservation area to the south.</p> <p>The new buildings will blend in with their immediate context and will be largely screened by the existing buildings fronting Lomond Close in southward views taken from within the Conservation Area. Such a context-sensitive and unobtrusive new scheme will have a neutral impact on the character and appearance of the conservation area and we offer no objection to this development proposal from conservation grounds.</p>	
EXTERNAL:		
EXTERNAL: Environment Agency	No Comment.	
EXTERNAL: UKPN	No Comment.	
EXTERNAL: Met Police/ Secure by Design	<p><u>Section 1 - Introduction:</u></p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including 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 and agent to discuss Crime Prevention and Secured Design at both feasibility and pre-application stage and have discussed our concerns around</p>	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<p>design and layout of the development. The Architects have made mention in the Design Access Statement referencing design out crime or crime prevention and have stated that they be working in close collaboration with DOCOs to ensure that the development is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offence.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching suitably worded conditions and an informative. The comments made can be easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout design and build process. This can be achieved by the below Secured by Design conditions be applied (Section 2). If the Conditions are applied, we request the completion of the relevant S106 application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><u>Conditions:</u></p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Informative:</u></p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p>	
EXTERNAL: Thames Water	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole</p>	<p>Noted. Informative/s and condition added.</p>

Stakeholder	Question/Comment	Response
	<p>installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>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</p>	

Stakeholder	Question/Comment	Response
	<p>structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Water Comments</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</p> <p>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/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>	

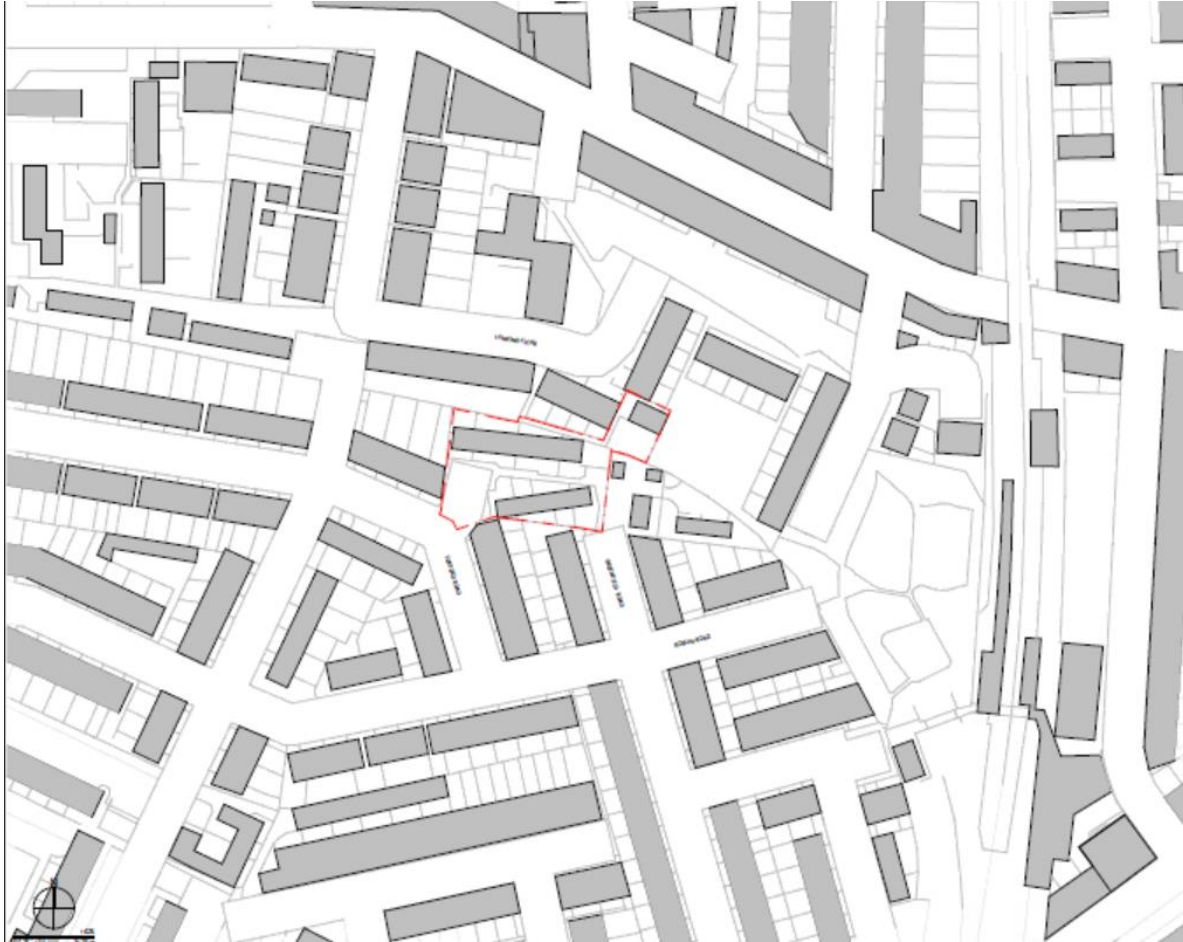
Stakeholder	Question/Comment	Response
EXTERNAL: UKPN:	<p>Thank you for your email</p> <p>Could you please let me know if this development will affect our substation or 24/7 access to</p> <p>If not, my company has no objections</p> <hr/> <p>In this case I can confirm my company has no objections to this planning application</p>	Noted. Substation or access not affected.
EXTERNAL: Fountain Area RA (FARA):	No comment.	
EXTERNAL: London Fire Brigade	The fire fighting access and provision for this premises would be considered acceptable subject to compliance with the fire strategy document	Noted.
EXTERNAL: Brunel Walk Centre:	No comment.	
EXTERNAL: Haringey Federation of RA	No comment.	
<u>APPENDIX 3:</u> <u>REPRESENTATIONS</u> <u>BY Adjoining</u> <u>occupiers/ neighbours</u>		
22 Seaford Road	<p>- excellent proposal overall</p> <p>Concern over:</p> <ul style="list-style-type: none"> - overlooking from balconies including gardens of 20-24 Seaford Road and 94-90 Greenfield Road - noise pollution from balconies - lack of onsite parking 	<p>Noted.</p> <p>Impact on neighbours and parking are</p>

Stakeholder	Question/Comment	Response
	- Lack of electric vehicle charging points	addressed in the report.
30 Seaford Road	<ul style="list-style-type: none"> - support for additional affordable housing <ul style="list-style-type: none"> - Lack of parking, including for the disabled - Lack of access and parking for deliveries - Three-storey development is out of keeping with surroundings - Loss of privacy to seaford Road properties - outdoor communal space could be used for parking. There is sufficient play space at Brunswick Park <ul style="list-style-type: none"> - Concern over the communal area becoming untidy and a dumping ground - wheelchair homes should be provided with more bedrooms renovated community hall would be of great benefit to the community, to accommodate for community groups 	Objection noted and addressed in report.
33 Lomond Close	<ul style="list-style-type: none"> -Loss of light and overshadowing - Loss of privacy and increase in overlooking -Visual intrusion and overbearing -Effect on views 	Objection.
41 Lomond Close	<ul style="list-style-type: none"> - Consultation letters received late into the consultation period - A notice was affixed to the hall notifying of its impending demolition - A notice notifying of car park suspension was received - A vehicle, which cause obstruction, parked outside prpirety, were seen to be involved in asbestos removal in the hall - No notification was received regarding the removal of asbestos. This work should stop immediately. 	<p>Noted.</p> <p>Letters to adjoining occupiers (re ref. HGY/2020/0035) were sent out on 13/1/2022.</p> <p>Comments from the public are received and considered up to committee date.</p>

Stakeholder	Question/Comment	Response
84 Greenfield Road	<ul style="list-style-type: none"> - lack of parking - concern over future antisocial behaviour - lack of EV charging points - disturbance during construction period- Greenfield Road needs regeneration 	Noted. Address in report and via conditions and informatives.

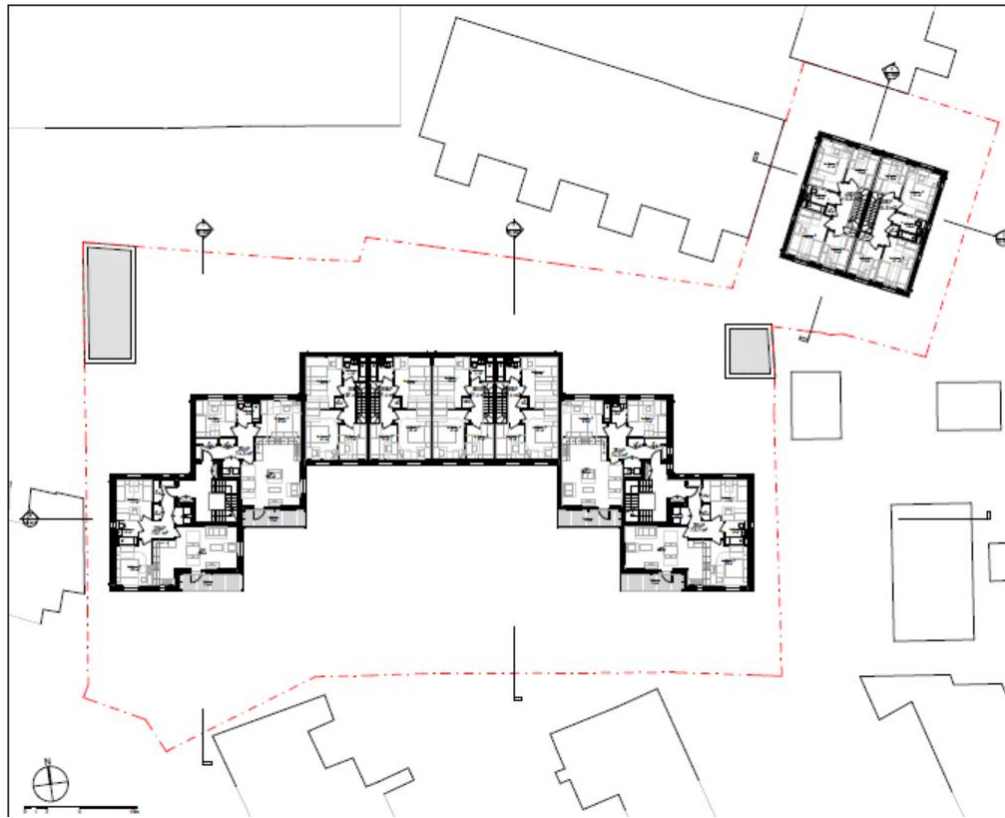
Appendix 4 Plans and Images

Location Plan

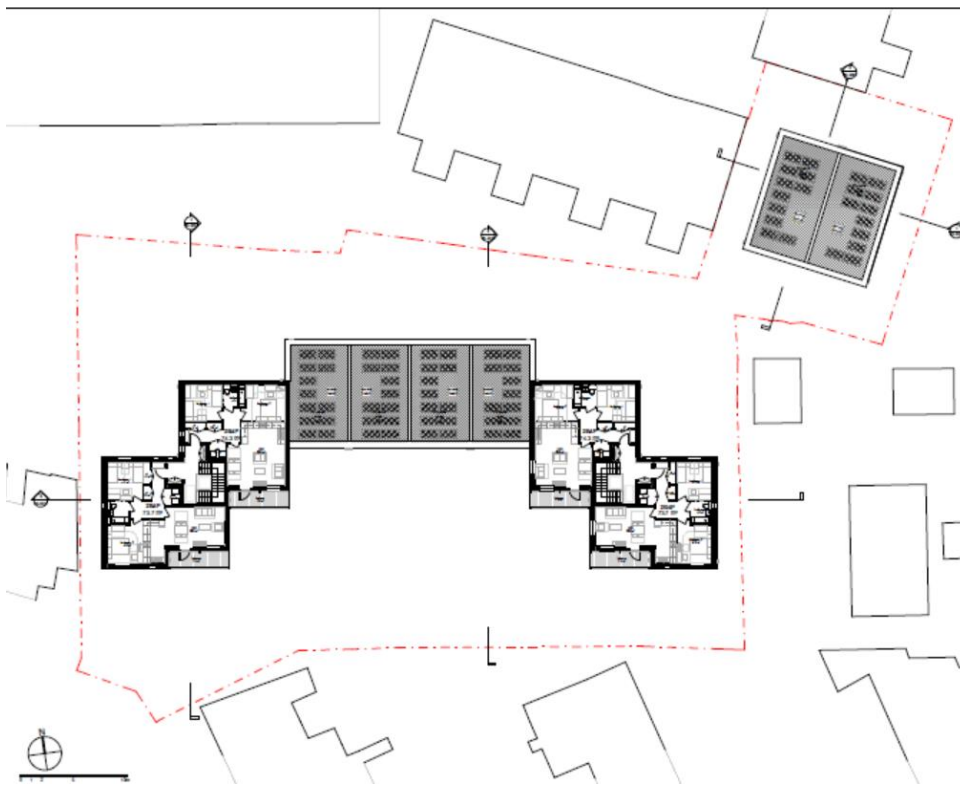


Proposed Location plan





Proposed first floor



Proposed second floor



Proposed south front elevation - Watts Close



Proposed elevations – main frontage



Proposed east side elevation - Watts Close



Proposed north front elevation - Lomond Close

Proposed elevations – east side elevation (Watts Close) and new houses Lomond Close



1 North Elevation - Lomond Close



2 South Elevation - Lomond Close



3 East Elevation - Lomond Close



4 West Elevation - Lomond Close



Proposed elevations – houses on Lomond Close



CGI entry to site from Seaford Road



CGI as from further back



CGI on Watts Close frontage viewed from Greenfield Road



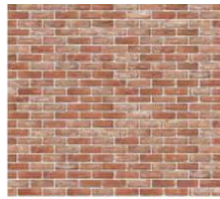
CGI view onto front new houses on Lomond Close



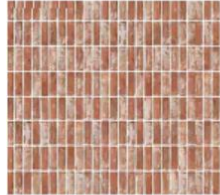
Landscaping plan including trees



Landscaping aerial



Vanderwanden Cayenne for main brickwork, stretcher bond and light mortar



Vanderwanden Cayenne soldier course brickwork to front garden walls and parapets details



Rectangular metal rainwater pipe and hopper powder coated. Colour: TBA to match with window frames and balcony metal railings



House entrance door - Solid flush external entrance door with glazed sidelight



Entrance area flexislab and window surrounds: Glass Reinforced Concrete (GRC), Pure Flexislab - Reiter Fibre C - Colour off-white sandstone TSC



Wall-mounted IP rated LED up-down cylinder light, surface mounted external. Colour: TSC to match window frame



Communal entrance door: Factory colour-coated proprietary curtain walling system with glazed entrance door with GRC surround



Composite aluminium/linoleum window system - Lash Royal or Metatrone Future - or similar approved



