

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/0158

Ward: West Green

Address: 300-306 West Green Road N15 3QR

Proposal: Demolition of existing buildings and erection of a five-storey building (plus basement) comprising of a retail unit at ground and basement levels and nineteen residential units above; and associated landscaping and the provision of an outdoor children's play area

Applicant: KHR Properties Ltd

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Site Visit Date:

Date received: 03/01/2020 **Last amended date:** 31/03/2020

Drawing number of plans:

Site Location and Site Plans (drawing no. 0513-000.01B); Urban Context Plan (drawing no. 0513-000.02A); Context Plan (drawing no. 0513-000.03A); Existing Ground Floor Plan (drawing no. 0513-100.01A); Existing First Floor Plan (drawing no. 0513-100.02A); Existing Second Floor Plan (drawing no. 0513-100.03A); Existing Roof Plan (drawing no. 0513 100.04A); Existing North and South Elevations (drawing no. 0513-300.01A); Existing East and West Elevations (drawing no. 0513-300.02A); Proposed Ground Floor Plan (drawing no. 0513-100.13V); Proposed First Floor Plan (drawing no. 0513-100.14Q); Proposed Second Floor Plan (drawing no. 0513-100.08P); Proposed Third Floor Plan (drawing no. 0513-100.09P); Proposed Fourth Floor Plan (drawing no. 0513-100.10O); Proposed Basement Plan (drawing no. 0513-100.16M); Proposed Roof Plan (drawing no. 0513-100.17G); Proposed North Elevation (drawing no. 0513-300.06H); Proposed East Elevation and Section AA (drawing no. 0513-300.07G); Proposed South Elevation (drawing no. 0513-300.08G); Proposed West Elevation (drawing no. 0513-300.09H); Proposed East Elevation and Section BB (drawing no. 0513-300.10G); South Elevation and Section- Detail (drawing no. 0513-300.11B); Precedent Images (drawing no. 0513-500.02); Proposed View Looking North East (drawing no. 0513-500.03B); Proposed View Looking South West (drawing no. 0513-500.04B); Proposed View Looking East (drawing no. 0513-500.05B); Proposed View Looking West (drawing no. 0513.500.06B); Proposed View looking South (drawing no. 0513-500.07); Existing

Aerial View (drawing no. 0513.500.08); Site Waste Management Plan (drawing no. 0513-500.09B);

Supporting documents also assessed:

Cover letter prepared by Firstplan dated 23 December 2019; Construction Methodology Statement and Basement Impact Assessment for Subterranean Development dated 22 June 2019 (prepared by John Farquharson Partnership LLP); Air Quality Assessment dated 19 December 2019 (prepared by Miller Goodall); Daylight, Sunlight and Overshadowing Report (prepared by Syntegra); Sustainability and Energy Statement dated August (prepared by Syntegra Rev B, dated May 2020); Dynamic Overheating Assessment Report prepared by Syntegra dated April 2020; Economic Viability Assessment Report dated December 2019 (prepared by Upside London Limited); Phase 1 Geo-Environmental Desk Study Report dated December 2019 (prepared by Brown 2 Green); SuDS Drainage Report dated December 2019 (prepared by EAS); Transport Statement dated December 2019 (prepared EAS); and Delivery and Servicing Plan dated December 2019 (prepared by EAS); Planning, Design and access Statement dated December 2019 (prepared by Firstplan)

1.1 This application is being reported to the planning committee as it is a major application recommended for approval and is subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Demolition of the existing buildings and the construction of a mixed use development comprising of retail on the ground floor and residential above is acceptable in principle and would re-provide the employment floorspace and would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location.
- The proposed development would provide good quality retail floor space that would generate approximately 12 jobs.
- The ownership of the retail (ground floor) element of the development as well as 17 residential flats is proposed to be managed by the applicant as Build to Rent (BTR) units at market rent. Two affordable residential flats (2 x 1 bed) are proposed to be let at the Mayors London's Living Rents.
- The development would be of a high-quality contemporary design of an appropriate size and scale that would improve the visual quality of the local built environment.

- The development would provide high-quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.
- The development would provide an appropriate quantity of car and cycle parking spaces for this location, and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The application is considered acceptable for all other reasons as described above.

