

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. Application Details****Reference No:** HGY/2020/0589**Ward:** Bounds Green**Date received:** 28/02/2020

Drawing number of plans: 173-001-EX-LOC/P1, (as existing:) 173-002-PLN/P1, 003 to 008-SEC-P1, (as proposed:) 009 to 014-GA-PLN/P1, 015 to 022-GA-SEC/P1, Sustainable Drainage Systems Strategy by Icení dated February 2020, Sustainability Statement by Icení dated February 2020, Draft Construction Logistics Plan ref. 81728-B dated January 2020, Daylight and Sunlight Study dated 31/1/20, Arboricultural Impact Assessment by Arboricultural Solutions dated November 2019, Biodiversity Assessment Report by Arboricultural Solutions dated November 2018, SUDS flow and volumes proforma, design and Access Statement dated 29/2/2020, Parking Stress Survey dated by Alpha Parking dated 17/4/2020.

Address: Land opposite 16 Park Road, Edith Road N11 2QE

Proposal: Erection of part 2/3/4-storey block of 8 houses and flats (affordable Council rent) with cycle and refuse storage facilities and associated amenity area and landscaping at former car parking site (Class use C3).

Applicant: Haringey Council**Ownership:** Haringey Council**Site Visit Date:** 09/03/2020**Officer contact:** Tania Skelli**1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The site is designated for re-development for housing as part of a larger site known as SA55: Park Grove and Durnford Road (C3) under the Site Allocations DPD 2017.
- The proposal provides 8 units (6 flats and 2 houses) with a mix of units at council social rent levels, and is part of the Council's programme to deliver 1000 new council homes.
- The scheme is for a 3-4 storey high building with 2x 2-storey town houses on Edith Road.
- The external appearance and design of the scheme together with the proposed landscaping will achieve a high-quality design.
- The building will be faced in brick and have metal railings, metal framed windows and white stonework.
- The proposal will lead to no unacceptable harm to the living conditions of neighbouring residents.
- The scheme is to be secured as 'car free' secured via a S278 agreement.
- The development exceeds policy requirements to achieve a zero-carbon development on site.

- 1.2 The Council's scheme of delegation sets out that applications made by or on behalf of the Council be decided by Planning Committee unless otherwise agreed with the Chair of Planning sub-committee. This application, although 'minor development' with little public interest, has been brought before the Committee in the absence of a Chair.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for Planning is authorised to issue the planning permission and impose conditions and informatives.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials to be submitted for approval
- 4) Construction Logistics Plan
- 5) Accessible homes
- 6) Cycle storage
- 7) Refuse storage
- 8) Contaminated land 1
- 9) Contaminated land 2
- 10) NRMM
- 11) Drainage scheme
- 12) Living roofs details
- 13) Secure by design
- 14) Permitted development rights
- 15) Hard and soft landscaping
- 16) Energy Plan/ PVs
- 17) S278 Car-free
- 18) S278 blue badge bay & redundant crossovers
- 19) External lighting
- 20) Social rented homes

Informatives:

- 1) Land ownership
- 2) Hours of construction
- 3) CIL liable
- 4) Street numbering
- 5) Thames Water

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for the erection of a part 2/3/4-storey block of 8 houses and flats. All homes would be provided as Council social rent and contribute to Haringey's 1000 new council home programme. The development includes outdoor amenity space, cycle and refuse storage facilities and is 'car-free'.

Site and Surroundings

- 3.2 The site is located on the corner of Edith Road and Park Road and to the rear lies Tredegar Road. The ground levels slope down to the rear of the site (south-east) where a four-storey modern residential building with gardens lies, facing south-east. To the east is a modern terrace of two-storey houses and a car park. To the front of the site (north-west) is the Springfield Community Park and 1930s two-storey detached houses and to the north-east, on Park Road, lies a Victorian terrace of two-storey houses.
- 3.3 The site is vacant and walled off. It is understood that it has been in its current state for the last 11 years and was formerly used as a car park in association with housing on the Tredegar Road. The land is owned by the Council.
- 3.4 There are no trees on site (only self-seeded scrub), however four trees are present to the rear of the site.
- 3.5 The wider area is characterised by a mix of architectural styles including modern developments of two to four-storeys on Palace Road (Louise Court), Amethyst Close and Park Road. The site is not in a conservation area nor sits close to a statutorily listed building.