Rectangular metal grille, powder-coated to match brick colour



Periour Kallen, Breco - Colour Blends

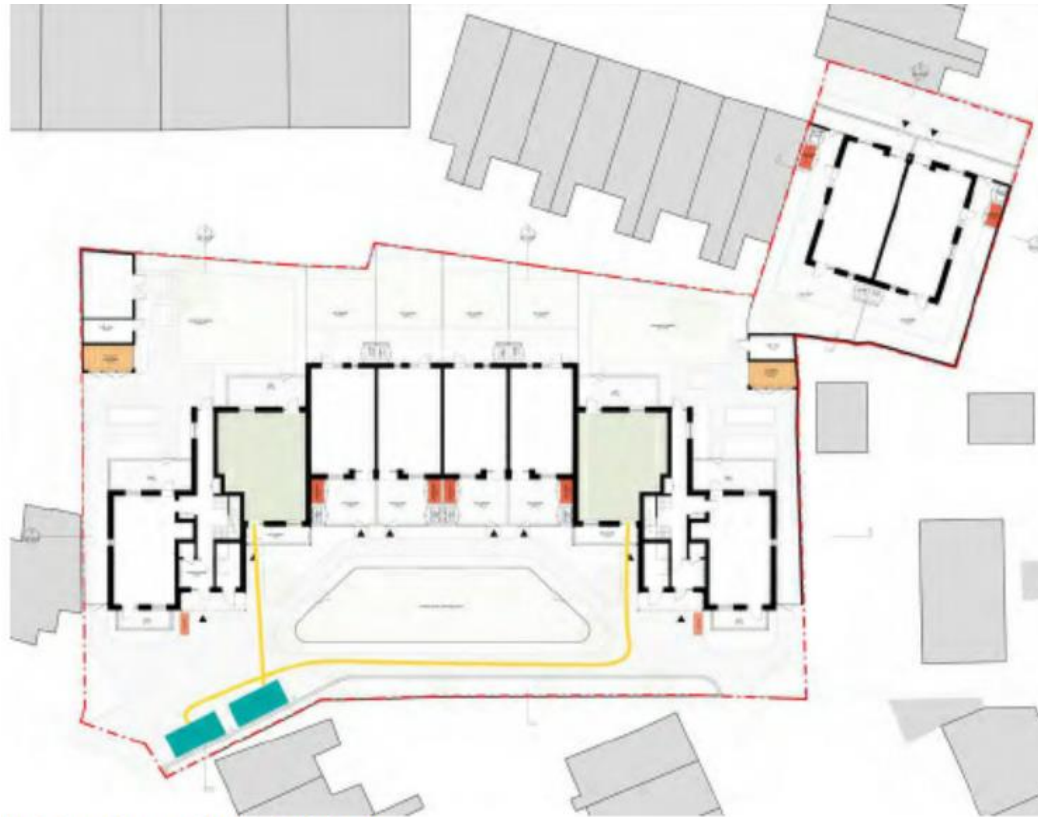


Postbox: The Safety Letterbox Company - COM 1 Mailbox



Sample of colour-coated railings

Materials



Blue badge parking spaces and cycle store location diagram

Parking arrangements - blue badge bays shown in green. Orange shown for bicycles

Appendix 5 QRP Note

Report of Formal Review Meeting
21 July 2021
HQR111_ Watts Close

Summary

The Quality Review Panel welcomes the opportunity to consider the proposals for Watts Close at an early stage. It supports many of the strategic decisions that have been taken so far in the design process. The panel considers that the proposals have the capacity for some additional height and density, subject to testing. It supports the stepped configuration of the main block but, at a detailed level, it highlights the scope to improve the entrance and circulation areas, access points, and the liveability of the accommodation, in terms of furniture layout and dual aspects. It welcomes the simplicity of the architectural expression of the main block but would encourage some further articulation in the materiality of the proposals. The panel would like to see further consideration of the block at Lomond Close to the north of the site, to improve the liveability, quality and proportions of the accommodation, the outlook, and the architectural expression. It welcomes the landscape strategy for the overall development, but highlights that more detail is required, alongside a less rigid approach. As design work continues, further consideration of the proposals for the landscaped open space at the south of the site, the links to the existing road network, and the generosity of the rear garden spaces would be welcomed. The panel feels that the quality of construction and materials specified will be critical to the success of the scheme, and it would support officers securing this through planning conditions. Further details on the panel's views are provided below.

Massing and development density

- While the panel feels that the massing of the proposals is 'polite' (at two and three storeys) towards neighbouring housing, it thinks that generally, the site appears slightly under-developed. It would encourage the design team to produce sections through the proposals and adjacent buildings, in addition to undertaking daylight / sunlight studies. This work will likely illustrate that an additional storey on the proposed massing would be achievable while still protecting the amenity of existing dwellings nearby.
- The panel would encourage exploration of how additional massing might be incorporated and configured. Options for consideration include the middle section of the primary block increasing in height and providing access onto roof terraces; provision of through-flats on the ground floor of the central block, with maisonettes above; or three-storey townhouses in this location.
- Exploring an asymmetrical composition to the massing could present opportunities and benefits; the western and eastern ends of the primary building have very different contexts.

Place-making, public realm and landscape design

- The new green space located between Seaford Road and Greenfield Road will be very important to help reinforce the new community that is being created within the development. Clarification of whether this space is envisioned as a public alleyway, or a shared yard would be welcomed; gated access to this open space would be a concern.
- There is scope for further refinement of the landscape proposals and the panel would encourage a less rigid and formal approach to the green space at the south of the development. Opportunities for informal play and playable paths should be exploited where possible.

- The hard landscaping within the shared forecourt area would also benefit from further consideration. This should include the nature of the interface between the existing pavement and road network, and the continuation of the line of the pavement through it.
- While it welcomes the inclusion of a circular footpath linking the different entrances and routes within the shared open space at the front of the development, the panel notes that a clearer understanding of the potential desire lines across this space will help avoid damage to soft landscaping.
- Bringing the stepped central block southwards slightly could improve the relationship with the open space to the front of the building, while increasing the generosity – and access to sunlight from the west – of the gardens to the north of the block.
- The panel notes from the briefing documents that the site is in a Critical Drainage Area and would like more information on how the scheme responds to this context.

Scheme layout

- Generally, the panel thinks that the key strategic decisions are good: the creation of a connection between Seaford Road and Greenfield Road, and to the adjacent open space; the reinforcement of a clear 'front' and 'back' to the main body of the development; and the stepping of the building line to create a more generous space in front of the development.
- The panel welcomes the project team's understanding of the different edge conditions and contexts and feels that the stepping in plan could be successful, as it unlocks opportunities within the layout. It would like to see the benefits of a stepped building line exploited even further, to improve the external and internal building layouts. This should include work to increase and improve dual aspect accommodation within the development.
- The relationship between the new development and the adjacent terrace on Seaford Road would also benefit from further consideration, to improve the interface and give a better visual connection.
- The panel would also encourage the design team to explore different options to provide access from the front of the development to the gardens at the rear, instead of the proposed alleyway at the western and eastern edges of the site. It notes that these alleyways are very similar to those that are being designed out, and it might be better to locate through-access via the 'knuckles' of the block, rather than at the end.
- Further work to simplify and improve the entrance and circulation areas would also be supported. Moving the bin stores and reconfiguring the entrance areas could allow for a more generous through-lobby that would have greater access to sunlight and daylight, while giving views through to the gardens beyond. Reducing the number of doors within lobby areas would also be welcomed.
- The panel would encourage the project team to reconsider the proposals for the Lomond Close block to improve the outlook and quality of accommodation, as the proposed pair of houses will have a very poor outlook: to a blank gable wall at the front, and over the substation to the rear. Reconfiguring the block may help, as would changing the accommodation to apartments, which could have a primary outlook over the Lomond Close open space to the east of the site. If the block became apartments, then the shared amenity space could provide a link to the shared amenity space of the new linear block to the south (Seaford Road and Greenfield Road).
- The panel would like to see more detailed room layouts, across the whole development, to ensure that the accommodation is liveable and works well. This work should include typical furniture arrangements and should lead to adjustments in room configurations to make the most of the living spaces. It highlights the example of a kitchen table shown half in front of a window; adjustments to the plans could allow for furniture to be aligned with key features and focal points.

- The location of the bin stores should be very carefully considered, to avoid damage and disruption to the landscape as bins are dragged from the store to the street. Locating the bin stores to the edge of the site may mitigate some of these issues.

Architectural expression

- It will be important for the project team to have a clear understanding of what the ambitions for the adjacent Homes for Haringey site are, as the current proposals will set a precedent for what is to come.
- The panel likes the simplicity of the approach to architectural expression, with a simple palette of window types, and effort focused on the window surrounds and high-quality brickwork. It notes that the quality of materials and construction - for example the brick stock specified - will be essential to the success of the completed scheme; it would support planning officers in securing this through planning conditions.
- The panel welcomes the thorough audit of materials within the streetscape that has been undertaken by the project team. It highlights the eclectic nature of Seaford Road and wonders whether the proposals could reference this variety through breaking up the brickwork in some way, perhaps through the creation of vertical bands or differentiating the blocks.
- In terms of brick colours, the panel notes that a paler toned brick would reflect more light into the garden spaces.
- The panel would like to see further consideration of the key views on approach, particularly from Greenfield Road. The elevation that terminates this view would benefit from a greater level of articulation and activity, rather than simply relying on fenestration for visual focus, and the panel feels that locating an entrance here may further strengthen it.
- Similarly, the corners of the building could also be visually strengthened and articulated.
- The panel highlights that balconies can become external storage spaces; a careful balance between visually 'open' or 'solid' elements of balconies would be encouraged, to mitigate the visual impact of external clutter on the elevation.
- The proposed Lomond Close building is isolated from the block that adjoins Seaford Road and Greenfield Road, as it has a different access from a separate street and has no shared space. The panel considers that in this regard, it could be considered as a separate building that takes some visual cues from Lomond Close, rather than replicating the expression of the larger block to the south.

Inclusive and sustainable design

- The panel would like to know more about the strategic and detailed approach to low 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; proposals should demonstrate how they comply with these targets.
- This strategic approach should include information about the design of the roofscape. The panel questions whether green roofs are shown within the drawings; it would also encourage exploration of options to include roof gardens within the development, that would be accessible to residents.

Next steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.
- It would be happy to consider the proposals again, at a Chair's Review, if required.

- The panel also offers a focused Chair's Review specifically on the approach to low carbon design and environmental sustainability.

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Pre-Application Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No: PPA/2021/0018****Ward: St Anns****Address:** St Anns General Hospital St Anns Road N15 3TH

Proposal: Hybrid planning application for the re-development of part of the St Ann's Hospital site to provide a new residential neighbourhood of circa 995 new homes including 60% affordable housing in buildings up to nine storeys in height, 2,400sqm of non-residential uses (including refurbishment of existing buildings), landscaping and public realm improvements, 160 parking spaces and cycle parking.

Applicant: Catalyst Housing Limited**Agent: Lambert Smith Hampton****Ownership: Greater London Authority****Case Officer Contact: Christopher Smith****2. BACKGROUND**

- 2.1. The proposed development is being reported to the Planning Sub-Committee to enable members to view it ahead of the submission of a hybrid planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee in July 2022. The applicant has engaged in pre-application discussions with Council Planning Officers and the Greater London Authority planning service over recent months.

3. SITE AND SURROUNDINGS

- 3.1. St Ann's Hospital is a Victorian-era former fever hospital which is bordered by St Ann's Road to the north, Hermitage Road to the east, residential properties on Warwick Gardens to the west and a railway line to the south. The application site covers approximately two-thirds of the hospital land. Consolidated medical facilities would be retained on the remaining third of the hospital site to the east.



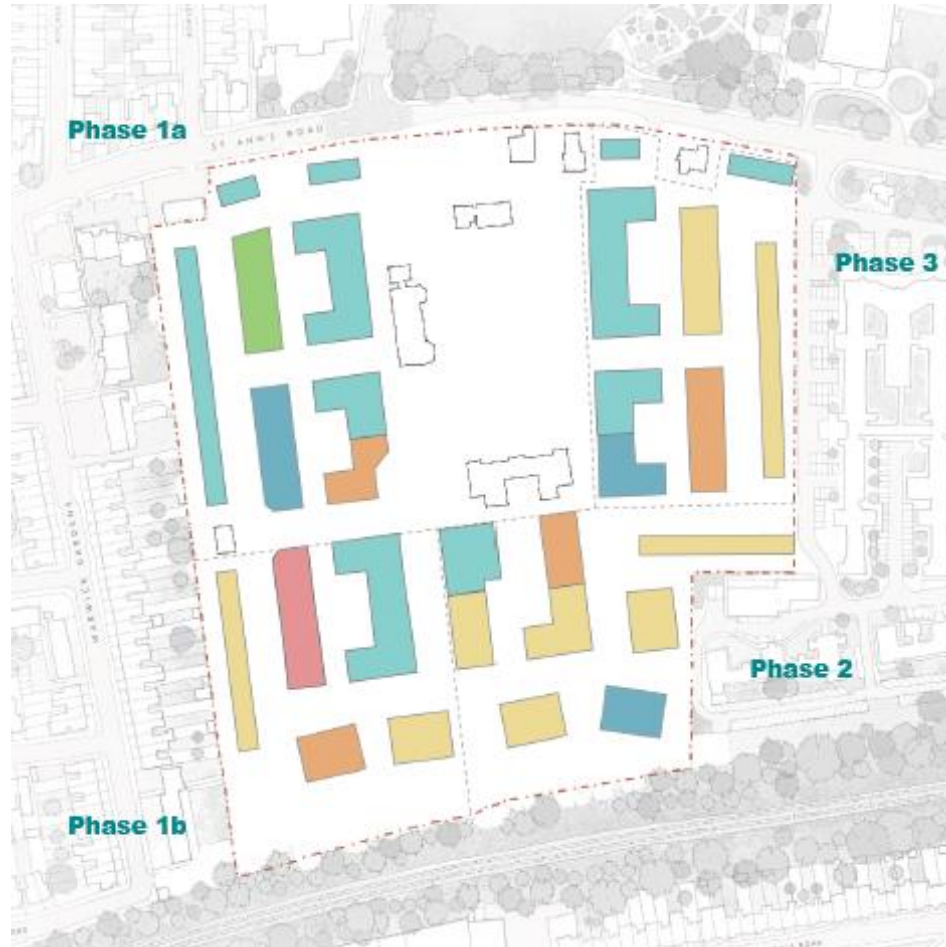
- 3.2. The northern part of the site is located within the St Ann's Conservation Area. The site does not contain any listed buildings. The Mayfield House building (circled above) is locally listed and there are other non-designated buildings of historic interest on the site (those shaded above would be retained). There are other heritage assets within a short walk of the site including the Grade II* Listed St Ann's Church to the north-east.
- 3.3. The hospital land is designated as Site Allocation SA28 which identifies the site for residential development, consolidated medical activities and town centre uses.
- 3.4. The site is designated as an Area of Change and a Critical Drainage Area. The southern end of the site is a Site of Importance for Nature Conservation (SINC), and an Ecological Corridor and is also covered by a Woodland Tree Protection Order.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal is for the demolition of most buildings on site and provision of circa 995 dwellings in buildings of between three and nine storeys in height. A

minimum of 60% of the residential units will be affordable housing. 60% of the affordable housing units would for London Affordable Rent. 16% of all homes would have three or four bedrooms.

- 4.2. The hybrid application would be for a four-phase development. Phase 1A (detailed proposals) is formed of Plots A-D, which includes terraced housing and 38 'sheltered accommodation' units, the expansion of the Peace Garden and all works to retained historic buildings. Phases 1B to 3 would be in outline only at this stage.



- 4.3. The locally listed Mayfield House and other historic buildings on the site, including the existing water tower, would be retained, refurbished and reused for non-residential purposes. New non-residential space would also be provided creating a total of 1,900sqm of affordable workspace and 500sqm of other commercial space across the site including medical, retail and café facilities.
- 4.4. The development would expand the existing Peace Garden to provide a comprehensive green space in the centre of the site. A connection through the site providing a link from St Ann's Road through to Warwick Gardens would also be facilitated as required by the site allocation.

- 4.5. The scheme would also include 160 car parking spaces, London Plan compliant cycle parking, widespread landscaping and public realm improvements on St Ann's Road.

5. PLANNING HISTORY

- 5.1. The site has an extensive planning history relating to its historic use as a hospital. In 2015 a hybrid planning application (reference HGY/2014/1691) covering the whole of the former hospital site for the development of circa 456 residential units and commercial facilities was granted planning permission. That permission has not been implemented and has now expired.

6. CONSULTATIONS

6.1. Public Consultation

- 6.2. A Development Management Forum is scheduled for 23rd March 2022.
- 6.3. The applicant has undertaken its own public consultations. Comments received during these consultations will be summarised as part of the planning application and taken into account in the design of the final development design.