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 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 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 Chairman (or in their absence the Vice-Chairman) 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 [15 July 2020] or within such extended time as the Head of Development Management or the Assistant Director Planning 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) Hours of operation
- 5) Boundary treatment and access controls
- 6) Landscaping
- 7) Lighting
- 8) Secure by Design
- 9) Construction Logistics Plan/ Construction Management Plan
- 10) Full site investigation and soil report
- 11) Energy Plan
- 12) Overheating mitigation
- 13) Living roofs
- 14) BREEAM
- 15) Land Contamination
- 16) Unexpected Contamination
- 17) Plant and Machinery
- 18) Demolition/Construction Environmental Management Plan
- 19) Impact Piling Method Statement
- 20) Combustion and Energy Plant
- 21) Satellite antenna
- 22) Restriction to telecommunication apparatus
- 23) Building Regs Part M

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Ground Water Risk Management
- 8) Thames Water Underground Assets
- 9) Public Sewer
- 10) Water pressure
- 11) Water Mains
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Affordable Housing Provision
 - 2 x 1 bed flats to be let at London Living Rent Levels (LLR)
 - The Residential units will have a 15 year covenant as Build to Rent Units
 - The Residential units to have a minimum three year tenancy agreement
 - The Residential Units to meet requirements of Draft London Plan Policy H13 'Build to Rent' including the provision of a clawback mechanism

2) Sustainable Transport Initiatives

- Five years free membership
- £50 oyster card for one occupier of each dwelling
- The developer should secure the car club provision prior to first occupation of the development. The developer will be responsible for all costs including RTO's signage etc
- To restrict eligibility of all occupiers from obtaining CPZ parking permits

3) Section 278 Highway Agreement

- Highway works includes new access to rear service area with access via Ashleys Alley (Crossover) and new crossover to serve the two disabled user parking spaces also off Ashleys Alley.

4) Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting (£22,800.00), or more if required by Energy Statement review

5) Employment & Skills Plan – Local Training and Employment

- Submit an ESP prior to implementation for the Council's approval
- Commit a named individual to engage with the Council's Employment and Skills Team and Construction Partnership Network
- 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 monetary contributions (excluding those that already relate to monitoring) (£5,693.25)
- £500 for all other heads of terms (£2,500)

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 early and late stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy 3.12 of the London Plan 2016, emerging Policy H5 of the draft London Plan and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.
2. 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.
3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies 5.2, 5.3 and 5.7 of the London Plan 2016, 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 LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for full planning permission for the demolition of the existing buildings and erection of a five-storey building including basement level comprising of a retail unit of 304sqm at ground level and ancillary storage on the basement level and 19 residential Private Rented Sector (PRS) (including two affordable units at London Living Rent Level) self contained flats situated over the first to fourth floors. Two parking spaces are proposed for disabled users located off Ashleys Alley and 28 cycle parking spaces are also proposed.
- 3.1.2. At first floor level 67sqm of childrens outdoor playspace is proposed. A living roof is proposed at 2nd and 4th floor level and a sedum green roof is proposed at roof level. Soft landscaping to the external areas of West Green Road and Langham Road is proposed comprising of planted beds with low level shrubs, new street trees and cycle stands with low level planting.
- 3.1.3. The development would be predominantly finished in brickwork with recessed panels. The top floor would be predominantly glazed with zinc clad. The windows and doors would be powder coated aluminium framed and the balustrades would be powder coated to match the window frames.

3.2 Site and Surroundings

- 3.2.1 The site is located on the corner of West Green Road and Langham Road. It currently comprises part of a terrace of two and three storey buildings. The existing uses comprise two retail units and a restaurant at ground floor level and four residential units above. There is a private forecourt to the front and rear of the building.
- 3.2.2 On the opposite side of Langham Road is Strawbridge Court which is predominantly a four storey building comprising retail and an A2 unit on the ground floor and residential above. It has a contemporary design with a mix of brick and render and a higher roof height at both ends of the main frontage.
- 3.2.3 Adjoining the site to the east is a row of two storey terraces with pitched roofs comprising retail/commercial uses at ground floor level and residential above.
- 3.2.4 On the opposite side of West Green Road is a row of three storey terraces with retail uses at ground floor level and residential above. To the rear of the site is Ashley's Alley is a private road, which provides access to the rear of the terraces. Beyond this is Park View School, which has buildings set back away from the site

3.2.5 The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area and not within any designated site allocation.

3.2.6 The site has moderate public transport accessibility (PTAL 3) and the surrounding area has CPZ

3.4 Relevant Planning and Enforcement history

3.4.1 There is no relevant planning history

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.2 The proposal was presented to the Planning Committee at a Pre-Application Briefing on 9 September 2019. The main points raised are below:

- There was no child play space identified, and too many one bed properties;
- The terrace was described as undistinguished, however Members felt that this was incorrect, and the terrace was actually an attractive view;
- Five storeys seemed high when the surrounding buildings were four or lower Balconies should face the rear of the development, not on the busy road;
- The design was not particularly interesting;
- The inclusion of a builders merchants in the retail unit would increase traffic to an already busy area, particularly in relation to the neighbouring school.
- Some Members of the committee were not convinced of the design approach

4.3 Quality Review Panel

4.4 The proposal was presented to the Quality Review Panel on 14 November 2018. The Panels comments from the meeting can be summarised as follows:

4.5 *'The Quality Review Panel supports the overall layout, scale, massing and residential typology of the scheme at 300-306 West Green Road. The panel feels that at a detailed level there is some scope for improvement in the design and generosity of the internal circulation areas and access to the bin- and bicycle-stores, in addition to the architectural expression and the roofscape.*

It would encourage the Council to clarify the long-term aspirations for Ashley's Alley at the earliest opportunity, as this will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area'

4.6 The Panel's comments are repeated in full in Appendix 3. An indication of how their key comments have been met are provided in table form within the design section below.

4.7 The following were consulted regarding the application:

INTERNAL

4.8 Design officer

4.9 Comments provided are in support of the development

4.10 Transportation

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

4.12 Housing

4.13 No objection

4.14 Drainage Engineer

4.15 No objections raised

4.16 Carbon Management

4.17 No objections raised, subject to conditions.

4.18 Pollution Lead Officer

4.19 No objection, subject to conditions

4.20 Waste Management

4.21 Indicate support for the proposed development

4.22 Emergency Planning

4.23 No objections raised

4.24 Nature and Conservation

4.25 No comments made

4.26 Building Control

4.27 No objections raised subject to conditions

EXTERNAL

- 4.29 Environment Agency
- 4.30 No comments made
- 4.31 Thames Water
- 4.32 No objections raised
- 4.33 London Fire Service
- 4.34 Satisfied with the proposals and action plans
- 4.35 Designing Out Crime
- 4.36 No comments made
- 4.37 Transport for London
- 4.38 No objections raised
- 4.39 Affinity Water
- 4.40 No objections received.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 300 Neighbouring properties
- Public site notices were erected in the vicinity of the site
- Press notice in the local paper

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

Responses from individual addresses

- 13 in Objection
- 1 'Comment'

5.3 The following local groups/societies made representations:

- None

5.4 The following Councillor made representations:

- None

5.5 The issues raised in representations that are material to the determination of the application are summarised as follows:

Land Use, Employment and housing

Lack of affordable housing

Size, Scale and Design

Excessive height and scale

The height is out of scale with the context and character of the area

The height sets a precedent for future developments

Poor layout

High density

Poor design

Concerns with the appearance

Concerns with materials

Parking, Transport and Highways

Lack of parking

Builders merchant will generate excessive traffic on an already congested road

Safety issues for pedestrians and school kids

Highway safety

Parking for delivery vehicles

High volume of deliveries

Residential Amenity

Loss of daylight/sunlight/overshadowing

Loss of privacy/Overlooking

The sunlight and overshadowing report falls short in its assessments

Park, Environment and Public Health

Disruption on daily life

Noise pollution

Increased traffic fumes

Planting of trees and other greenery welcomed and should be delivered

Disruption and noise generated from basement excavation

5.6 The following issues raised are not material planning considerations:

- The value of the neighbouring property reduced
- Loss of view

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development

- Policy Framework
- Land Use Principles
- 2. Housing Provision and Affordable Housing
- 3. Detailed Design
 - Density
 - Character and Appearance
- 4. Layout and Residential Quality
- 5. Impact on Neighbouring Amenity
- 6. Parking and Highways
- 7. Basement Development
- 8. Sustainability
- 9. Water Management
- 10. Air Quality and Land Contamination
- 11. Employment
- 12. Fire Safety
- 13. Section 106 mitigation

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 This planning application is for the demolition of the existing buildings and erection of a five storey building comprising of retail and ancillary storage at basement and ground floor level and 19 residential units on the upper floors.

6.2.3 The following strategic policies are of relevance in assessing this application.

6.2.4 *National Policy*

6.2.5 The National Planning Policy Framework 2019 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process and support “development proposals that accord with the development plan without delay”. The NPPF also expresses a “presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking”.

6.2.6 The NPPF encourages the “effective use of land by reusing land that has been previously developed”. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development.

6.2.7 *The Development Plan*

6.2.8 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016), Haringey's Local Plan (consolidated 2017), the Development Management Policies DPD (2017) and the Site Allocations DPD (2017). The draft new London Plan is also material.