Relevant Planning and Enforcement history

- 3.6 No relevant history

4. CONSULTATION RESPONSE

- 4.1 The following were consulted on this application:

- 1) LBH Transportation Team: no objection, subject to conditions.
- 2) LBH Carbon Management: no objection, subject to conditions.
- 3) LBH Environmental Health Team: no objections, subject to conditions.
- 4) LBH Waste Team: no objections, subject to conditions
- 5) LBH Arboricultural Team: no comment received.
- 6) LBH Drainage: no objections, subject to conditions

5 MATERIAL PLANNING CONSIDERATIONS

5.1 The application has been publicised by way of 3 site notices displayed in the vicinity of the site and 20 letters. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows

5.2 No of individual responses are as follows:

No of individual responses: 1

Objecting: 1

Supporting: 0

Neither/Others: 0

5.3 The comment received is summarised as follows:

- The proposal would be an eye sore by being four storeys high and not compliment the surrounding area. Should not be higher than three storeys.
- The land should be sold to a private developer for them to build eco-friendly houses.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development, mix and density;
2. Design and appearance;
3. Impact on the amenity of adjoining occupiers;
4. Living conditions for future occupants;
5. Parking and highway safety;
6. Impact on Trees; and
7. Energy, sustainability and drainage.

Principle of the development

Delivery of additional housing

6.2 Government policy as set out in the NPPF 2019 requires Local Planning Authorities to significantly boost the supply of housing (para. 59). Paragraph 68 supports approval on small sites and outlines that such sites can make an important contribution to meeting the housing requirement of an area and can be built-out relatively quickly.

6.3 The principle of additional housing is supported by the London Plan (2016) Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey's Local Plan Policy SP2 'Housing'. Policy SP2 states that the Council will seek to ensure a mix of dwelling sizes arising from development. The Haringey Local Plan has a target of 19,820 dwellings between 2011 and 2026. The Council's Borough Plan and Housing Strategy (which are material considerations) both prioritise the delivery of affordable housing.

6.4 The Draft London Plan (LPIP) Dec 2019 policy H2 on 'small sites' is also a material consideration. This policy outlines that small sites will play a greater role in housing delivery and that Borough's should support well-designed new homes on small sites.

Land use and site allocation

- 6.5 The site is 724 sqm (0.07 hectares) in size. The site is designated for re-development for housing as part of a larger site known as SA55: Park Grove and Durnford Road (C3) under the Site Allocations DPD 2017. The site is located in the east corner of the site allocation and does not form an obvious part of the Park Grove Estate. Policy DM55 (Regeneration/ Masterplanning) requires that development for sites allocated as part of a wider site should form part of a masterplan. Section C states that where a masterplan has not come forward proposals must demonstrate they will not compromise delivery of the remainder of the site if it is only part developed. In this case, due to the location and vacant nature of the site it is considered that the delivery of this site alone would not compromise future delivery of the remainder of the site.
- 6.6 The principle of housing provision on this site is therefore supported in principle in accordance with policies SP1, SP2 of the Strategic Haringey Local plan 2013, policy DM10 (Housing supply) of the Haringey Local Plan 2017 and London Plan policy 3.3 which seek to maximise the supply of housing to meet London and local housing targets. Therefore, the provision of housing at the site is acceptable.

Density

- 6.7 The proposal has a density of 268 habitable rooms per hectare and 69 units per hectare. The site is considered to be located in the “urban” context with a PTAL rating of 4. The site is well connected to public transport. The proposal therefore falls within a density range of 200-700 habitable rooms per hectare (hr/ha) and 45-185 units per hectare. This therefore indicates the proposal will sit within a low/mid range in terms of density. It is noted that the London Plan density matrix is not taken forward in the new draft London Plan 2019, however the submitted density is considered acceptable for this location and complies with the standard.

Affordable Housing

- 6.8 Policy DM13 seeks provision of 40% affordable housing where 10 or more new units are provided, subject to viability. This proposal provides 100% council social rented housing which is welcome and exceeds policy requirements.