6.4. Quality Review Panel

- 6.5. Earlier versions of the proposal have been assessed by the Quality Review Panel (QRP) on 7th July, 13th October and 8th December 2021. The QRP's report from the latest review is attached as **Appendix 1**.
- 6.6. The Panel strongly supports the overall high-quality of the development, its high level of affordable housing, generous open and courtyard spaces and extensive amount of tree protection. The Panel also notes that the building heights are supported subject to further design work and the retention of the historic buildings would add to the distinctiveness of the development.
- 6.7. The applicant is undertaking further design work to ensure that the detailed design of the buildings and their relationship with adjacent public spaces is of a very high standard. The Panel also notes that the uses proposed within the existing buildings should be carefully considered. A detailed analysis of the non-residential strategy is expected to be provided to the Council in due course.
- 6.8. The submission of a full planning application is anticipated at the end of April 2022.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. The Planning team's initial views on the development proposals are outlined below.
- 7.2. *Principle of Land Uses*
- 7.3. Site Allocation SA28 of the Site Allocations DPD identifies the site for residential development, town centre uses and consolidated medical facilities. The proposed development would meet these requirements by providing a mixed-use development including town centre uses. Medical facilities would be retained on the part of the wider site allocation for the former hospital that is not part of this application.
- 7.4. The quantum of residential units proposed would make a substantial contribution (circa 995 homes) to the Council's housing target which is 1,592 dwellings per annum and is supported by policy.
- 7.5. *Masterplanning and Phasing*
- 7.6. The masterplan and phasing proposals for the application site are well-expressed and logical. The siting of a large amenity area at the centre of the site, framed by the retained historic and new residential buildings is supported. Further information will be needed on submission of a full application that demonstrates how the remainder of the site allocation, i.e. the retained hospital uses, and adjacent allocated sites (i.e. SA30 – Arena Design Centre – to the south) could be redeveloped in the future in a manner that does not prejudice any site allocation objectives or requirements.
- 7.7. The sheltered accommodation, the expanded Peace Garden and the restoration and activation of the retained buildings would be provided within the first Phase 1A. The connection to Warwick Gardens would be provided in Phase 1B. It is expected that work would commence on the final phase before the end of 2026. The parameters of the development within Phases 1B to 3 would be set by the outline part of the hybrid planning application. The design quality of the latter phases would be secured through a design code.
- 7.8. *Taller Buildings*
- 7.9. The Development Management DPD defines tall buildings as those of ten storeys or greater and this development would not include any buildings above nine storeys in height. However some buildings would be defined by The Local Plan as 'Taller Buildings'; two to three storeys higher than the prevailing surrounding building heights. Policy DM6 of the Development Management DPD states that proposals for taller buildings must be justified in urban design terms, should be of a high standard of architectural quality and supported by high quality public

realm, should preserve important local views and should conserve and enhance local heritage assets and their setting.

- 7.10. The London Plan takes a different approach and defines tall buildings as over 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. The proposals therefore need to comply with D 9 which requires detailed analysis of the visual, functional, environmental impacts.
- 7.11. Buildings of between three and nine storeys are proposed. The site allocation's development guidelines state that heights adjoining properties on Warwick Gardens should be reduced to respect the amenity of neighbouring properties. The lower height buildings would be positioned towards the eastern, western and northern site boundaries with the tallest nine storey blocks to the centre and south of the site. The taller buildings are set around a large amenity area, are well-spaced from each other and are positioned adjacent to landscaped civic spaces. They would be located away from existing residential properties and the St Ann's Conservation Area to minimise their impact on these areas.
- 7.12. The development would be located within the designated Locally Significant View corridors nos. 1 (Alexandra Palace to Central London), 26 (Quernmore Road to Seven Sisters/Hale Village) and 36 (St Ann's Church to St Ann's Road). The applicant has undertaken a detailed analysis of these views and it is expected that the development would not have a significant impact on the composition of these views.
- 7.13. As such, the provision of taller buildings on this site is supported in principle, subject to their final detailed design being of a high-quality and subject to further detailed analysis of their impact on residential amenity.
- 7.14. *Character, Appearance and Heritage Impact*
- 7.15. The buildings would be of an appropriate scale and massing and a high-quality contemporary design. They would be finished with a robust palette of yellow, light red and dark red brick materials that would provide a distinctive new mixed-use neighbourhood in this area.
- 7.16. The northern part of the application site is located within the St Ann's Conservation Area. Mayfield House is a locally listed building. There are no other locally listed or listed buildings on or immediately adjacent to the application site though the Grade II* Listed St Ann's Church is a short walk away to the east.
- 7.17. Non-designated heritage buildings on the site would be retained and refurbished to retain the historic character of the original hospital. Within the existing hospital boundary wall on the northern side of the site new pedestrian and vehicle access points, and window-like openings that increase the visual permeability of this long boundary wall, would be provided.

7.18. The alterations to the existing heritage assets and design of the new buildings would be designed to preserve and enhance the local heritage assets. Discussions are ongoing to ensure that local heritage character is fully respected.

7.19. *Affordable Housing and Housing Mix*

7.20. The development would provide a minimum of 60% affordable housing. 60% of the affordable housing (36% of the total number of homes) would be for London Affordable Rent (LAR). The Council has an option to purchase 50% of the LAR homes.

7.21. The remaining affordable housing would be provided as London Living Rent (20%) and Shared Ownership (20%). 38 of the units within the first phase of development would provide 'sheltered accommodation' for Haringey residents. 56 dwellings will be made available for purchase by a community land trust. The NHS Trust will have nomination rights over 22 of the London Living Rent homes. The development would take a tenure-blind approach to providing the new housing.

7.22. 16% of the total number of proposed dwellings would have three or four bedrooms.

7.23. *Landscaping and Public Realm*

7.24. The site allocation requires new open space to be provided on the site which complements the nearby Chestnuts Park. The new neighbourhood created by this development would be set in a high-quality landscaped setting. The existing Peace Garden would be substantially expanded. The development layout has been designed to enable the retention of as many trees as possible and a large number of new trees and plants would be planted to enhance public spaces, key routes and internal courtyard areas.

7.25. The site allocation requires the areas of the SINC in the south of the site to be enhanced through any redevelopment. The ecological zone to the south of the site would be protected, extended and enhanced by the proposed development. The development is expected to have an urban greening factor in excess of the required 0.4 threshold as well as a significant net gain in biodiversity.

7.26. The development would connect to existing streets through the creation of new entrances onto St Ann's Road and the provision of a pedestrian and cycle route through the site to connect with Warwick Gardens in the south-west corner of the site. This improved connectivity towards Green Lanes is a requirement of Site Allocation SA28 which also states the new connection should not adversely impact the occupants of the residential block at the southern end of Warwick Gardens.

7.27. Public realm improvements are proposed on St Ann's Road which would connect this new landscaped neighbourhood to Chestnuts Park and improve the pedestrian and highway environment to the north of the site.

7.28. *Amenity of Nearby Residents*

7.29. The site allocation's development guidelines state that heights adjoining properties on Warwick Gardens should be reduced to respect the amenity of neighbouring properties. The development layout includes terraced houses on the western side of the site which would minimise the impact of the new development on existing residents on Warwick Gardens. Taller buildings would be sited far enough away from those existing residential properties so that any overlooking would be minimised. As such, no adverse impact on the amenity of neighbouring residents is anticipated.



7.30. *Sustainability*

7.31. Site Allocation SA28 states that this site has the potential to connect to a decentralised energy network, and that proposals should reference the Council's latest decentralised energy masterplan and the site's potential role in delivering a network within the local area. Policy DM22 of the Development Management DPD states that all development proposals should prioritise connection to planning future district energy networks.

The applicant has undertaken an energy strategy options appraisal and determined that the development's energy needs, and a carbon reduction of greater than 80%, can be secured through the provision of air source heat pumps. Whilst this level of carbon reduction is welcomed in principle, the St Ann's Hospital site is in a key location with respect to connecting to the Council's

proposed District Energy Network (DEN) and to those of adjacent boroughs to the south.

- 7.32. As such, the Council expects that the scheme is designed to accommodate a connection to the DEN in the first instance unless it is clearly demonstrated that the strategic benefits of connecting to the DEN are outweighed by other benefits. Discussions on this matter are ongoing.

7.33. *Transportation and Parking*

- 7.34. The site currently has good public transport connections (PTAL of 2/3) including to the local bus network and Harringay Green Lanes station and this connectivity would improve once the new walking and cycling access point is provided in the south-west corner of the site. Policy DM32 of the Development Management DPD supports development with limited car parking in areas where the future public transport connectivity is of PTAL 4 or greater.

- 7.35. 160 car parking spaces are proposed to be provided within the new streets throughout the site. This is a ratio of 0.17 car parking spaces per dwelling. This level of parking is supported in principle by Transport for London. 3% disabled parking spaces will be required. All residential car parking spaces should have active or passive electric vehicle charging in accordance with the requirements of the London Plan. Discussions on the exact level of parking provision are ongoing.

- 7.36. Cycle parking provision will be compliant with the requirements of the London Plan.

7.37. *Community Infrastructure Levy (CIL)/Section 106*

- 7.38. The development will be liable to pay CIL based on the amount of floorspace provided (noting that affordable housing is likely to be eligible for Social Housing Relief).

- 7.39. The Council is in the early stages of discussions with the applicant on the Section 106 planning obligations required from this development. This is likely to secure the proposed affordable housing, public realm improvements and sustainable transport measures, as well as other obligations required by the Council's Section 106 SPD and any other mitigation requirements of this development. Discussions are ongoing.

PLANS AND IMAGES

Existing Site Plan



Proposed Landscaping Plan



Proposed Layout Plan (Detailed Element of Proposal Within Dotted Red Line)



View of Plot D from Adjacent Public Courtyard



View of Block C from North of Extended Peace Garden



View of New Houses (Plot A) and Block C from St Ann's Road



APPENDIX 1

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Haringey Quality Review Panel

Report of Formal Review Meeting: St Ann's Hospital

Wednesday 8 December 2021

Karakusevic Carson Architects, Studio 501, 37 Cremer St, London E2 8HD

Panel

Peter Studdert (chair)
Martha Alker
Phyllida Mills
Andy Puncher
Craig Robertson

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Chris Smith	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Paparisto	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey

Confidentiality

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

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1. Project name and site address

St Ann's Hospital, St Ann's Road, London N15 3TH

2. Presenting team

Paul Karakusevic	Karakusevic Carson Architects
Rachael Barker	Karakusevic Carson Architects
Maurizio Biadene	Karakusevic Carson Architects
Ed Blackett	Karakusevic Carson Architects
Robert Reeds	Lambert Smith Hampton
Chris Struthers	Catalyst Housing Limited
David Wakeford	Catalyst Housing Limited
Jess Watts	Catalyst Housing Limited
Ross Williams	Hill Group
Graeme Sutherland	Adams and Sutherland
Lucy Victor	Bioregional
Ed Josey	Markides Limited
Amber Fahey	xco2
Louise Fitzgerald	The Environment Partnership

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

St Ann's Hospital is a Victorian-era former fever hospital, bordered on the southern side by St Ann's Road, and by Hermitage Road (east), Warwick Gardens (west) and the Gospel Oak to Barking London Overground train line (south). To the north of the site, across St Ann's Road, is Chestnuts Park. The hospital land is designated as Site Allocation SA28, which identifies the site for residential development, consolidated medical activities and town centre uses. The application site covers approximately two-thirds of the hospital site, with the remaining land to the east being retained for medical purposes. A previous consent was given in 2015 (planning reference HGY/2014/1691) for approximately 450 residential units and commercial uses. This permission has not been implemented and has now expired.

The site currently has a maximum PTAL of 2. The northern part of the site is located within the St Ann's Conservation Area; while the site does not contain any listed buildings, Mayfield House in the northern part of the site is locally-listed and there are other non-designated buildings of historic interest on the site. The Grade II* Listed St Ann's Church is within a short walk of the site. The site is designated as an Area of Change and a Critical Drainage Area. The south of the site includes a Site of

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Importance for Nature Conservation and Ecological Corridor and is also covered by woodland Tree Preservation Orders.

The emerging proposals are for a highly-landscaped residential development of around 975 dwellings in buildings of between three and nine storeys. A new pedestrian and cycle link would connect the south-western corner of the site to Warwick Gardens (and onto Green Lanes). A connection under the railway to the south will also be provided or safeguarded.

This is the third panel review and the design development is well-advanced. Officers seek the panel's views on the design of the housing and boundary treatment on the eastern side of the site, architectural treatments and articulation, car and cycle parking provision, heritage, non-residential strategy, energy/sustainability, drainage, ecology, servicing and phasing.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to review the proposals for development at St Ann's Hospital as they continue to evolve. It commends the thorough presentation and thinks that the proposals promise a high quality of development.

The panel supports the aspirations of the scheme and welcomes the commitment to deliver a high level of affordable housing, alongside generous open spaces and courtyards. The wider site strategy is generally moving in the right direction, and the panel is pleased by the ambition to retain a good proportion of trees within the site, and how this has informed the design process. The retained buildings have the potential to significantly contribute to the character and distinctiveness of the scheme, and the panel highlights that it will be important to get the right uses within these existing buildings.

As design work continues, the panel would encourage further exploration and testing of options for the design of building D3 (nine storeys), in addition to the landscape design of the Spotted Thorn space. Further details on the panel's views are provided below.

Masterplan

- The panel thinks that the diagonal path crossing the site is much improved and has greater clarity and legibility.
- On the southern boundary of the site, the central gap between the buildings seems more generous than the other gaps between the other adjacent buildings. The panel wondered whether this additional space could be given to the opening at the southwest of the site at the junction with the proposed

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pedestrian link beyond the site. Greater generosity in this link could enable better visual permeability through – and beyond – the site.

- The panel notes that the distance from the buildings to the eastern boundary of the site has increased to seven metres. It considers this to be the bare minimum of what is acceptable, if the design and details of the edge treatments and boundary walls are pinned down very carefully, to protect the amenity of the residents in the new blocks in terms of noise and streetlights.
- However, it feels that nine metres to the boundary would be preferable, as this would set the standard of 18m between buildings either side of the boundary if the hospital were to undergo further redevelopment in the future.

Massing and development density

- Nine storeys could be acceptable for the tallest building (D3) if further work to improve the modelling, proportion and visual presence of the block is undertaken. This work should include exploration of the re-orientation of the building through 90 degrees to locate the narrower façade onto the Peace Garden.
- In addition, a more generous plinth, to avoid the full nine storey façade meeting the ground at the primary frontage, would provide a more human-scale to the public realm.
- A lighter, more sculptural approach to the top of the building should also be considered; options include removing the roofs from the upper-most balconies.
- While the five storey shoulder on the buildings within Plot C works well, options should be explored to visually reinforce it, perhaps through re-orientating the bulk of the seven storey section of building.

Place-making, circulation and landscape design

- The panel welcomes the generosity of open space within the proposals and thinks that these will work well. The views through the development and across the Peace Garden to the administration building will significantly contribute to the character and distinctiveness of the place.
- Ensuring that the different spaces within the site are well-articulated and human-scaled will be very important. Reinforcing the approach to primary entrances of key buildings within the landscape design will help to improve legibility.
- The panel would like to know more about some of the secondary spaces within the site, for example the smaller demarcated areas within and adjacent to the Spotted Thorn space. It will be important to clearly define these different areas, and create appropriate boundary conditions for them, to avoid the

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perception of gaps in the landscape. Establishing strong relationships between the character of the interior courtyards and the spaces adjacent to them would also be welcomed.

- The gates into the courtyard spaces appear very large, and the panel feel that greater clarity is needed as to whether the courtyards are the main entrance to each block or intended to be private and secluded; the design and location of the building entrances should respond to the primary approach within the landscape.
- The planters adjacent to building perimeters will play a very important role in achieving privacy for the ground floor corner units and they need to be large enough and deep enough for planting of sufficient scale to deliver adequate screening. The requirements for screening might be different at other façade locations; it will be very important to get this right as it will make a significant contribution to the overall streetscape.
- As there is a high level of affordable housing proposed, the panel has concerns that there will be a significant number of residents who may need vehicles for work. Further thought needs to be given to where these residents will park, and how this will be managed.