6.2.9 The planning decision must be made in accordance with the development plan unless material considerations indicate otherwise.

6.2.10 *Regional Policy*

6.2.11 The consolidated London Plan (2016) sets out objectives for development through a range of planning policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) documents that provide further guidance and policy advice.

6.2.12 The draft London Plan has recently been subject to examination and is currently a limited material consideration in the assessment of planning applications.

6.2.13 *Local Policy*

6.2.14 In 2017 Haringey's Local Plan Strategic Policies document was updated to reflect the increasingly challenging borough-wide housing and affordable housing targets of 19,802 and 7,920 homes, respectively.

6.2.15 The Development Management Development Plan Document 2017 (DMDPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.2.16 Land Use Principles

6.2.17 The proposed development would replace the existing two retail units and restaurant at ground floor level and four residential units above with a mixed-use development.

6.2.18 *Demolition of existing buildings*

6.2.19 The scheme proposes demolition of all existing buildings within the application site. The existing buildings are late-Victorian / Edwardian style terraces, and while attractive do not have significant heritage significance to warrant protection (i.e. Listing). The existing buildings are not Statutorily Listed or Locally Listed, nor is the site in or close to a Conservation Area, and nevertheless is significantly degraded by the insertion of the inter-war Imperial Banqueting Suite and significant other alterations. The principle of demolishing the existing building on

site is therefore considered to be acceptable, subject to an appropriate replacement scheme of high quality.

6.2.20 *Proposed mixed use – Employment and Residential Uses*

Employment

6.2.22 Policy DM44 'Neighbourhood Parade and other Non-Designated Frontages' of the Development Management DPD (2017) states.

Within neighbourhood parades and other non-designated shopping frontages, the use of ground floor premises for appropriate town centre, community and economic uses will be supported where an active frontage is provided, or if this is not possible, a window display or other appropriate town centre frontage.

6.2.23 The site currently comprises of two vacant commercial units (No. 300's lawful use is a restaurant and No. 302-306's is lawful retail use) on the ground floor. The site is not located within a Town Centre, however, the proposal would result in the re-provision of retail floor space on the ground floor, and would retain an active frontage in line with the requirements of policy DM44 'Neighbourhood Parades and other non-designated frontage'. The retail floorspace will be increased from 304sqm to 434 sqm at ground floor and 466sqm of ancillary storage at basement level. At ground floor and the new basement level, the proposals would provide a new retail unit for the applicant, MP Moran, a hardware store which operates at 5 London stores as well as online. The applicant has provided an accompanying supporting note which confirms that the retail unit would sell materials to the construction industry as well as DIY and retail. The high street model consists of a retail store which sells products for decorating, including paint mixing, hand tools, plumbing and electrical products and other services such as key cutting. The High street model operates similarly to a Leyland SDM and Best of B&Q. The store will further generate approximately 12 jobs. Officers note that an A1 permission could be occupied by any retail business, and it is not intended to restrict the ground floor to use only by the applicant.

6.2.25 It is also considered that the proposed retail floorspace within this commercial street would offer a better standard and quality of retail floor space.

Residential use

6.2.26 London Plan Policy 3.3 recognises there is a pressing need for more homes in London and Policy 3.4 states that housing output should be optimised given local context. It sets a target for Haringey of 15,019 homes to be provided during the plan period and prior to 2025. This target is set to increase with the adoption of the draft London Plan. Draft London Plan Policy H1 sets a target of 19,580 net

completions of homes in the draft Plan period of 2019/20 to 2028/29. This yields an annualised target for Haringey of 1,958 homes.

6.2.27 Policy DM10 states that the Council will support proposals for new housing as part of mixed-use developments.

6.2.28 The site currently comprises of 4 residential units on the upper floors and the proposal would result in the provision of 19 residential units (net gain of 15) The increase in residential units forming part of this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location and is considered acceptable in principle.

Land Uses – Conclusion

6.2.29 The principle of a mixed-use development on this site is considered acceptable in land use planning policy terms and is supported by the above planning policies and recent planning consents on neighbouring sites within the parade subject to all other relevant considerations.

6.3 Housing Provision and Affordable Housing

6.3.1 Affordable Housing and Mix

6.3.2 London Plan Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing for residential developments.

6.3.3 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough-wide target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable (and social) rent and intermediate housing respectively. Policy DM13 of the DMDPD reflects this approach and confirms that the preferred affordable housing mix is as set out in the Council's latest Housing Strategy.