Unit mix

- 6.9 The proposal provides the following mix of units: - 2x 2-bed, 5x 3-bed & 1x 4-bed units. This provides for a mix of small and large units and complies with policy DM11 and as such is policy compliant.

Design and appearance

- 6.10 DM Policy (2015) DM1 ‘Delivering High Quality Design’ states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to

contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2016) Policies 7.4 and 7.6.

- 6.11 The proposal presents a 3-4 storey high building with 2x 2-storey town houses on Edith Road, accessed from it, a higher 4-storey section on the corner with Park Grove and a lower 3-storey section on the Park Grove/ Tregedar Road corner. It includes balconies and terraces to the front, side and rear of the buildings. Townhouses and ground floor flats are provided with garden level outdoor amenity space. A communal outdoor space is provided for the use of all residents.
- 6.12 The building will be faced in brick and have metal railings, metal framed windows and white stonework. The architectural composition of the building would consist of repeating red brick piers, split into double-height bays. These would be filled with metal windows, balconies and brick infills. Projecting white horizontal window cills and horizontal white stonework would wrap around the building on the second floor and other roof levels to emphasize a horizontal language. Projecting brize soleil would provide further architectural detail to the façade. This is considered acceptable, subject to further details being submitted to review.
- 6.13 The site and subsequent building is located in a prominent corner in this locality. The site would be seen from a distance down Park Road (from the north-east), from the Community Park and from the west. The main view would be from the north-east. The design proposes a higher termination of built form to the corner of Edith Road and Park Road to accentuate this location. Whilst this would introduce an additional storey compared to other buildings in the immediate locality, in design terms the site lends itself to such an approach.
- 6.14 The Edith Road elevation includes fenestration at ground floor level, even where narrow, to avoid units resulting as single-aspect and to maintain street surveillance. Fenestration has similarly been included to the side elevation of the townhouse on Tregedar Road.
- 6.15 The ground floor units and townhouses are proposed with private amenity space to the front and rear (except the corner unit) with soft landscaping. A 1.5m high brick boundary wall is proposed to the front to provide a robust boundary treatment as well as privacy to occupiers.
- 6.16 The rear communal outdoor space is proposed to be enclosed for maintenance reasons in connection with the use of the site for affordable housing. This is considered acceptable in this case. Details of all hard and soft landscaping are required to be submitted to the LPA for approval.

Access, refuse and safety

- 6.17 The main entrance to the building would be via Park Grove. Entrance to the townhouses would be off Edith Road at a slightly lower ground level.
- 6.18 The existing pedestrian experience to the rear, between Nos. 17-28 Tregedar Road and the site, lacks natural surveillance. It is understood that the windows facing the site are mostly bedrooms and kitchens, some of which are set back from the main elevation. This is exacerbated by the existing refuse storage which spills onto this back passage. As a response, the proposal includes replacement hard and soft landscaping, replacement trees and street lighting.

- 6.19 Replacement refuse storage and new cycle storage is proposed within a single-storey structure to the rear of the site. This has been sensitively designed into the scheme to address on-site need as well as the wider community's needs. The capacity of provision for both facilities is considered acceptable and is subject to condition for its retention and maintenance.
- 6.20 Subject to the conditions mentioned above, it is considered that the external appearance and design of the building together with the proposed landscaping along will achieve a scheme of high quality design sensitive to its surroundings.

Impact on the amenity of adjoining occupiers

- 6.21 The London Plan (2016) Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. Policy DM12 is consistent with this. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land.

Daylight and sunlight

- 6.22 A daylight and sunlight assessment, in accordance with the BRE guidelines, was submitted. The proposal is considered to result in negligible impact. For example, window No. 35 at 17-28 Tregedar Road is affected but is poorly located and therefore receives limited daylight already. The overall mass and height has been designed sensitively to site the higher section of the building away from the flats behind. This results in an arrangement that allows permeability through the site and retains some of the open views towards Springfield Community Gardens and as such is considered acceptable.
- 6.23 Historically the previous scale of development on the site would have been of traditional two-storey height. Therefore, if a BRE 'mirror massing' approach is applied a proposal of that proposed is considered acceptable.