Scheme layout and architectural expression

- The architectural language and materiality across the site are generally working well, and the level of care and thought within the evolving elevations is apparent. The palette of tones from buff to light red and dark red is supported. While the brick themes for building D3 (nine storeys) are successful, the opportunity exists to reinforce its architectural expression, to articulate the entrance further, and introduce more depth, detail and contrast to the elevational treatment overall, to better reflect the character of the area.
- The approach to the housing backing on to St Ann's Road is appropriate, as the gables reflect the form of gatehouses and are an attractive feature, although this is more convincing in the images rather than on the model.
- The retained brick walls backing onto St Ann's Road provide a strong edge to the development. Further design development in three dimensions could also help to articulate the rear and gable ends of the housing.
- Further clarity is required concerning the servicing requirements for the retained buildings, as there may need to be internal space allocated for plant.
- There may also need to be further consideration of any specific detailed design requirements of the different uses located within the retained buildings. For example, nurseries require a secure (and visually impermeable) boundary around external spaces, which limits the level of visual 'activity' within the frontage.

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Inclusive and sustainable design

- The panel notes that, as the delivery of the different phases of the development will take six to seven years, the embodied carbon target of <950 kgCO₂e/m² is inadequate. It would encourage the project team to work towards the targets established in the RIBA 2030 Climate Challenge (<625 kgCO₂e/m²), especially in the later phases of the development.
- Visiting the site illustrates the scale of the demolition work to be undertaken; the panel welcomes the aspirations for reusing elements, alongside the audits and sketches that have been undertaken so far. It would like to know more about this at a detailed level and is keen to see the ambitions for sustainable design and embodied carbon carried through the design process.

Next steps

- The panel would welcome a further opportunity to review the proposals, perhaps at a chair's review. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.

Pre-Application Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PRE/2021/0193**Ward:** Noel Park/Bounds Green**Address:** 141-147 Station Road, London, N22 7ST

Proposal: Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.

Applicant: London Borough of Haringey**Ownership:** Council**Case Officer Contact:** Conor Guilfoyle**2. BACKGROUND**

- 2.1. The proposed development is being reported to the Planning Sub-Committee to enable Members to view it ahead of the submission of a full planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that a planning application, once received, would be presented to the Planning Sub-Committee in July 2022. The applicant has engaged in pre-application discussions with Council Planning Officers in recent weeks. These remain ongoing.

3. SITE AND SURROUNDINGS

- 3.1. The site is a parcel of land containing buildings, hardstanding, and car parking. It lies between Station Road to the east and the railway line to the west. The car park is accessed off the entrance road to Heartlands High School to the south. Alexandra Palace train station lies to the north. Part of the site is in a dilapidated condition.



Fig 1: Existing site

- 3.2. The site is safeguarded for Crossrail 2 which prevents any permanent development. The site is identified as a local employment area (regeneration area) and a growth area in the Haringey Local Plan.
- 3.3. The site does not lie in a conservation area and none of the buildings within or adjoining are statutorily or locally listed. However, Alexandra Palace Station and the park on the opposite side of Station Road (Avenue Gardens) fall within the Wood Green Common Conservation Area.
- 3.4. Avenue Gardens is also designated as open land and a Site of Importance for Nature Conservation (SINC). A 'green chain' as defined by local planning Policy SP13: 'Open Space and Biodiversity' runs through the site from the railway, across Station Road and through Avenue Gardens.

4. BACKGROUND

- 4.1. This accommodation follows the grant of planning permission for the erection of 32 similar modular homes and a support office at Ermine Road, N15, in 2021, which was approved by committee on 8th March 2021. This proposal is a similar concept, with 28 one-bedroom units over three-storeys.

5. PROPOSED DEVELOPMENT

- 5.1. The proposal is for the demolition of the existing buildings on the site and the erection of buildings containing 28 one-bedroom modular homes, an office, and the re-provision of the existing café. The works include associated hard and soft landscaping, including a significant reduction in hardstanding and parking areas and an increase in planting and trees.
- 5.2. The design has been amended from the initial pre-application meeting with Officers. The main changes are that the front doors and walkways would be along the Station Road side of the building instead of the rear (to provide on-street presence and surveillance) and a significant reduction in the amount of land given over to car parking, with an associated increase in soft landscaping.
- 5.3. The design (layout, scale, etc.) and pre-application engagement is still at an early stage and subject to ongoing revisions and considered improvements.
- 5.4. The homes and associated office would function as 'move-on' accommodation and support for 28 residents who have experienced homelessness. All units would meet national space standards. Four units would be wheelchair adaptable, so slightly larger than the rest.
- 5.5. The service would be directly delivered by Haringey Council's Housing-Related Support Service. Support staff would be on-site Monday – Friday during the daytime and early evening. There would be a dedicated on-site manager three days per week and virtually for the remainder. A low-to-medium level of support (3-5 hours per week) would be offered, to enable residents to achieve their goals, preparing them to move into their own tenancy within two years.



Fig 2: Ground floor and site layout

6. RELEVANT PLANNING HISTORY

6.1. None

7. CONSULTATIONS

7.1. Public Consultation

7.2. The preliminary proposals have been subject to community engagement exercise between 9th August 2021 - September 20th 202. A Community Engagement pack was sent to 750 households in the surrounding area.

7.3. Three on-line community engagement meetings and two with Heartlands School were held as part of this exercise. A significant number of responses have been received and these are currently being considered carefully by the project team to ensure they are taken into account and addressed as part of the ongoing design process. A further engagement event in the form of a resident forum is anticipated to take place before the end of March 2022.

7.4. The planning application submission is expected to take place in April 2022.

7.5. Quality Review Panel

- 7.6. The proposal is expected to be presented to the Quality Review Panel (QRP) in mid-March 2022.

8. MATERIAL PLANNING CONSIDERATIONS

- 8.1. The Planning team's initial views on the development proposals are outlined below.
- 8.2. *Principle of Land Uses*
- 8.3. The proposed development would be acceptable in land use terms as it would replace an underutilised partially-dilapidated site which is safeguarded for Crossrail 2 which prevents any permanent development.
- 8.4. The proposal would significantly enhance landscaping and ecological habitat on-site and whilst there would be some impact on nearby heritage assets (the adjacent park and its setting in the Wood Green Common Conservation Area), having regard to the scale, set-back and temporary nature of the buildings, it is not considered that the proposal development would cause harm in this regard.

Housing Need

- 8.5. Addressing homelessness is a priority for Haringey, indicated in the 2019-2023 Borough Plan. The Council is seeking to increase the amount of move-on supported accommodation within the borough, to help people transition from homelessness into independence. Since March 2020, Haringey has moved more than 350 people on from emergency accommodation/ hotels into settled accommodation.
- 8.6. Local planning policy DM15 – Specialist Housing supports proposals for new special needs housing where it can be demonstrated that there is an established local need and the standard of housing and facilities are suitable for the intended occupiers, having regard to amenity space and parking; levels of supervision, management and care; access to public transport and facilities; and impact on the local area and services.
- 8.7. Additional move-on accommodation is required to support those remaining in hotels, new approaches to the Council and people within existing high-support services in their journey toward independence. The Council is looking to identify and progress a range of sites throughout the borough to develop into provision to address homelessness.

- 8.8. Like the Ermine Road scheme completed in 2021, this proposal is for modular homes which can be built, fitted-out, and occupied significantly faster than convention construction. The modular build also result is less disruption than conventional builds.
- 8.9. Given the need for such accommodation, the partially dilapidated and under-utilised nature of the site, and its location in a well-connected area precluded from long-term development due to the Crossrail 2 safeguarding, the proposed temporary accommodation is considered appropriate and compliant in principle with local planning policy. If Crossrail 2 works are required, the modular nature of the works allow for the units to be moved and re-used later.

Scale, Massing, Detailed Design, and Conservation Area impacts

- 8.10. The proposed buildings would be modular in construction and present a simple but high-quality elevational finish. Most of the buildings would be three-storeys high, which is considered appropriate given their set-back from the street frontage and the scale of nearby buildings.
- 8.11. The modular nature of the buildings limits the options available in relation to external treatment and material finishes. Currently, a stainless-steel roof and horizontal weatherboard style rainscreen cladding is proposed. Whilst a range of coloured finishes are available, the final materials and their colours are under consideration pending further detailed design work and engagement as part of the pre-application process. Given the temporary nature of the proposals, and the options to customise the cladding finish, Officers are confident the siting, scale and design of the units would not cause harm to the character and appearance of the site and surrounding area including the adjacent conservation area.



Fig 3: Elevations

- 8.12. Further development of the design is expected as discussions are ongoing.

Affordable Housing and Housing Mix

- 8.13. The nature of the development means all the proposed dwellings would be affordable Council-managed homes. Four of the 28 units would be wheelchair-accessible and comply with part M4(3) of the building regulations in this respect.

Layout, Open Space and Public Realm

- 8.14. The dwellings would meet the Nationally Described Space Standards and the London Plan minimum space standards for one person occupancy flats. There would be communal amenity space at ground floor. All dwellings would be dual aspect and would not be overlooked.
- 8.15. The layout and access of the units ensures passive surveillance of the front and rear of the site, as well as Station Road. The provision of the decked access on the Station Road side of the building allows for surveillance of both the new homes and public street. The development would retain as much of the existing tree planting and green landscaped areas as possible.

Amenity of Nearby Residents and Uses

- 8.16. The proposed development is carefully designed having regard to neighbouring amenity. The new homes are not sited close to existing residential properties and are orientated to face onto Station Road or the railway. The site lends itself well

to new temporary accommodation without adversely affecting neighbouring amenity.

- 8.17. The development is not expected to cause any significant noise, light spill air quality issues or loss of privacy for existing residents and land-uses in the surrounding area, including Heartlands High School and users of Avenue Gardens Park on the other side of Station Road.

Transportation and Parking

- 8.18. Car parking is limited to a level necessary to service the development. The extent of parking has been reduced from that initially presented to Officers, to improve the landscaping offer on-site and in recognition of the low demand for on-site parking given the accessible nature of the site. There is sufficient car parking available in local streets to accommodate the loss of this Council-owned car park, which is currently used by the local school on a temporary and terminable licence. Engagement has been undertaken with the School on three separate occasions and they are fully aware that the car parking they have the use of will be lost by this proposed development.
- 8.19. The site has excellent public transport connections (PTAL of 6a). It is close to Alexandra Palace overground station and bus routes and within a short walk of facilities and services in Wood Green town centre.
- 8.20. This restricted approach to car parking is supported in this location. For this use, car-parking demand would not be high, with a limited amount required for staff and servicing, which is provided. Secure cycle parking spaces will be provided across the site with the numbers in accordance with the requirements of planning policy and the advice of the Council's Transportation Officers.

Sustainability

- 8.21. The proposed homes are temporary in nature. Their modular nature means they can be completely re-used elsewhere. A zero-carbon approach is targeted and the whole design minimises energy use and carbon emissions through its off-site construction, use air source heat pumps and photovoltaic panels. As noted, cycle parking will be provided, and public transport accessibility is excellent. Appropriate provision will be made for refuse/recycling facilities.

PLANS AND IMAGES

Existing Site



Indicative Site Layout and Ground Floor Plans

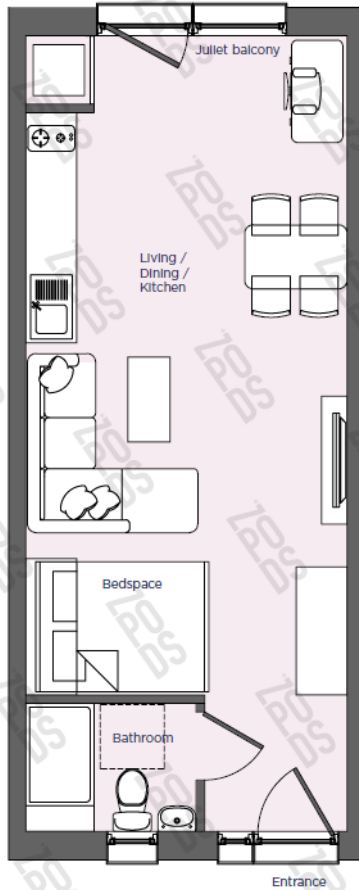


Indicative Elevations



Indicative Floorplans

Housetype	GIFA/Unit (m²)
1 Bed 1 Person Apartment	37.8



Housetype	GIFA/Unit (m²)
1 Bed 1 Person (Part M4(3) Compliant)	37.8



Example of a similar scheme



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Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Lockkeepers Cottage, Ferry Lane HGY/2020/0847	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
Partridge Way, N22 HGY/2021/2075	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 including a children's play space. Relocation of existing refuse/recycling facility.	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
19 Bernard Road HGY/2021/2160	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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.	Chris Smith	John McRory

	Negotiations on legal agreement ongoing.	Negotiations on legal agreement are ongoing.		
Units 1-6 Unicorn works, 21-25 Garman Road N17 HGY/2020/3186	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
Banqueting Suite 819-821 High Rd (Printworks)	New development on Banqueting Suite site. Part of High Road West Masterplan Area.	Members resolved to grant planning permission on 10th January subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
Remington Road, N15 6SR	Council development of open land and garages for 35-46 residential units and associated landscaping, public realm improvements, play space, cycling and refuse stores.	Members resolved to grant planning permission subject to the signing of legal agreement. Discussions on the 'shadow S106' agreement are ongoing.	Tania Skelli	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
Land at Watts Close HGY/2022/0035	Demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2no. three-storey blocks including 2no. wheelchair user dwellings. The proposals includes 2no. on-site wheelchair parking bays, amenity and play	Application to be presented to planning sub-committee on the 7 th March 2022.	Tania Skelli	Kevin Tohill

	space, landscaping, cycle and refuse/recycling storage.			
109 Fortis Green HGY/2021/2151	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.	Application to be presented to planning sub-committee on the 7 th March 2022.	Valerie Okeiyi	Matthew Gunning
27-31 Garman Road HGY/2021/2248	Erection of two replacement B1/B2/B8 units following fire damage and demolition of the original units (Amended drawings).	Application submitted and under assessment.	Sarah Madondo	Kevin Tohill
29-33 The Hale HGY/2021/2304	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 PBSA rooms; and change to payment in lieu of on-site affordable student accommodation).	Under assessment	Phil Elliott	John McRory

<p>High Road West N17 HGY/2021/3175</p>	<p>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 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"> * Demolition of most buildings (with retention of some listed & locally listed heritage assets); * New buildings at a range of heights including tall buildings; * Up to 2,869 new homes in addition to Plot A (including affordable housing); 	<p>Under assessment – expected to be presented to member on 17th March Planning Committee</p>	<p>Phil Elliott</p>	<p>John McRory</p>
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	<p>* At least 7,225sqm of commercial, office, retail, & community uses (incl. new library & learning centre);</p> <p>* New public park (min 5,300sqm) & New public square (min 3,500sqm); &</p> <p>* Other landscaped public realm and pedestrian & cycle routes.</p> <p>2) Detailed:</p> <p>* Plot A - Demolition of 100 Whitehall Street & Whitehall & Tenterden Community Centre and erection of new buildings of 5-6 storeys containing 60 new affordable homes & open space.</p>			
44 Hampstead Lane HGY/2021/2703	Use Class C2 high quality specialist dementia care with 82 en-suite bedrooms and communal facilities. EoT agreed for 16/03/2022.	Application submitted and under assessment.	Samuel Uff	John McRory
Cross House, 7 Cross Lane N8 HGY/2021/1909	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.	Application submitted and under assessment.	Valerie Okeiyi	John McRory