Overlooking and privacy

- 6.24 As mentioned, ground floor level fenestration to the rear (side) elevation on Tregedar Road is proposed. The side elevation of No. 16 Park Road does not have openings and therefore would not be overlooked. Some overlooking may occur from the rear-most townhouse's balcony into the garden of No. 16, however, this would not be direct and some 12m away. The side elevation of the townhouse has no windows at upper level and therefore does not introduce overlooking. In this case, the optimal arrangement for distances between habitable windows is considered to be achieved, with most of the new residential windows more than 18m away from directly overlooking other windows and as such this is considered acceptable.
- 6.25 Overall, there will be minimal harm and no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with policies outlined above.

Quality of Residential Accommodation

Unit size, layout and amenity

- 6.26 All new housing proposals need to comply with London Plan (LP) policy 3.5 and Local Plan policy SP2, which require high quality development to meet the standards of the Mayor's Housing SPG and the minimum unit size requirements as set out by Nationally Described Space Standards.
- 6.27 The proposal includes a 2-bed wheelchair unit [M4(3)] and a 3-bed townhouse [M4(2)] adaptable unit. All other units are to meet Part M4(1) (visitable) of Building Regulations and will be conditioned as such. All units comply with the LP housing standards. The proposal is therefore considered acceptable in terms of access
- 6.28 All flats would be dual or triple aspect and have large glazed windows and exceed the minimum BRE requirements for internal daylight and sunlight levels. All units would benefit from views to the park. A minimum ceiling height of 2.5m throughout the development is achieved as such meeting the necessary standards and providing good quality accommodation.
- 6.29 As mentioned above, individual amenity space is provided for each unit including communal space. A separate pedestrian gate to the amenity space has been provided to that intended for cyclists near the cycle store, to improve the user experience of the gardens and the cycle store. The refuse store includes 2 entrances. Access is allowed from within the development and secondary access is provided externally, for collection and wider community use, by permission. The cycle and refuse stores will include a water access point and garden tools storage.

Designing out crime

- 6.30 The submitted 'Design & Access Statement' includes measures to maximise safety and security to occupiers of this development as well as enhancing the wider community's experience around the site. This is considered acceptable, subject to condition.

Play space

- 6.31 The site is estimated to generate a yield of 14 children. The site provides 191sqm of outdoor space. Springfield Community Park, 70m away, provides the nearest public open space and Priory Park on Albert Road, 900m away, provides large recreation and sports grounds within walking distance. This arrangement is in accordance and compliance with the London Plan Play Space Calculator.
- 6.32 Overall, the proposal is considered to provide a high quality and standard of accommodation for the future occupiers.

Parking and highway safety

- 6.33 Local Plan (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.

Car free

- 6.34 DM Policy (2017) DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.
- 6.35 The site has good public transport accessibility (PTAL 4) and is not located within a CPZ. The proposal includes no off-street parking. A parking stress survey was submitted with the application as assessed accordingly. The submitted data showed stress levels that are manageable and below critical. According to current trends, the development is estimated to generate a maximum demand for 3-4 parking spaces. Given the current situation demonstrated on-street, this level is considered possible to accommodate without significant impact. It is recommended the scheme be secured as 'car free' via a s278 agreement should a CPZ be introduced in the future.
- 6.36 A disabled user car parking space is shown on Park Road / Park Grove. This is considered acceptable, subject to a s278 to ensure its retention and maintenance. On-street provision of a disabled user parking bay would require a TMO and would cost £3,500. As the council is the applicant, officers do not recommend a S106 agreement (this would be an agreement between the council and the council) but mitigation measures will be dealt with via other means (s278 of the Highways Act and conditions).

Highway works

- 6.37 All redundant vehicular crossovers are required to be reinstated as footways via a s278 agreement.

Cycle parking

- 6.38 The proposal includes the provision of a cycle store for 23 bicycles. This meets the London Plan standards, both adopted and emerging.