15-19 Garman Road HGY/2022/0081	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the third floor. (Full Planning Application).	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Kevin Tohill
Cranwood House, Muswell Hill Road/Woodside Ave, N10 HGY/2021/2727	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.	Application submitted and under assessment.	Chris Smith	John McRory
Mary Fielding Guild Care Home, 103- 107 North Hill HGY/2021/3481	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.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Adj to Florentia Clothing Village Site Vale Road	Light industrial floorspace	Application submitted and under assessment.	Tobias Finlayson	John McRory
573-575 Lordship Lane HGY/2022/0011	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Application submitted and under assessment.	Chris Smith	John McRory
IN PRE-APPLICATION DISCUSSIONS				

Sir Frederick Messer Estate Council Housing led project	Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.	Initial pre-app meetings held.	Chris Smith	John McRory
Kerswell Close Council Housing led project	c.26 flats in two buildings of four and five storeys for 100% social rent.	Initial pre-app meetings held. QRP held in December 2021. Discussions ongoing.	Chris Smith	John McRory
Wat Tyler House, Boyton Road, N8 Council Housing led project	Council development of car park for block of 14 residential units and associated landscaping, play space, cycling and refuse stores.	Pre-application discussions ongoing discussions	TBC	John McRory
Reynardson Court Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 10 units.	Pre-application discussions taking place	TBC	John McRory
Arundel Court and Baldewyne Court Council Housing led project	Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Kevin Tohill

Woodridings Court - Crescent Road/Dagmar Road, N22 Council Housing led project	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
Brunel Walk and Turner Avenue Council Housing led project	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
Ashley Road Depot Council Housing led project	Circa 275 homes and two commercial units – 50% affordable by units (64% by hab room).	<p>Pre-app meeting held and proposals discussed with GLA and QRP. DMF and Pre-App Committee meetings held in early December 2021.</p> <p>Discussions ongoing. Submission expected in March/April 2022.</p>	Chris Smith	John McRory
Gourley Triangle	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	<p>Pre-app meetings held. QRP review held. GLA meeting held.</p> <p>Discussions ongoing.</p>	Chris Smith	John McRory

Broadwater Farm	Broadwater Farm New Homes development including erection of three blocks of up to nine storeys in height with circa 294 homes, improvements to the public realm, provision of replacement and new commercial and community space, new landscaping and play space, and provision of an Urban Design Framework for the wider Estate.	Pre-app meetings and 3 QRPs held. Ballot of residents on estate underway. Pre-application committee and DM Forum scheduled for March (w/o prejudice to ballot outcome). Discussions ongoing.	Chris Smith	John McRory
St Ann's Hospital	Circa 995 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. Pre-app committee scheduled for 7 th March.	Chris Smith	John McRory
Hornsey Police Station, 94-98 Tottenham Lane, N8	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 discussions ongoing	Valerie Okeiyi	John McRory
Highgate School	1. Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility	Pre-application discussions ongoing.	Tobias Finlayson	John McRory
Selby Centre	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory

		EIA screening opinion submitted.		
Warehouse living proposals: Overbury/Eade Road, Arena Design Centre, Haringey Warehouse District	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites. Discussions continuing	Chris Smith	John McRory
Warehouse living proposal - Omega Works Haringey Warehouse District	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 ongoing.	Tobias Finlayson	John McRory
313-315 Roundway and 8-12 Church Lane	Demolition of existing buildings and erection of a three to five storey building with new retail and workspace at ground floor and 76 dwellings plus new landscaping, car and cycle parking.	Pre-application meetings held. QRP review held. 2 nd scheduled for March 2022. DM Forum held. Discussions ongoing. Submission expected March/April 2022.	Chris Smith	Kevin Tohill
Station Road	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing – to be presented to members at 7 th March committee	Conor Guilfoyle	John McRory
Osborne Grove Nursing Home/ Stroud Green Clinic	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 living, managed by the care home. Separate	Pre-app advice issued Discussions ongoing	Tania Skelli	John McRory

14-16 Upper Tollington Park N4 3EL	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.			
Drapers Almshouses Edmansons Close Bruce Grove London N17 6XD	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 (specifically provided for housing for older people).	Pre-app discussions ongoing.	Tobias Finlayson	John McRory
Braemar Avenue Baptist Church, Braemar Avenue.	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
Pure Gym, Hillfield Park	Demolition of existing building and redevelopment with gym and residential units on upper floors	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory

(Part Site Allocation SA49) Lynton Road London, N8 8SL	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
1 Farrer Mews London N8 8NE	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
Far Field Sports Ground, Courtenay Avenue.	Various re-surfacing works to field and associated infrastructure.	Pre-app advice issued.	TBC	
356-358 St. Ann's Road - 40 Brampton Road	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
157-159 Hornsey Park Road, Wood Green	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-contained flats.	Pre-app advice issued.	Valerie Okeiyi	John McRory
35-37 Queens Avenue	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
Clarendon Gasworks	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions to take place	Valerie Okeiyi	John McRory
Parma House Clarendon Road Off Coburg Road	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory

Ashley House (Levenes)	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
36-38 Turnpike Lane London N8 0PS	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
Wood Green Corner Masterplan	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices).	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory
Mecca Bingo	250-300 residential units, replacement bingo hall and other commercial uses.	Pre-app advice note issued.	Chris Smith	John McRory
679 Green Lanes	Redevelopment of the site to provide up to 121 new homes, new office and retail space.	Preapp note issued	Samuel Uff	John McRory
Major Application Appeals				
Goods Yard White Hart Lane	Proposal to amend previous proposals for Goods Yard and 867- 879 High Road Part of High Road West Masterplan Area.	Application refused, appeal submitted. PINs start date letter received		John McRory

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Report for:	Planning Sub Committee Date: 07 March 2022	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Robbie McNaugher		
Lead Officer:	John McRory		
Ward(s) affected: All		Report for Key/Non Key Decisions:	

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 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. 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.

HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 23/01/2022 AND 18/02/2022

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

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

Recommendation 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/2022/0311** Officer: Valerie Okeiyi
 Decision: PERM DEV Decision Date: 15/02/2022
 Location: 50 Bidwell Gardens N11 2AU
 Proposal: Certificate of Lawfulness for extension of existing rear dormer and replacement of first floor rear window (proposed).

FUL Applications Decided: 7

Application No: **HGY/2021/2915** Officer: Mercy Oruwari
 Decision: REF Decision Date: 28/01/2022
 Location: 115 Victoria Road N22 7XG
 Proposal: Erection of single storey infill extension, dormer and roof extension including a roof terrace, insertion of 1 front rooflight and associated interior and front landscaping alterations including refuse and recycling storage (AMENDED DESCRIPTION)

Application No: **HGY/2021/3157** Officer: Roland Sheldon
 Decision: GTD Decision Date: 27/01/2022
 Location: 183 Alexandra Park Road N22 7UL
 Proposal: Installation of air source heat pump in rear garden, removal of existing raised platform with steps from bay window to raised patio, increased height of section of existing raised patio with steps to existing patio level (AMENDED PLANS).

Application No: **HGY/2021/3206** Officer: Oskar Gregersen
 Decision: GTD Decision Date: 25/01/2022
 Location: Flat A 77 Muswell Road N10 2BS
 Proposal: Retrospective application for minor alterations to rear garden timber decking and replacement of existing timber fence.

Application No: **HGY/2021/3472** Officer: Samuel Uff
 Decision: GTD Decision Date: 01/02/2022
 Location: Flat B 61 The Avenue N10 2QG
 Proposal: Side and rear dormer extensions; front gable window and 3 x front rooflights

Application No: **HGY/2021/3503** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 27/01/2022
 Location: Shop 20 Crescent Road N22 7RS
 Proposal: Alterations to the shop front including new glazing and relocating the entrance door.

Application No: **HGY/2022/0074** Officer: Oskar Gregersen
 Decision: GTD Decision Date: 16/02/2022
 Location: 171 Alexandra Park Road N22 7UL
 Proposal: The erection of single storey timber clad detached garden room.

Application No: **HGY/2022/0095** Officer: Samuel Uff
 Decision: GTD Decision Date: 16/02/2022
 Location: 5 Princes Avenue N22 7SB
 Proposal: Single storey rear infill extension.

TEL Applications Decided: 1

Application No: **HGY/2022/0130** Officer: Samuel Uff
 Decision: PN GRANT Decision Date: 14/02/2022
 Location: Rooftop Communication Station Alexandra Park Secondary School Bidwell Gardens N11 2AZ
 Proposal: Removal of existing steelwork and associated antennas; installation of 3No. 4.65m tripod support poles supporting 2No. antenna apertures each (6No. antenna apertures proposed in total) at 19.1m above ground level; removal of existing ground level cabin; installation of 5No. upgraded cabinets; and ancillary development thereto

TPO Applications Decided: 2

Application No: **HGY/2021/3476** Officer: Matthew Gunning
 Decision: GTD Decision Date: 09/02/2022
 Location: 341 Alexandra Park Road N22 7BP
 Proposal: Works to tree protected by a TPO: Lime (T1) - reduce crown to previous points of reduction (3-4m height reduction, 2m from lateral branches), crown lift to 5m from ground level Reasons for work: this is routine maintenance of this tree, which has some decay present towards the base of the trunk and is in accordance with good arboricultural practise.

Application No: **HGY/2021/3478** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/02/2022
 Location: 339 Alexandra Park Road N22 7BP
 Proposal: Works to tree protected by a TPO: Sycamore (T2) - reduce lateral branches growing towards 339 A Pk. Rd by 2-3m/previous reduction points Reason for work: this is repeat, minor pruning work to keep the tree from encroaching on the garden, and is in accordance with good arboricultural practice.

Total Applications Decided for Ward: 11WARD: **Bounds Green****FUL Applications Decided: 2**

Application No: **HGY/2021/3516** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 27/01/2022
 Location: 21 Truro Road N22 8EH
 Proposal: Erection of a single storey infill extension and rear extension.

Application No: **HGY/2021/3547** Officer: Samuel Uff
 Decision: GTD Decision Date: 08/02/2022
 Location: 83 Myddleton Road N22 8NE
 Proposal: Shopfront alterations including window and stall riser alterations, removal of external roller shutter and housing and installation of internal open grille roller shutter

PNC Applications Decided: 1

Application No: **HGY/2022/0015** Officer: Gareth Prosser
 Decision: PN REFUSED Decision Date: 28/01/2022
 Location: Space Apartments 419 High Road N22 8JS
 Proposal: Application for prior approval of a proposed: New dwellinghouses on detached blocks of flats - The construction of 1 x additional floor (4no. flats) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 20, Class A

TEL Applications Decided: 1

Application No: **HGY/2022/0145** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 27/01/2022
 Location: Spencer House 5-11 Green Lanes N13 4TT
 Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended).
 Description of Development:
 The proposed upgrade consists of the replacement of 3no. antennas, the relocation of 3no antennas and ancillary works thereto.

TPO Applications Decided: 1

Application No: **HGY/2022/0019** Officer: Matthew Gunning
 Decision: GTD Decision Date: 18/02/2022
 Location: 2 Clarence Court Clarence Road N22 8PH
 Proposal: Works to tree protected by a TPO: Lime tree in rear garden of Clarence Court on the boundary of the property (from Tree group 1) - pollard back to pre-existing level to prevent overhang for neighbours and cars.
 (All other works will be considered under a Section 211 Notice)

Total Applications Decided for Ward: 5WARD: **Bruce Grove****CLUP Applications Decided: 1**

Application No: **HGY/2022/0033** Officer: Sarah Madondo
 Decision: PERM REQ Decision Date: 03/02/2022
 Location: 213 Mount Pleasant Road N17 6JH
 Proposal: Certificate of lawfulness for the erection of a rear dormer in the main rear roofslope with insertion of rooflight to front and rear elevation.

FUL Applications Decided: 3

Application No: **HGY/2022/0073** Officer: Oskar Gregersen
 Decision: GTD Decision Date: 09/02/2022
 Location: 16 Elmhurst Road N17 6RQ
 Proposal: Replacement of the existing windows and doors with PVCu double glazed units (Amended Plans)

Application No: **HGY/2022/0104** Officer: Laina Levassor
 Decision: GTD Decision Date: 11/02/2022
 Location: 1 Dunloe Avenue N17 6LB
 Proposal: Erection of single storey rear extension

Application No: **HGY/2022/0136** Officer: Emily Whittredge
 Decision: GTD Decision Date: 15/02/2022
 Location: Brookside House 195 Lordship Lane N17 6LZ
 Proposal: Replacement of various windows with automatic controlled louvered windows on the North and East elevations.

RES Applications Decided: 4

Application No: **HGY/2021/2800** Officer: Roland Sheldon
 Decision: GTD Decision Date: 28/01/2022
 Location: Public Convenience Bruce Grove N17 6UR
 Proposal: Approval of details reserved by condition for both applications ref: HGY/2020/0003 and HGY/2020/0004, in relation to condition 3 (Materials) and condition 4 (Method statements for existing materials).

And solely for HGY/2020/0004:

Condition 7 (Method of construction statement), Condition 9 (Details of contractor for tree works), Condition 10 (Tree protection method statement), Condition 11 (Landscaping scheme).

Application No: **HGY/2022/0133** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 27/01/2022
 Location: Land Adjacent To 138 Winchelsea Road N17 6XQ
 Proposal: Approval of details pursuant to condition 10 (Flood resilience) attached to planning permission HGY/2020/0927.

Application No: **HGY/2022/0134** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 27/01/2022
 Location: Land Adjacent To 138 Winchelsea Road N17 6XQ
 Proposal: Approval of details pursuant to condition 14 (Considerate Constructors) attached to planning permission HGY/2020/0927.

Application No: **HGY/2022/0135** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 24/01/2022
 Location: Land Adjacent To 138 Winchelsea Road N17 6XQ
 Proposal: Approval of details pursuant to condition 17 (Air source heat pump details) attached to planning permission HGY/2020/0927.

Total Applications Decided for Ward: 8

WARD: **Crouch End**

ADV Applications Decided: 1

Application No: **HGY/2022/0096** Officer: Samuel Uff
 Decision: GTD Decision Date: 08/02/2022
 Location: 57 The Broadway N8 8DT
 Proposal: New externally illuminated fascia sign with projecting timber letters.

COND Applications Decided: 1

Application No: **HGY/2021/3194** Officer: Matthew Gunning

Decision: GTD Decision Date: 08/02/2022

Location: Land to the rear of 45A Wolseley Road N8 8RS

Proposal: Variation of condition 2 (approved plans and details) of planning permission HGY/2021/0974. Proposed alterations include amendments to massing of new dwelling including front elevation treatment, alterations to roof treatment including photovoltaic array and siting/ instillation of an air source heat pump.

FUL Applications Decided: 7

Application No: **HGY/2021/2630** Officer: Tania Skelli

Decision: GTD Decision Date: 09/02/2022

Location: 155 Tottenham Lane N8 9BT

Proposal: Change of use and conversion of the warehouse/ office part of the buildings into residential use to provide 4 new flats. New access from the south side via 159 Tottenham Lane.

Application No: **HGY/2021/3148** Officer: Mercy Oruwari

Decision: GTD Decision Date: 25/01/2022

Location: 45 Crouch Hall Road N8 8HH

Proposal: Replacement and enlargement of single storey extension, erection of rear dormer, replacement of windows, decking at the rear. Installation of solar panels on the roof. Installing of solar PV storage battery and ASHP in the rear garden hidden behind a new small wicker fence. Rendering at the rear.

Application No: **HGY/2021/3537** Officer: Samuel Uff

Decision: GTD Decision Date: 02/02/2022

Location: 49 Glasslyn Road N8 8RJ

Proposal: Erection of single storey side to rear extension; installation of rooflight in existing single storey rear infill; further excavation of existing lower ground floor to provide front lightwell and screening; front storage; and removal of trees in rear garden.

Application No: **HGY/2021/3570** Officer: Gareth Prosser

Decision: GTD Decision Date: 08/02/2022

Location: Kenilworth Lodge 1 Waverley Road N8 9QW

Proposal: Retention of external gas pipe apparatus.