Construction management

- 6.39 A draft construction logistics plan indicates a construction programme of 78 weeks for this project. A condition is recommended to be imposed requiring submission of an updated/ final Construction management and logistics plan, for approval prior to start of construction. This should include vehicular swept paths (with 300mm error margins) for vehicles entering / exiting the construction site independently from the two loading bays and turning in / out from Park Road. In addition, location of wheel washing facilities, details of number of staff, provision for employee cycle parking, measures to discourage travel by car and other measures to minimise the impact on local amenities during the construction should be provided. The Transport Team has assessed the submitted document and considers it acceptable subject to a final version being submitted for approval prior-to the commencement of works on site.

Impact on trees

- 6.40 DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.

- 6.41 An Arboricultural Report was submitted to outline the quality and status of the surrounding landscaping and trees. The report lists 4 trees of low and medium quality adjacent to the site. The subject trees are located between the site and Tredagar Road and are considered to add visual amenity to the area. The proposal includes replacement trees. The siting and quality of trees is recommended to be conditioned to ensure the continued visual amenity in the locality is protected.

Energy, Sustainability and Drainage

- 6.42 The proposal is supplemented by a Sustainability statement prepared by Icenii (dated February 2020).
- 6.43 Policy SP4 of the Local Plan Strategic Policies, requires all new domestic development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The Intention to Publish version of the New London Plan (2019) further confirms this in Policy SI2. 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.
- 6.44 The overall predicted reduction in CO₂ emissions for the development, from the Baseline development model (which is Part L 2013 compliant), shows an improvement of approximately 104.6% in carbon emissions with SAP10 carbon factors, which is over the 100% savings requirement. This represents an annual saving of approximately 9.6 tonnes of CO₂ from a baseline of 9.2 tCO₂/year. This means that the development, in London Plan terms, is effectively carbon positive in terms of its regulated carbon emissions and will help power some of the unregulated energy use on site. This exemplar approach to reducing carbon emissions on site is strongly supported.
- 6.45 Further DER/TER worksheets were submitted to demonstrate energy efficiency including a report of the regulated energy savings in MWh/year and kWh/m²/year.

Energy – Lean

- 6.46 The applicant has proposed an improvement of beyond Building Regulations by 15.3% through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% reduction set in Policy SI2 in the Intended to Publish Draft London Plan 2019 and is therefore supported.

Energy – Clean

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

Energy – Green

- 6.48 The applicant 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 7.8 tCO₂ of emissions are proposed to be reduced under Be Green measures, an 89.4% reduction from the baseline.
- 6.49 The applicant states that the proposed energy provision method is technically simpler from a metering, billing and maintenance perspective. Each dwelling retains ownership and responsibility for the individual heating system. It also avoids the need for a separate heating circuit around the building, reducing build and operational costs, and operational

inefficiency. Communal heating systems for a scheme of 8 dwellings is considered more efficient for management purposes.

6.50 The solar array is proposed to be made up of 64 PV panels at a 15° angle facing due south, with an efficiency around 19%. The peak output would be 25.6kWp, which is estimated to produce around 23,040 kWh of renewable electricity per year. This equates to a yearly saving of 5.4 tCO₂. The solar array will be installed to complement the proposed green roofs.

6.51 The proposed ASHPs will individually provide hot water and heating to the dwellings. The carbon savings from ASHPs are 2.8tCO₂/year. Additional details were provided regarding the ASHP energy modelling, the Seasonal Coefficient of Performance (SCOP), the Seasonal Energy Efficiency ratio (SEER) and other compliance related issues.

Overheating

6.52 The overheating modelling has been undertaken for all rooms and in line with CIBSE TM59 with TM49 weather files (DSY1-3). Internal blinds have been modelled for DSY2 and DSY3. The proposed measures, including blinds to reduce impact, are considered acceptable, subject to final details secured by way of a planning condition.

Sustainability

6.53 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. The proposed measures and the details of the living roofs will be conditioned.

Drainage

6.54 A drainage strategy was submitted to outline proposed measure for flooding mitigation. This includes three attenuation tanks for rainwater harvesting. The details provided are acceptable subject to a condition securing detailed drawings of the drainage system for final approval.

Biodiversity

6.55 Bird and bat boxes are proposed within the roof and communal garden. This is proposed to be conditioned with details to be submitted.