Application No: **HGY/2021/3588** Officer: Samuel Uff

Decision: GTD Decision Date: 18/02/2022

Location: 5 Fairfield Road N8 9HG

Proposal: Part two storey, part single storey rear extension (following demolition of existing outrigger); associated upper ground roof terrace and external stairs; partial excavation to rear and rear terrace; 1 x side and 2 x rear dormers; installation of 3 x front rooflights; installation of lower ground floor and second floor side windows; replacement windows throughout; alteration to front and rear surface and steps; installation of black painted wrought iron railing to front steps; and erection of refuse store in front garden.

Application No: **HGY/2022/0008** Officer: Matthew Gunning

Decision: GTD Decision Date: 11/02/2022

Location: Coolhurst Lawn Tennis And Squash Racquets Club Courtside N8 8EY

Proposal: Change of colour of three tennis courts from green to red.

Application No: **HGY/2022/0057** Officer: Samuel Uff
 Decision: GTD Decision Date: 14/02/2022
 Location: 39 Shepherds Hill N6 5QJ
 Proposal: Rear dormer roof extension (replacing existing), installation of front rooflight and rooflight atop existing side dormer; erection of raised ground floor rear extension; and change terrace balustrade.

RES Applications Decided: 1

Application No: **HGY/2022/0029** Officer: Samuel Uff
 Decision: GTD Decision Date: 10/02/2022
 Location: 57 Weston Park N8 9SY
 Proposal: Approval of details reserved by conditions 5 (qualified professionals), 6 (ground trials); 7 (construction method statement) of HGY/2021/2865 for excavation of basement and associated works

TPO Applications Decided: 1

Application No: **HGY/2022/0004** Officer: Matthew Gunning
 Decision: GTD Decision Date: 01/02/2022
 Location: 29 Hurst Avenue N6 5TX
 Proposal: Works to tree protected by a TPO: T1 - Crimson Maple tree, crown reduce back to the previous points of reduction, utilizing suitable regrowth points where possible.
 (All other works on application form will be considered separately via a Section 211 Notice)

Total Applications Decided for Ward: 11WARD: **Fortis Green****CLFA Applications Decided: 1**

Application No: **HGY/2022/0048** Officer: Oskar Gregersen
 Decision: NPW Decision Date: 24/01/2022
 Location: 67 Creighton Avenue N10 1NR
 Proposal: Certificate of lawfulness: proposed use: Single story side extension

CLUP Applications Decided: 3

Application No: **HGY/2021/3072** Officer: Anestis Skoupras
 Decision: PERM DEV Decision Date: 24/01/2022
 Location: 73 Greenham Road N10 1LN
 Proposal: Certificate of lawfulness: proposed erection of a roof dormer to the rear roof slope, installation of three roof lights to the front roof slope and repair and re-roof existing raised terrace and porch.

Application No: **HGY/2022/0079** Officer: Oskar Gregersen
 Decision: PERM DEV Decision Date: 11/02/2022
 Location: 5 Osier Crescent N10 1QQ
 Proposal: Certificate of lawfulness: proposed use; New single storey rear conservatory/ extension and associated works.

Application No: **HGY/2022/0385** Officer: Matthew Gunning
 Decision: PERM DEV Decision Date: 18/02/2022
 Location: 88 Barrenger Road N10 1JA
 Proposal: Certificate of lawfulness: proposed use: Loft conversion and rear dormer.

FUL Applications Decided: 4

Application No: **HGY/2021/3339** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 15/02/2022
 Location: 7 Midhurst Avenue N10 3EP
 Proposal: Retrospective application for reconfiguration of rear ground floor elevation openings and new patio area

Application No: **HGY/2021/3424** Officer: Samuel Uff
 Decision: REF Decision Date: 28/01/2022
 Location: Shop, Bomarsund 94 Fortis Green N2 9EY
 Proposal: Change of use from retail (Class E) to residential (Class C3); alterations to existing frontage and forecourt; erection of front bulkhead and external lighting; installation of 4 x rooflights

Application No: **HGY/2022/0069** Officer: Samuel Uff
 Decision: GTD Decision Date: 16/02/2022
 Location: 5 Eastwood Road N10 1NL
 Proposal: Erection of single storey infill single storey rear extension.

Application No: **HGY/2022/0103** Officer: Laina Levassor
 Decision: GTD Decision Date: 03/02/2022
 Location: 14 Eastwood Road N10 1NL
 Proposal: Construction of rear dormer to facilitate loft conversion

RES Applications Decided: 1

Application No: **HGY/2022/0164** Officer: Matthew Gunning
 Decision: GTD Decision Date: 14/02/2022
 Location: 50 Lanchester Road N6 4TA
 Proposal: Approval of details pursuant to condition 5 (Enclosure/ Site Boundary) attached to planning permission HGY/2019/1070.

TPO Applications Decided: 1

Application No: **HGY/2021/3486** Officer: Matthew Gunning
 Decision: GTD Decision Date: 02/02/2022
 Location: Lynton Grange Fortis Green N2 9EU
 Proposal: Evergreen Oak (T1)- reduce by up to 3 metres, to previous reduction points, for maintenance of very large tree above road and pavement

Total Applications Decided for Ward: 10WARD: **Harringay****CLUP Applications Decided: 1**

Application No: **HGY/2022/0197** Officer: Mercy Oruwari
 Decision: PERM DEV Decision Date: 17/02/2022
 Location: 128 Falkland Road N8 0NP
 Proposal: Certificate of lawfulness for the erection of a rear dormer and roof extension including the insertion of 2x front and 1x rear rooflights with 2x Juliet balconies - proposed use

FUL Applications Decided: 2

Application No: **HGY/2022/0066** Officer: Sarah Madondo
 Decision: GTD Decision Date: 09/02/2022
 Location: Ground Floor Flat 86 Seymour Road N8 0BG
 Proposal: Construction of a ground floor rear infill and rear extension to a flat.

Application No: **HGY/2022/0080** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 08/02/2022
 Location: 361 Green Lanes N4 1DY
 Proposal: Change of use of first floor restaurant (use class E) to 1 bedroom self contained flat (use class C3)

RES Applications Decided: 2

Application No: **HGY/2021/2795** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 28/01/2022
 Location: 590-598 Green Lanes N8 0RA
 Proposal: Approval of details (Partial - Block A only) pursuant to condition 17 (remediation of contamination) attached to planning permission HGY/2016/1807

Application No: **HGY/2022/0155** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/02/2022
 Location: Flat A 37 Endymion Road N4 1EQ
 Proposal: Approval of details reserved by a condition 3 (Construction Management Plan) attached to planning reference HGY/2019/3087.

Total Applications Decided for Ward: 5WARD: **Highgate****ADV Applications Decided: 2**

Application No: **HGY/2021/3263** Officer: Matthew Gunning
 Decision: GTD Decision Date: 31/01/2022
 Location: Ground Floor Shop 32-34 Highgate High Street N6 5JG
 Proposal: Display of aluminium built-up lettering to be externally illuminated via trough light and fixed to existing façade, display of pinned-off lettering fixed to existing façade and application of half-height plain frosting. (AMENDED DESCRIPTION & PLANS).

Application No: **HGY/2022/0036** Officer: Toby Williams
 Decision: GTD Decision Date: 14/02/2022
 Location: 252 Archway Road N6 5AX
 Proposal: Display of a non-illuminated fascia sign, a wall sign and an awning sign

FUL Applications Decided: 5

Application No: **HGY/2021/3264** Officer: Matthew Gunning
 Decision: GTD Decision Date: 31/01/2022
 Location: Ground Floor Shop 32-34 Highgate High Street N6 5JG
 Proposal: Removal of existing louvre and replacement with timber stall riser, installation of new timber louvres within existing frontage.

Application No: **HGY/2021/3278** Officer: Matthew Gunning
 Decision: GTD Decision Date: 01/02/2022
 Location: 25 Cromwell Avenue N6 5HN
 Proposal: Erection of single-storey side return extension and insertion of loft rooflight.

Application No: **HGY/2021/3396** Officer: Samuel Uff
 Decision: GTD Decision Date: 24/01/2022
 Location: 7 Cholmeley Park N6 5ET
 Proposal: Erection of single storey rear extension with raised terrace; amended rear landscaping, planter and fencing; erection of front bin store and 2 x cycle stands; alterations to existing front ramp; and extending low level boundary wall and pier.

Application No: **HGY/2021/3488** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 04/02/2022
 Location: 7 Wembury Mews N6 5XJ
 Proposal: Change of Use from Approved B1 to a C3 Residential Dwelling and Associated Demolition and Conversion Works

Application No: **HGY/2021/3493** Officer: Matthew Gunning
 Decision: GTD Decision Date: 28/01/2022
 Location: 6 Broughton Gardens N6 5RS
 Proposal: Formation of a new basement level extending beyond the rear and side of the house with terrace above; formation of ground floor roof terrace; installation of external staircase from ground floor to basement level to side of extension; and associated re-profiling of rear garden levels.

LBC Applications Decided: 1

Application No: **HGY/2021/3265** Officer: Matthew Gunning
 Decision: GTD Decision Date: 31/01/2022
 Location: Ground Floor Shop 32-34 Highgate High Street N6 5JG
 Proposal: Listed Building Consent for the display of aluminium built-up lettering to be externally illuminated via trough light and fixed to existing façade, display of pinned-off lettering fixed to existing façade and application of half-height plain frosting, as well as removal of existing louvre and replacement with timber stall riser, and installation of new timber louvres within existing frontage.

RES Applications Decided: 3

Application No: **HGY/2020/0897** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/01/2022
 Location: 225 Archway Road N6 5BS
 Proposal: Approval of details pursuant to condition 5 (external materials) attached to planning permission HGY/2011/0998.

Application No: **HGY/2020/0902** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/01/2022
 Location: 225 Archway Road N6 5BS
 Proposal: Approval of details pursuant to condition 4 (external materials) attached to listed building consent HGY/2011/0999.

Application No: **HGY/2022/0153** Officer: Aikaterini Koukouthaki
 Decision: GTD Decision Date: 01/02/2022
 Location: 111 North Hill N6 4DP
 Proposal: Approval of details pursuant to condition 3a (detailed drawings and specifications of materials in respect of the timber doors) attached to listed building consent HGY/2021/2767.

TPO Applications Decided: 1

Application No: **HGY/2022/0032** Officer: Matthew Gunning

Decision: GTD Decision Date: 11/02/2022

Location: 30 Denewood Road N6 4AH

Proposal: Works to trees protected by a TPO: T1- Oak tree- (18m)- Crown reduction back to most recent pruning points leaving short furnishing, remove dead branches, prune back low branch over pond by an additional 1.5 metres. T2- Oak tree- (18m)- Crown reduction back to most recent pruning points leaving short furnishing, remove dead branches, thin crown by twenty percent.

Total Applications Decided for Ward: 12WARD: **Hornsey****CLUP Applications Decided: 1**

Application No: **HGY/2022/0367** Officer: Marco Zanelli

Decision: PERM DEV Decision Date: 17/02/2022

Location: 30 Lightfoot Road N8 7JN

Proposal: Certificate of lawfulness for formation of dormer in rear roof slope and installation of two roof lights in front roof slope.

FUL Applications Decided: 5

Application No: **HGY/2021/2616** Officer: Matthew Gunning

Decision: GTD Decision Date: 31/01/2022

Location: 55 Tottenham Lane N8 9BD

Proposal: Storage building at rear (AMENDED PLANS).

Application No: **HGY/2021/3405** Officer: Samuel Uff

Decision: REF Decision Date: 25/01/2022

Location: 175 Nightingale Lane N8 7LJ

Proposal: Erection of new two-storey dwelling with basement and associated excavated garden, front lightwell and first floor roof terrace, in conjunction with single storey rear infill rear extension to host dwelling at No.175.

Application No: **HGY/2021/3515** Officer: Mercy Oruwari

Decision: GTD Decision Date: 16/02/2022

Location: Flat A 79 Nightingale Lane N8 7RA

Proposal: Creation of private terrace on flat roof including balustrade and privacy screening. Conversion of existing windows converted to french doors.

Application No: **HGY/2022/0082** Officer: Tania Skelli

Decision: GTD Decision Date: 11/02/2022

Location: Flat A 109 North View Road N8 7LR

Proposal: Formation of rear dormer window and insertion of two rooflights to front roofslope

Application No: **HGY/2022/0112** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 15/02/2022

Location: Bedale House 23 Boyton Road N8 7AZ

Proposal: Removal and replacement of windows

RES Applications Decided: 2

Application No:	HGY/2021/3542	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	14/02/2022
Location:	7 Cross Lane N8 7SA		
Proposal:	Approval of details pursuant to Part A, B & C of condition 17- partial discharge (site investigation) attached to planning permission HGY/2020/1724.		
Application No:	HGY/2022/0122	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	01/02/2022
Location:	Garages Opposite The Nightingale Brook Road N8		
Proposal:	Approval of details reserved by condition 5 (landscaping) attached to planning permission ref: HGY/2020/0159.		

Total Applications Decided for Ward: 8

WARD: Muswell Hill

CLFA Applications Decided: 1

Application No:	HGY/2022/0146	Officer:	Laina Levassor
Decision:	PERM DEV	Decision Date:	26/01/2022
Location:	41 Warner Road N8 7HB		
Proposal:	Certificate of Lawfulness for proposed single storey rear extension and single storey side return extension.		

CLUP Applications Decided: 1

Application No:	HGY/2021/3328	Officer:	Oskar Gregersen
Decision:	PERM DEV	Decision Date:	14/02/2022
Location:	96A Priory Road N8 7EY		
Proposal:	Certificate of lawfulness: proposed use. Enlargement of a dwellinghouse consisting of the addition and alteration to its roof.		

FUL Applications Decided: 7

Application No:	HGY/2021/2870	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	26/01/2022
Location:	186 Muswell Hill Road N10 3NG		
Proposal:	Erection of a single storey rear/side wrap around extension with one roof light and internal alterations.		
Application No:	HGY/2021/3140	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	14/02/2022
Location:	5 The Court Cascade Avenue N10 3PS		
Proposal:	Remodelling of the existing garage by reducing the depth of the garage to reclaim part of the rear garden.		
Application No:	HGY/2021/3197	Officer:	Fatema Begum
Decision:	GTD	Decision Date:	27/01/2022
Location:	19 Park Avenue North N8 7RU		
Proposal:	Rear roof extension - previously granted a Lawful Development Certificate LDC HGY/2021/0520 on 19.03.21.		

Application No:	HGY/2021/3385	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	28/01/2022
Location:	47 Woodland Gardens N10 3UE		
Proposal:	Various works including those already approved under extant planning permission reference HGY/2020/1234 summarised as; Excavation of existing lower ground floor level to provide standard floor-to-ceiling height with associated erection of single storey rear extensions and extension of footprint below existing front driveway; Enlargement of existing front lightwells with new window openings (with associated metal railing above larger lightwell); Alterations to and insertion of windows and doors on front, side and rear elevations, including reinstatement of front oriel window and insertion of obscure glazed side oriel window at first floor; Associated minor alterations to rear land levels including area covered by rear garden patio.		
Application No:	HGY/2021/3548	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	11/02/2022
Location:	304-306 Park Road N8 8LA		
Proposal:	Creation of 2 x 1-bedroom flats in conjunction with roof extension and creation of rear roof terraces and installation of 3 x front rooflights to both buildings		
Application No:	HGY/2021/3579	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	15/02/2022
Location:	181 Cranley Gardens N10 3AG		
Proposal:	Erection of outbuilding at end of rear garden		
Application No:	HGY/2022/0113	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	11/02/2022
Location:	Cranley Dene Court 152 Muswell Hill Road N10 3JH		
Proposal:	Removal and replacement of windows		

LBC Applications Decided: 1

Application No:	HGY/2022/0114	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	28/01/2022
Location:	Everyman Cinema Fortis Green Road N10 3HP		
Proposal:	Section 19 application to amend condition 2 (approved plans) attached to Listed Building consent ref: HGY/2021/1309 to allow the demolition and reconstruction of Bay F, to ensure the long term safety of the wall.		