6.56 To summarise, the development exceeds policy requirements to achieve a zero-carbon development on site, which is strongly supported and in line with the policies outlined above.

Conclusion

6.57 The submission demonstrates a high quality residential development which will provide 8 council social rented council homes with outdoor amenity space and associated facilities to high energy and sustainability standards. The proposal meets all the relevant Council policies as well as London Plan and associated guidance.

7. CIL APPLICABLE

7.1 The development provides 8 nos. new units and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £46,996 (788sqm x £59.64) and the Haringey CIL charge will be £291,820 (788sqm x £ 370.33 (Indexation

included)). We anticipate that this CIL will not be collected given that the proposed council social rented homes will likely qualify for social housing relief.

6. RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2018/3122

Applicant's drawing No.(s)

Subject to the following conditions:

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

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

2. The approved plans comprise drawing nos: 173-001-EX-LOC/P1, 173-002-PLN/P1, 003 to 008-SEC-P1, 009 to 014-GA-PLN/P1, 015 to 022-GA-SEC/P1, Sustainable Drainage Systems Strategy by Icení dated February 2020, Sustainability Statement by Icení dated February 2020, Draft Construction Logistics Plan ref. 81728-B dated January 2020, Daylight and Sunlight Study dated 31/1/20, Arboricultural Impact Assessment by Arboricultural Solutions dated November 2019, Biodiversity Assessment Report by Arboricultural Solutions dated November 2018, SUDS flow and volumes proforma, design and Access Statement dated 29/2/2020, Parking Stress Survey dated by Alpha Parking dated 17/4/2020. 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. Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work of the relevant phase commencing on site. The details and samples shall include:

- a) Facing Brickwork(s); sample panels of proposed brickwork to be used showing the colour, texture, pointing and perforated brickwork and boundary walls shall be provided;
- b) window reveals, soldier courses and balconies;
- c) Zinc cladding;
- c) Metal sheet cladding including perforated pattern;
- d) Roof capping;
- e) Doors; timber doors and aluminium entrances/screens;
- f) Aluminium/timber composite window treatment;
- g) Canopies;
- h) Timber screens;
- i) Balustrades;
- j) Balcony materials;

- k) Roofing materials;
- l) down pipes, rainwater pipes or foul pipes
- m) Any other materials to be used.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.

4. 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:
 - g) Air Quality and Dust Management Plan (AQDMP).

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. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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 6.3, 6.11 and 7.15 of the London Plan 2016, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

5. 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 prior to first occupation.

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

6. The proposed 23 secure and covered cycle parking facilities as set out on plan number 173-009-GA-PLN/P1 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 Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2017.

7. Prior to commencement of superstructure works, a detailed scheme for the provision of refuse and waste storage and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

8. Before development commences other than for investigative work:

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

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

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.

10. Prior to installation, details of the Mechanical Ventilation and Heat Recovery (MVHR) system shall be submitted to the Local Planning Authority. Details should include the efficiency, location of the units to ensure easy access for servicing, plans showing the rigid ducting.

Reason: To ensure the new homes are adequately ventilated as required by London Plan Policy 5.9 and Policy D6 (housing quality and standards) of the Haringey Local Plan 2017.

11. Prior to superstructure works, details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Details shall include:-
 - (a) Final detailed drawings of the drainage system.

- (b) Details of the management maintenance for the lifetime of the development, management by residents, management company or other arrangements to secure the operation of the surface water drainage works.
- (c) Confirmation from Thames Water, that capacity exists in their network to receive the surface water and approval for the connection to their network.

Reason: To promote a sustainable development consistent with the Haringey Local Plan 2017.

12. Prior to the relevant stage, details of a scheme for living roofs for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- (a) A roof plan identifying where the living roofs will be located;
- (b) A substrate of no less than 120mm for extension living roofs;
- (c) Sections showing the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- (d) A plan showing the location of log piles / flat stones for invertebrates;
- (e) The range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- (f) Relationship with photovoltaic array; and
- (g) Irrigation, management and maintenance arrangements.

The development shall be implemented in accordance with the approved scheme prior to its first occupation and the living roofs shall be retained and managed thereafter in accordance with the approved management arrangements. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development that provides provision towards the creation of habitats for biodiversity, mitigate against climate change and support water retention, consistent with Policy 5.11 of the London Plan 2016 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017.

13. 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.

14. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no works permitted under Classes A-E shall be carried out, nor shall any telecommunications equipment be installed on the roof 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 7.4 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017.

15. Prior to practical completion of the development hereby approved, details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) location, type and materials to be used for hard landscaping including specifications for the permeable paving;
- 2) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 3) layout and specification of food growing and composting area, including how rainwater will be harvested and water points are accessible to growers;
- 4) bird and bat boxes; and
- 5) Details, including elevations and materials of all hard boundary treatments.

Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

16. (a) The development hereby approved shall be constructed in accordance with the Sustainability Statement v2 by Iceni (February 2020) delivering a 104% improvement on carbon emissions over 2013 Building Regulations Part L with high fabric efficiencies, air source heat pumps and solar photovoltaic energy generation.

(b) Two months prior to occupation of the development, confirmation shall be submitted of the maximum possible solar photovoltaic (PV) energy to be generated on the roof. The submission shall include: 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. The proposed additional solar array should aim to generate at least 23,000 kWh of renewable electricity per year.

The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

(c) Prior to occupation of the development, the following overheating measures must be installed and retained for the lifetime of the development to reduce the risk of overheating:

- External horizontal shading above window openings;
- Internal blinds fixed to the plasterboard with a solar reflectance of 50%, solar transmittance of 11% and a white backing;
- Window g-values of 0.63 or better;
- Hot water pipes insulated to high standards.

(d) Prior to above ground construction works, details of the air source heat pumps must be submitted to the Local Planning Authority. This should include the location of ASHP, and if necessary, the mitigation measures for the ASHP, and evidence that the heat

pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements.

Reason: To comply with London Plan 2016 Policy 5.2 and 5.9 and Local Plan Policy SP4 and in the interest of adapting to climate change and to secure sustainable development.

17. Prior to first occupation, evidence shall be submitted to demonstrate that arrangements have been made to secure the development as 'car free' in accordance with a detailed scheme or agreement which has been approved in writing by the local planning authority. The approved scheme/ agreement should ensure that all future occupiers of the approved development cannot apply for or obtain an on street parking permit to park a vehicle on the public highway (should a CPZ be introduced) in perpetuity. The approved scheme/ agreement shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policy DM32 of The Development Management DPD 2017 and Policy 6.13 of the London Plan 2016.

18. The proposed residential units shall not be occupied until an agreement with the local highway authority under Section 278 of the Highways Act 1980 securing the following works outside the site have been secured:

- The necessary section of redundant crossover across the footway into the site is removed and public footpath at this location reinstated.
- The location of a disabled badge (blue badge bay) parking bay on the public highway, adjacent to the relevant accessible dwelling is secured.

Reason: In order to ensure that the proposed development includes accessible parking and does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway and consistent with Policy 6.13 of the London Plan 2016.

19. Before the development hereby permitted is occupied, details of any external lighting shall be submitted to and approved in writing by the local planning authority. The details shall include location, design, levels of brightness and beam orientation, together with measures to minimise overspill and light pollution and minimise impacts to foraging bats. The lighting scheme shall thereafter be carried out in accordance with the approved details and the measures to reduce overspill and light pollution retained for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the protecting the amenities of neighbouring occupants, in accordance with policy 7.6 of the London Plan 2016 and policy DM1 of the Haringey Development Management DPD 2017.

20. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 the 6 flats shall be served by a single Integrated Reception System (IRS) for the reception of TV signals, and no further aerials or satellite dishes shall be installed without agreement in writing by the local planning authority.

Reason: In the interest of the appearance and visual amenities of the development and immediate surroundings.

21. Notwithstanding any provisions to the contrary, the eight residential units hereby approved shall be for rent at council social-rent levels within the C3 use class, and for no other tenure or use unless otherwise agreed in writing by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £46,996 (788sqm x £59.64) and the Haringey CIL charge will be £291,820 (788sqm x £ 370.33 (Indexation included)). This will be collected by Haringey should the scheme 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.