TPO Applications Decided: 2

Application No:	HGY/2021/3575	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	27/01/2022
Location:	19C Woodland Rise N10 3UP		
Proposal:	Works to trees protected by a TPO: T1: Lime (6m): Re-pollard to previous points removing 2m of regrowth as part of regular maintenance and to keep tree at a size suitable for its location T2: Lime (6m): Re-pollard to previous points removing 1.5m of regrowth as part of regular maintenance and to keep tree at a size suitable for its location T3: Lime (6m): Re-pollard to previous points removing 1.5m of regrowth as part of regular maintenance and to keep tree at a size suitable for its location T4: Lime (6m): Re-pollard to previous points removing 1.5m of regrowth as part of regular maintenance and to keep tree at a size suitable for its location		

Application No: **HGY/2021/3581** Officer: Matthew Gunning

Decision: GTD Decision Date: 17/02/2022

Location: 84 Muswell Hill Road N10 3JR

Proposal: Works to tree protected by a TPO: Tree located in rear garden: T1 - Extra Large Oak - Height to remain at its present level. - Selectively reduce lateral limbs by 2-3meters pruning back to suitable growth points in order to achieve a smaller neater & symmetrical shaped canopy. - Sever Ivy & shave off excess Ivy back to within 8inches of main framework to wither & decay naturally.

Total Applications Decided for Ward: 12

WARD: **Noel Park**

ADV Applications Decided: 2

Application No: **HGY/2021/2755** Officer: Sarah Madondo

Decision: GTD Decision Date: 02/02/2022

Location: 85 High Road N22 6BB

Proposal: Display of 1 x internally illuminated signage

Application No: **HGY/2022/0214** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 16/02/2022

Location: Unit 24 Wood Green Shopping City High Road N22 6YD

Proposal: New internally illuminated fascia signage

CLUP Applications Decided: 1

Application No: **HGY/2022/0288** Officer: Tobias Finlayson

Decision: PERM DEV Decision Date: 17/02/2022

Location: 37 Westbeech Road N22 6HU

Proposal: Certificate of lawfulness for proposed development of a rear dormer and insertion of two front rooflights

FUL Applications Decided: 6

Application No: **HGY/2021/2753** Officer: Sarah Madondo

Decision: GTD Decision Date: 02/02/2022

Location: 85 High Road N22 6BB

Proposal: Change of use from retail (Use Class E) to a hot food takeaway (Sui Generis) including alterations to shop front, new canopy and installation of extraction flue system to the rear (amended description).

Application No: **HGY/2021/2937** Officer: Mercy Oruwari

Decision: GTD Decision Date: 24/01/2022

Location: Alexandra Hall Alexandra Road N8 0LJ

Proposal: Erection of single storey rear extension to an existing Place of Worship to provide a new Meeting Room facility and universal access into the building.

Application No: **HGY/2021/3040** Officer: Mercy Oruwari

Decision: GTD Decision Date: 24/01/2022

Location: Supermarket 199-201 High Road N22 6DR

Proposal: Installation of new mechanical ductwork to the existing roof.

Application No:	HGY/2021/3552	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	15/02/2022
Location:	39 Russell Avenue N22 6QB		
Proposal:	Replacement windows - Old single glazed windows to be replaced with new double glazed units to the front and rear elevations.		
Application No:	HGY/2022/0050	Officer:	Emily Whittredge
Decision:	GTD	Decision Date:	10/02/2022
Location:	Unit 2 Hollywood Green 180 High Road N22 6EJ		
Proposal:	External alterations including revisions to the entrance door and external seating planters.		
Application No:	HGY/2022/0056	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	08/02/2022
Location:	117 High Road N22 6BB		
Proposal:	Installation of new shopfront.		
RES Applications Decided: 7			
Application No:	HGY/2021/2406	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	11/02/2022
Location:	44-46 High Road N22 6BX		
Proposal:	Approval of details pursuant to condition 32 (Noise arising from the use of any plant or any associated equipment) attached to planning permission that was allowed at appeal ref. APP/Y5420/W/18/3218865 (original planning reference HGY/2018/1472).		
Application No:	HGY/2021/2751	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	11/02/2022
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 35 - partial discharge (Confirmation of Site levels) of planning permission HGY/2017/3117 in relation to Blocks E1-E3 only		
Application No:	HGY/2021/2905	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	02/02/2022
Location:	Land at the Chocolate Factory and Parma House, 5 Clarendon Road N22 6XJ		
Proposal:	Approval of details pursuant to condition 16 - partial discharge (Sustainable Drainage Details) of planning permission HGY/2017/3020 and pursuant to condition 16 (Sustainable Drainage Details) of the first S96a Planning Permission reference HGY/2021/0624 in relation to Chocolate Factory (Block A) only		
Application No:	HGY/2021/2906	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	02/02/2022
Location:	Land at the Chocolate Factory and Parma House, 5 Clarendon Road N22 6XJ		
Proposal:	Approval of details pursuant to condition 17 - partial discharge (Drainage Management Maintenance Schedule) of planning permission HGY/2017/3020 and pursuant to condition 17 (Drainage Management Maintenance Schedule) of the first S96a Planning Permission reference HGY/2021/0624 in relation to Chocolate Factory (Block A) only		
Application No:	HGY/2021/3063	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	28/01/2022
Location:	Garages Adj to 208 Farrant Avenue N22 6PG		
Proposal:	Details pursuant to condition 8c (remediation strategy) of planning permission HGY/2021/0095.		

Application No: **HGY/2021/3091** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 28/01/2022
 Location: Garages Adjacent to 200 Morley Avenue N22 6NP
 Proposal: Details pursuant to condition 8c (remediation strategy) of planning permission HGY/2021/0054.

Application No: **HGY/2021/3487** Officer: Christopher Smith
 Decision: GTD Decision Date: 11/02/2022
 Location: 44-46 High Road N22 6BX
 Proposal: Approval of details pursuant to condition 30 (communal satellite dish / television antenna) attached to planning permission that was allowed at appeal ref. APP/Y5420/W/18/3218865 (original planning reference HGY/2018/1472).

Total Applications Decided for Ward: 16

WARD: Northumberland Park

CLUP Applications Decided: 1

Application No: **HGY/2022/0318** Officer: Martin Cowie
 Decision: PERM DEV Decision Date: 16/02/2022
 Location: 30 Foyle Road N17 0NL
 Proposal: Certificate of Lawfulness for proposed use for L-shaped dormer on the main roof and outrigger.

COND Applications Decided: 1

Application No: **HGY/2022/0088** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 18/02/2022
 Location: 835 High Road N17 8EY
 Proposal: Removal of a condition 4 (secure and covered cycle parking facilities) attached to planning permission ref: HGY/2020/3016 (Proposal seeks to removal cycle parking facilities from site).

FUL Applications Decided: 2

Application No: **HGY/2021/0962** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 31/01/2022
 Location: 107 Pembury Road N17 8LY
 Proposal: Change of use from residential property to an HMO for up to 11 residents (Sui Generis).

Application No: **HGY/2021/3343** Officer: Gareth Prosser
 Decision: REF Decision Date: 01/02/2022
 Location: 7 Tenterden Road N17 8BE
 Proposal: Subdivision of dwelling to create two flats at lower ground level, ground and first floor level and external alterations.

RES Applications Decided: 1

Application No: **HGY/2021/3255** Officer: Gareth Prosser
 Decision: GTD Decision Date: 03/02/2022
 Location: 68 Willoughby Lane N17 0SP
 Proposal: Approval of details pursuant to conditions 1 (refuse), attached to planning permission ref: HGY/2021/2323

Total Applications Decided for Ward: 5

WARD: **St Anns****CLUP Applications Decided: 4**

Application No:	HGY/2021/3546	Officer:	Martin Cowie
Decision:	PERM DEV	Decision Date:	10/02/2022
Location:	19 Etherley Road N15 3AL		
Proposal:	Certificate of lawful development for rear dormer and part dormer over rear addition (I-shape dormer) with two roof light to the front roof slope.		
Application No:	HGY/2022/0059	Officer:	Mercy Oruwari
Decision:	PERM DEV	Decision Date:	01/02/2022
Location:	36 Cissbury Road N15 5QA		
Proposal:	Certificate of lawfulness for the formation of a rear dormer and roof extension including the insertion of 3x front and 1x rear rooflights proposed use.		
Application No:	HGY/2022/0180	Officer:	Oskar Gregersen
Decision:	PERM REQ	Decision Date:	03/02/2022
Location:	22 Ritches Road N15 3TB		
Proposal:	Certificate of lawfulness: Proposed loft conversion with rear dormer and 2 no's skylight in front roof slope.		
Application No:	HGY/2022/0291	Officer:	Emily Whittredge
Decision:	PERM DEV	Decision Date:	10/02/2022
Location:	317 St Anns Road N15 3TL		
Proposal:	Loft conversion with rear dormer / outrigger extensions, and outbuilding (Certificate of lawfulness).		

FUL Applications Decided: 5

Application No:	HGY/2021/2869	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	14/02/2022
Location:	22 Oulton Road N15 5PY		
Proposal:	Proposed single storey extension.		
Application No:	HGY/2021/2871	Officer:	Anestis Skoupras
Decision:	GTD	Decision Date:	24/01/2022
Location:	90 Kimberley Gardens N4 1LE		
Proposal:	To remove the existing conservatory and create a pitched roof L-shaped infill and flat roofed rear extensions which will incorporate a kitchen/diner, utility room and under stair toilet.		
Application No:	HGY/2021/3445	Officer:	Samuel Uff
Decision:	REF	Decision Date:	24/01/2022
Location:	Flat A & B 43 Rutland Gardens N4 1JN		
Proposal:	Retention of existing ground floor infill to rear extension to ground floor flat and associated roof terrace for first floor flat.		
Application No:	HGY/2021/3527	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	24/01/2022
Location:	32 Stanhope Gardens N4 1HT		
Proposal:	Single storey side/rear extension. Loft conversion with rear roof extension on the main roof slope and on out-rigger projection along with small roof terrace.		

Application No: **HGY/2022/0111** Officer: Gareth Prosser
 Decision: REF Decision Date: 11/02/2022
 Location: 4 Hastings Terrace Conway Road N15 3BE
 Proposal: Erection of side extension over existing extension.

PNE Applications Decided: 1

Application No: **HGY/2021/3505** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 26/01/2022
 Location: 58 Chesterfield Gardens N4 1LP
 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 3m and for which the height of the eaves would be 3m.

Total Applications Decided for Ward: 10WARD: **Seven Sisters****CLDE Applications Decided: 6**

Application No: **HGY/2022/0279** Officer: Gareth Prosser
 Decision: GTD Decision Date: 09/02/2022
 Location: 11 Stone House Catwalk Place Overbury Road N15 6AQ
 Proposal: Certificate of Lawfulness of Existing Use as small Housing in Multiple Occupation (HMO) for three to six unrelated individuals (Use Class C4) (Flat 11).

Application No: **HGY/2022/0283** Officer: Gareth Prosser
 Decision: GTD Decision Date: 09/02/2022
 Location: Flat 12 Stone House Catwalk Place Overbury Road N15 6AQ
 Proposal: Certificate of Lawfulness of Existing Use as small House in Multiple Occupation (HMO) for three to six unrelated individuals (Use Class C4).

Application No: **HGY/2022/0299** Officer: Gareth Prosser
 Decision: GTD Decision Date: 10/02/2022
 Location: Flat 10 Stone House Catwalk Place Overbury Road N15 6AQ
 Proposal: Certificate of Lawfulness of Existing Use as small House in Multiple Occupation (HMO) for three to six unrelated individuals (Use Class C4).

Application No: **HGY/2022/0304** Officer: Gareth Prosser
 Decision: GTD Decision Date: 10/02/2022
 Location: Flat 9 Stone House Catwalk Place Overbury Road N15 6AQ
 Proposal: Certificate of Lawfulness of Existing Use as small House in Multiple Occupation (HMO) for three to six unrelated individuals (Use Class C4).

Application No: **HGY/2022/0306** Officer: Gareth Prosser
 Decision: GTD Decision Date: 11/02/2022
 Location: Flat 5 Stone House Catwalk Place Overbury Road N15 6AQ
 Proposal: Small House in Multiple Occupation (HMO) for three to six unrelated individuals (Use Class C4).

Application No: **HGY/2022/0328** Officer: Gareth Prosser
 Decision: GTD Decision Date: 15/02/2022
 Location: Flat 6 Stone House Catwalk Place Overbury Road N15 6AQ
 Proposal: Small House in Multiple Occupation (HMO) for three to six unrelated individuals (Use Class C4).

CLUP Applications Decided: 1

Application No: **HGY/2022/0147** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 26/01/2022
 Location: 44 Elm Park Avenue N15 6AU
 Proposal: Certificate of Lawfulness for proposed alterations to existing front porch.

FUL Applications Decided: 10

Application No: **HGY/2021/1479** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 01/02/2022
 Location: 24 Clifton Gardens N15 6AP
 Proposal: Formation of basement with associated front lightwell.

Application No: **HGY/2021/2572** Officer: Sarah Madondo
 Decision: REF Decision Date: 27/01/2022
 Location: 74 Hillside Road N15 6NB
 Proposal: First floor extension.

Application No: **HGY/2021/3071** Officer: Anestis Skoupras
 Decision: GTD Decision Date: 09/02/2022
 Location: 25 Howard Road N15 6NL
 Proposal: Proposed single storey side extension.

Application No: **HGY/2021/3369** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/01/2022
 Location: 74 Hillside Road N15 6NB
 Proposal: Proposed loft and single-storey rear enlargement.

Application No: **HGY/2021/3392** Officer: Laina Levassor
 Decision: REF Decision Date: 27/01/2022
 Location: 20 Franklin Street N15 6QH
 Proposal: Erection of a part single, part two storey rear extension.

Application No: **HGY/2021/3555** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/02/2022
 Location: 38-40 Norfolk Avenue N15 6JX
 Proposal: Erection of first floor rear extension at 38 and 40 Norfolk Avenue.

Application No: **HGY/2021/3589** Officer: Samuel Uff
 Decision: GTD Decision Date: 18/02/2022
 Location: 41 Wellington Avenue N15 6AX
 Proposal: Erection of "Type 3" roof extension; first floor rear extension and 2 x front and 2 x rear rooflights

Application No: **HGY/2021/3592** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 17/02/2022
 Location: 1 Lockmead Road N15 6BX
 Proposal: Type 3 loft with rear extension (as approved REF: HGY/2015/3710)

Application No: **HGY/2022/0055** Officer: Sarah Madondo
 Decision: GTD Decision Date: 03/02/2022
 Location: McDonald's Williamson Road N4 1DR
 Proposal: Installation of two rapid electric vehicle charging stations within the car park of McDonalds, including two existing parking spaces will become two EV charging bays, along with associated equipment.

Application No: **HGY/2022/0084** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 07/02/2022
 Location: 18-20 Rostrevor Avenue N15 6LR
 Proposal: Joint First Floor Rear Extension

PNE Applications Decided: 1

Application No: **HGY/2022/0142** Officer: Oskar Gregersen
 Decision: PN NOT REQ Decision Date: 16/02/2022
 Location: 24 Elm Park Avenue N15 6AT
 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.

RES Applications Decided: 2

Application No: **HGY/2021/3086** Officer: Sarah Madondo
 Decision: GTD Decision Date: 08/02/2022
 Location: Land adjacent to 1 Lealand Road N15 6JS
 Proposal: Approval of details reserved by a condition 18 (Ventilation, heating and solar PV systems) attached to planning permission ref: HGY/2020/2393

Application No: **HGY/2022/0091** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 10/02/2022
 Location: 11 Franklin Street N15 6QH
 Proposal: Approval of details pursuant to condition 3 (External materials) and condition 5 (Method of Construction) attached to planning permission ref: HGY/2020/1090.