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

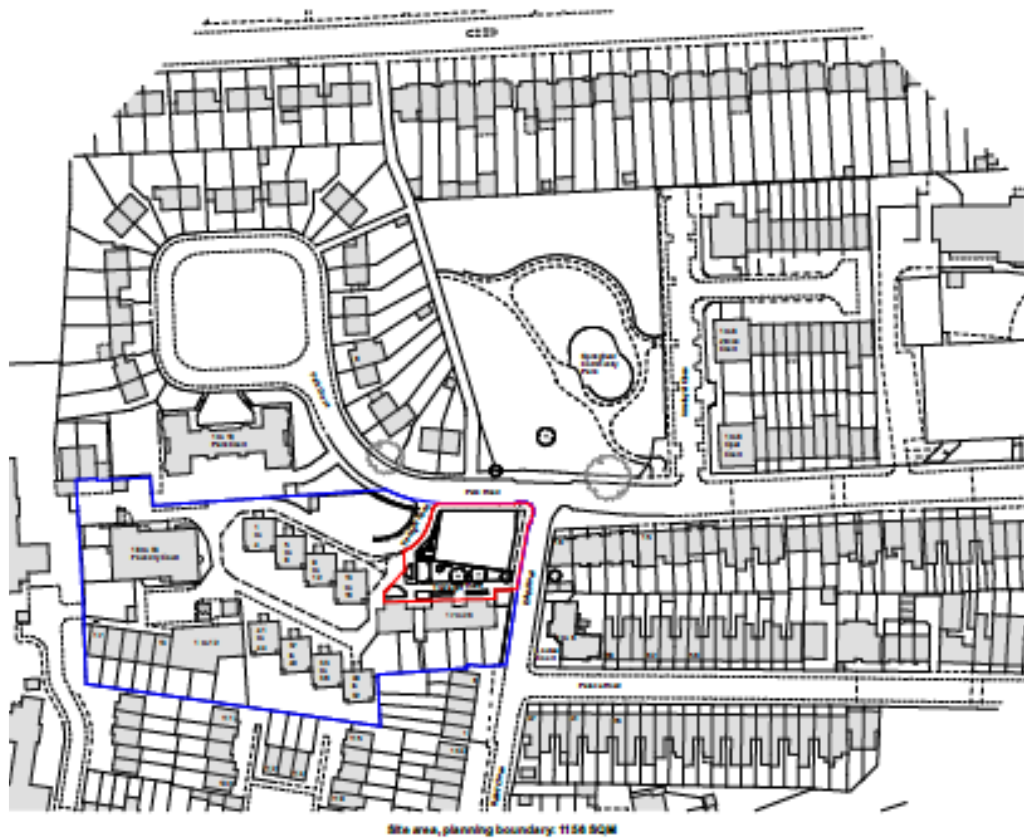
and not at all on Sundays and Bank Holidays.

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

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

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

Appendix 1: Plans and Images



Site Location Plan

Photomontage view from Springfield Community Park



B. Proposed view from Springfield Community Park showing elevations on Park Road and Edith Road.

View from Springfield Community Park

Photomontage view from Springfield Community Park



13. This is an artistic rendering of the proposed building and is not intended to represent the actual building. The building is shown for illustrative purposes only. © 2015 The City of Springfield, Missouri. All rights reserved.

Closer View from Springfield Community Park

Proposed street elevations

Architectural language

The building consists of a series of wings with a central courtyard. The wings are designed to be flexible and can be used for a variety of purposes, including residential, commercial, and public space. The building is designed to be a landmark and to provide a high-quality environment for its occupants.



Proposed Street Elevations

Landscape and biodiversity proposals



D. Proposed final view of courtyard garden and landscape scheme
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Landscaping Scheme

Landscape and biodiversity proposals



- 1. Green roof
- 2. Green wall
- 3. Green roof
- 4. Green roof
- 5. Green roof
- 6. Green roof
- 7. Green roof
- 8. Green roof
- 9. Green roof
- 10. Green roof
- 11. Green roof
- 12. Green roof
- 13. Green roof
- 14. Green roof

For more information on the proposals, please refer to the attached documents.

Roof Plan