Total Applications Decided for Ward: 20WARD: **Stroud Green****FUL Applications Decided: 6**

Application No: **HGY/2021/2682** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/01/2022
 Location: 24 Mount Pleasant Crescent N4 4HP
 Proposal: Proposed loft conversion involving rear dormer extension with insertion of front rooflights along with the creation of a rear roof terrace.

Application No: **HGY/2021/3344** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 17/02/2022
 Location: Basement Flat A 124 Ferme Park Road N8 9SD
 Proposal: Proposed single storey rear extension and enlargement of existing side window to existing basement flat.

Application No: **HGY/2021/3368** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/01/2022
 Location: Flat A 5 Victoria Road N4 3SH
 Proposal: Construction of a single storey side return extension.

Application No: **HGY/2021/3469** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/02/2022
 Location: 80 Ridge Road N8 9NR
 Proposal: Single storey rear side return extension and re-cladding of existing dormer window (resubmission).

Application No: **HGY/2021/3567** Officer: Gareth Prosser
 Decision: GTD Decision Date: 26/01/2022
 Location: 143 Mount View Road N4 4JH
 Proposal: Erection of single storey rear extension and dormer window to rear.

Application No: **HGY/2021/3591** Officer: Samuel Uff
 Decision: GTD Decision Date: 18/02/2022
 Location: 39 Lancaster Road N4 4PJ
 Proposal: Conversion of dwelling to 3 x flats, infill to rear extension, erection of rear roof extension; 2 x front rooflights; alteration of first floor rear window to Juliet balcony; and erection of bin and bike store in the front garden

RES Applications Decided: 1

Application No: **HGY/2021/2793** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 09/02/2022
 Location: 79 Ridge Road N8 9NP
 Proposal: Approval of details reserved by conditions 3, 4, 8 and 9 attached to planning permission HGY/2020/1029.

TEL Applications Decided: 1

Application No: **HGY/2022/0150** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 27/01/2022
 Location: Video Court Mount View Road N4 4SJ
 Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended)
 Description of Development: the proposed upgrade of an existing telecommunications base station consisting of the relocation of 1 no antenna, antenna is to be raised by 1.6m with ancillary development thereto on the rooftop of Video Court for enhanced service provision. Top height of masts is 25.5m AGL, length of pole mount masts taken by themselves is 5.2m AGL.

Total Applications Decided for Ward: 8**WARD: Tottenham Green****CLDE Applications Decided: 1**

Application No: **HGY/2021/3350** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 14/02/2022
 Location: 192-194 West Green Road N15 5AG
 Proposal: Certificate of lawfulness for the existing use of 3x additional self-contained flats (4 years) and ground floor social club (10 years).

FUL Applications Decided: 3

Application No: **HGY/2021/2918** Officer: Mercy Oruwari
 Decision: GTD Decision Date: 15/02/2022
 Location: 108 Beaconsfield Road N15 4SQ
 Proposal: Removal of conservatory and erection of a single-storey infill extension, erection of rear dormer including the insertion of 2x front and 1x rear rooflights. Replacement of existing windows with timber/aluminium framed windows to the front and rear, repairs to the main roof and the front bay roof. Reinstatement of the front wall and replacement of the front door and gate along with landscaping and planting - AMENDED DESCRIPTION

Application No: **HGY/2022/0138** Officer: Emily Whittredge
 Decision: GTD Decision Date: 15/02/2022
 Location: Sophia House 19 Antill Road N15 4AQ
 Proposal: Replacement of various windows with automatic controlled louvered windows on the North, East, and South elevations

Application No: **HGY/2022/0143** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 16/02/2022
 Location: Flat 2 12 Wakefield Road N15 4NL
 Proposal: Proposed erection of a dormer roof extension to the rear roof slope incorporating two front rooflights and one rooflight on the rooftop.

RES Applications Decided: 3

Application No: **HGY/2021/3080** Officer: Sarah Madondo
 Decision: GTD Decision Date: 27/01/2022
 Location: Land Adjacent To 1 Jansons Road N15
 Proposal: Approval of details reserved by a condition 5a (Contaminated Land) attached to planning reference HGY/2021/0030

Application No: **HGY/2021/3081** Officer: Sarah Madondo
 Decision: GTD Decision Date: 27/01/2022
 Location: Land Adjacent To 1 Jansons Road N15
 Proposal: Approval of details reserved by a condition 5b (Land Contamination) attached to planning reference HGY/2021/0030

Application No: **HGY/2021/3574** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 11/02/2022
 Location: Sterling House 67 Lawrence Road N15 4EY
 Proposal: Approval of details pursuant to condition 35 (electric vehicle charging) attached to planning permission HGY/2018/3655.

TEL Applications Decided: 1

Application No: **HGY/2022/0149** Officer: Kwaku Bossman-Gyamera

Decision: PERM DEV Decision Date: 27/01/2022

Location: 28 Lawrence Road N15 4EG

Proposal: Formal notification in writing of 28 days' notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Proposed upgrade to the existing telecommunications apparatus. Proposed EE 2No. 5G Active Antenna at 20.9m & EE 1No. 5G Active Antenna at 22.9m to be installed. Proposed EE 1No. UHF GPS Antenna at 22.5m to be installed. Proposed EE 1No. Airi Cabinet to be installed within cabin 1 H3G & EE. Proposed EE 6No. ERS to be installed. Proposed 3No. Yoke Brackets c/w 6No. CHSØ60.3mm, 2.5m Long Support Poles to be installed. Proposed EE 3No. Single Mode Trunk & 3No. Power Trunk Only to be installed utilising existing cable management. H3G & EE 4No. LCF78-50, 2No. LCF114-50, 4No. UTV78-50, 2No.UTV114-50 Feeders & 3No. Hybrid Fibres to be re-used. Proposed 1No. CHSØ114.3mm, 6.4m Main Tripod Support Pole to replace existing 1No.CHSØ114.3mm, 4.4m Main Tripod Support Pole.H3G & EE 3No. 6-Port Antenna at 20.9m to be relocated to proposed yoke bracket. EE 1No. 16-Port Antenna at 20.9m to be relocated to 22.9m. EE 6No. MK1 BOB Unit to replace by proposed EE 6No. MK2 BOB Unit.EE 1No. GPS Antenna at 22.5m to be removed.EE 12No. RRUs to be removed.EE 1No. BTS 3900L Cabinet & EE 1No. IMB05 Cabinet to be removed.EE 3No. MHA's to be removed. Existing 4no. Stand Off brackets to be removed and associated ancillary works (For full details please refer to the enclosed drawings).

Total Applications Decided for Ward: 8

WARD: Tottenham Hale

CLUP Applications Decided: 2

Application No: **HGY/2022/0178** Officer: Oskar Gregersen

Decision: PERM DEV Decision Date: 01/02/2022

Location: 80 Holcombe Road N17 9AR

Proposal: Certificate of lawfulness: proposed use: Rear dormer roof extension with rooflights on front slope and minor alteration to porch glazing.

Application No: **HGY/2022/0294** Officer: Emily Whittredge

Decision: PERM DEV Decision Date: 10/02/2022

Location: 128 Sherringham Avenue N17 9RR

Proposal: Erection of rear dormer and front roof lights (Certificate of lawfulness)

FUL Applications Decided: 1

Application No: **HGY/2022/0108** Officer: Laina Levassor

Decision: REF Decision Date: 10/02/2022

Location: 84 Scotland Green N17 9TU

Proposal: Erection of single storey side and rear extension

PND Applications Decided: 1

Application No: **HGY/2021/3411** Officer: Christopher Smith

Decision: PN GRANT Decision Date: 26/01/2022

Location: Council Depot Ashley Road N17 9DP

Proposal: Prior notification: Demolition

RES Applications Decided: 8

Application No:	HGY/2020/1610	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	15/02/2022
Location:	Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N15		
Proposal:	Approval of details pursuant to Conditions D3 (Drainage - Attenuation Details - LBH Local Lead Flood Authority) and D4 (Drainage - Design Implementation, Maintenance Management - LBH Local Lead Flood Authority) in relation to Plot D (Ashley Road West site) of the Tottenham Hale Centre development Planning Permission (LPA ref. HGY/2018/2223) dated 27th March 2019.		
Application No:	HGY/2021/3304	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	03/02/2022
Location:	Hale Wharf Ferry Lane N17 9NF		
Proposal:	Approval of details pursuant to Condition B2 (CIL Phases) attached to the Hale Wharf Hybrid Planning Permission dated 12 June 2017 (planning ref: HGY/2016/1719).		
Application No:	HGY/2021/3465	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	26/01/2022
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 approval of details pursuant to Condition D18 (Child Playspace Strategy) in relation to Plot D (Ashley Road West site) of the Tottenham Hale centre planning permission (ref: HGY/2018/2223) dated 27 March 2019.		
Application No:	HGY/2021/3470	Officer:	Philip Elliott
Decision:	GTD	Decision Date:	01/02/2022
Location:	Ashley Gardens Ashley Road N17 9LJ		
Proposal:	Approval of details pursuant to Condition 25 (affordable housing strategy) attached to planning permission HGY/2019/2804 (As amended by HGY/2021/1170).		
Application No:	HGY/2021/3501	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	07/02/2022
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 pursuant to condition D12 - Part A only (Service and Delivery Plan - Residential) in relation to Plot D (Ashley Road West site) of the Tottenham Hale Centre planning permission (ref: HGY/2018/2223) dated 27th March 2019.		
Application No:	HGY/2022/0121	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	08/02/2022
Location:	Garage Colony St Marys Close N17 9UD		
Proposal:	Approval of details reserved by a condition 5 (landscaping) attached to planning permission HGY/2020/0136		
Application No:	HGY/2022/0247	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	18/02/2022
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 pursuant to Condition D12 - Part B (Service and Delivery Plan - LBH Transportation) in relation to Plot D (Ashley Road West) of the Tottenham Hale Centre, N17 planning permission ref: HGY/2018/2223 dated 27 March 2019.		
Application No:	HGY/2022/0248	Officer:	Martin Cowie
Decision:	GTD	Decision Date:	16/02/2022
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 approval of details pursuant to Condition D2 (Waste Management Plan - LBH Waste Management) in relation to Plot D (Ashley Road West) of the Tottenham Hale Centre, N17 planning permission ref: HGY/2018/2223 dated 27 March 2019.		

Total Applications Decided for Ward: 12**WARD: West Green****CLUP Applications Decided: 2**

Application No: **HGY/2022/0170** Officer: Laina Levassor
 Decision: PERM DEV Decision Date: 02/02/2022
 Location: 117 Boundary Road N22 6AR
 Proposal: Certificate of Lawfulness for proposed rear dormer extension and outbuilding

Application No: **HGY/2022/0237** Officer: Gareth Prosser
 Decision: PERM DEV Decision Date: 02/02/2022
 Location: Harris Primary Academy Philip Lane Site Philip Lane N15 4AB
 Proposal: Certificate of lawfulness proposed use roof mounted solar photovoltaic system on the roof of one existing building with a total energy production of approximately 18,615 kWh per year to serve the energy requirements of Harris Primary Academy Philip Lane.

FUL Applications Decided: 3

Application No: **HGY/2022/0009** Officer: Emily Whittredge
 Decision: GTD Decision Date: 28/01/2022
 Location: 79 Sirdar Road N22 6QS
 Proposal: Loft conversion with rear dormer and front roof lights.

Application No: **HGY/2022/0070** Officer: Emily Whittredge
 Decision: REF Decision Date: 08/02/2022
 Location: 31 Waldeck Road N15 3EL
 Proposal: Change of use of property from single dwellinghouse (Class C3) to an 8 bedroom HMO for up to 10 individual occupiers (Sui Generis), and erection of rear dormer and outrigger extensions with front roof lights.

Application No: **HGY/2022/0089** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 14/02/2022
 Location: 418 West Green Road N15 3PU
 Proposal: Erection of part-single, part two-storey, extension at rear of existing premises (replacing existing single storey building used for storage) to form a self-contained 1 bedroom flat.

RES Applications Decided: 1

Application No: **HGY/2021/3447** Officer: Christopher Smith
 Decision: GTD Decision Date: 18/02/2022
 Location: 300-306 West Green Road N15 3QR
 Proposal: Approval of details pursuant to condition 16 (Construction Plant and Vehicles) attached to planning appeal reference APP/Y5420/W/21/3266300 (original Haringey planning application reference HGY/2020/0158)

Total Applications Decided for Ward: 6**WARD: White Hart Lane****FUL Applications Decided: 1**

Application No: **HGY/2021/3518** Officer: Mercy Oruwari
 Decision: REF Decision Date: 31/01/2022
 Location: 226 The Roundway N17 7DE
 Proposal: Erection of first floor wrap around side and rear extension with hipped roof.

PNE Applications Decided: 1

Application No: **HGY/2021/3485** Officer: Laina Levassor
 Decision: PN NOT REQ Decision Date: 25/01/2022
 Location: 215 The Roundway N17 7AL
 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 3m and for which the height of the eaves would be 3m.

Total Applications Decided for Ward: 2WARD: **Woodside****ADV Applications Decided: 1**

Application No: **HGY/2022/0216** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 16/02/2022
 Location: Wood Green Underground Station High Road N22 8HH
 Proposal: Installation of 1 No Fascia, 1No Projecting sign and 1No Branded vinyl.

CLDE Applications Decided: 1

Application No: **HGY/2022/0373** Officer: Gareth Prosser
 Decision: GTD Decision Date: 16/02/2022
 Location: 680 Lordship Lane N22 5JN
 Proposal: Certificate of lawfulness for use of the first and second floor as 2 separate self contained residential units.

FUL Applications Decided: 2

Application No: **HGY/2021/3543** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 27/01/2022
 Location: 43 Leith Road N22 5QA
 Proposal: Loft conversion with rear dormer window including raising the ridge height of the roof to match adjoining property. Two-storey side extension. Ground floor side extension.

Application No: **HGY/2022/0109** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/02/2022
 Location: 39 Bounds Green Road N22 8HE
 Proposal: Installation of gates on either side of the boundary wall at the front of the property

LCD Applications Decided: 1

Application No: **HGY/2021/3145** Officer: Sarah Madondo
 Decision: GTD Decision Date: 24/01/2022
 Location: Lordship Lane Primary School Ellenborough Road N22 5PS
 Proposal: Erection of new single storey nursery and external canopy at Lordship Lane Primary School.

RES Applications Decided: 5

Application No:	HGY/2021/3387	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	18/02/2022
Location:	Rear of 132 Station Road N22 7SX		
Proposal:	Approval of details pursuant to condition 11 (Desktop study) (Parts A & B) attached to planning permission ref: HGY/2020/3036.		
Application No:	HGY/2022/0160	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	18/02/2022
Location:	Rear of 132 Station Road N22 7SX		
Proposal:	Approval of details pursuant to condition 22 (Service and delivery plan) attached to planning permission ref: HGY/2020/3036.		
Application No:	HGY/2022/0161	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	14/02/2022
Location:	Rear of 132 Station Road N22 7SX		
Proposal:	Approval of details pursuant to condition 7 (landscaping) attached to planning permission ref: HGY/2020/3036.		
Application No:	HGY/2022/0163	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	03/02/2022
Location:	Rear of 132 Station Road N22 7SX		
Proposal:	Approval of details pursuant to condition 13 (Tree Protection Method) attached to planning permission ref: HGY/2020/3036.		
Application No:	HGY/2022/0387	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	18/02/2022
Location:	Rear of 132 Station Road N22 7SX		
Proposal:	Approval of details pursuant to Condition 23 (Central Satellite Dish) attached to planning permission ref: HGY/2020/3036.		

Total Applications Decided for Ward: 10

Total Number of Applications Decided: 179

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