6.3.4 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

6.3.5 London Plan Policy 3.8 'Housing Choice; states that the planning system provides positive and practical support to sustain the contribution of the Private Rented Sector (PRS) in addressing housing needs and increasing housing delivery. The NPPF asks LPAs to make an evidence-based planning judgement about the need for build to rent homes in the area, and how it can meet the housing needs of different demographic and social groups. Intend to Publish London Plan Policy H13 'Build to Rent' states that to qualify as a Build to Rent scheme within the context of this policy, the homes held as Build to Rent should

be under a covenant for at least 15 years, a three year or more tenancy should be made available to all tenants, a clawback mechanism should be in place to recoup additional affordable housing contributions in the event of the covenant being broken and the scheme should offer rent certainty for the period of the tenancy.

Two affordable residential flats (2 x 1 bed) are proposed to be let at the Mayor's London's Living Rents. The proposed remaining flats are Build to Rent units at market rent.

Viability Review

- 6.3.6 The applicant has stated that they will be retaining ownership of the retail (ground floor) element of the development as well as the 17 residential flats as Build to Rent (BTR) units at market rent. Two affordable residential flats (2 x 1 bed) are proposed to be let at the Mayors London's Living Rents.
- 6.3.7 The applicant's Economic Viability Appraisal (EVA) was independently assessed by GL Hearn on behalf of the Council and it was found that it is not viable and the scheme cannot make a contribution towards affordable housing.
- 6.3.8 Negotiations have since taken place concluding with the applicant offering 2 x 1 bedroom flats as affordable units to be let at London living Rent levels with a nominations agreement with the Council. The remaining flats are Build to Rent units at market rent levels.
- 6.3.9 All the units are to have a 15 years covenant to remain as Build to Rent, three year tenancy agreements and all the flats will meet all the requirements of Draft London Plan Policy H13 'Build to Rent' including the provision of a clawback mechanism and this will be secured in the S106 agreement.
- 6.3.10 Therefore, it is considered that the affordable housing provision together with the Build to Rent requirement meets policy requirements.

Housing Mix

- 6.3.11 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that new developments offer a range of housing choices.
- 6.3.12 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.

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

Unit Type	Units	%
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1 bed flat	10	49%
2 bed flat	7	45%
3 bed flat	2	6%
TOTAL	19	100%

6.3.13 The proposed dwelling mix is mostly of 1 and 2 bedroom units, with 2 family sized 3 bed units. Officers consider the dwelling mix is acceptable given the location of the site on a distributor road within a commercial frontage, and its constraints, and furthermore 2 family sized units are proposed located at first floor level with level access onto the child playspace.

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

6.4 Density

6.4.1 The supporting text of London Plan Policy 3.4 states that the London Plan Density Matrix should not be applied mechanistically. Its density ranges are intentionally broad, enabling account to be taken of other factors relevant to optimising potential including local context, design and transport capacity which are particularly important, as well as social infrastructure.

6.4.2 It is relevant to note that the draft London Plan proposes to remove the density matrix (draft Policy D6) and instead indicates that a design-led approach to finding a site's optimum density would be most appropriate. Nevertheless, an assessment of the applicant's density figures is provided below.

6.4.3 Policy DM11 of the Site Development Policies DPD states that the optimum housing potential of a site should be determined through a rigorous design-led approach.

6.4.4 The application site is within an "urban" setting and has a maximum PTAL of 3. The Mayor's density matrix (Table 3.2 of the London Plan 2016) sets an indicative maximum threshold of 450 habitable rooms per hectare for residential developments in this type of location.

6.4.5 The proposed development includes 19 residential units with a total of 49 habitable rooms on a site measuring 0.07 hectares. This equates to a density of 700 habitable rooms per hectare. Therefore, the proposed development would be in excess of the guidance range for habitable rooms. This does not mean the development is automatically inappropriate or an overdevelopment of the site, and the new draft London Plan advises a design-led approach to density. Having regards to the proposed mix, the location and accessibility of the site,

adjacent to a range of local amenities including shops, restaurants, community facilities and a public park the density is considered acceptable in seeking to optimise the use of existing brownfield land, without compromising the character of the surrounding area. This is discussed in detail below.

6.5 Design and Appearance

- 6.5.1 The NPPF 2019 states that good design is a key aspect of sustainable development 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 DM DPD 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 The proposal would be formed of a four-story building plus a set back fifth floor, and a basement comprising of a retail unit and ancillary storage at basement and ground floor level and 19 residential flats above. The development would be predominantly finished in brickwork with recessed panels. The top floor would be predominantly glazed with zinc clad. The windows and doors would be powder coated aluminium framed and the balustrades to the private amenity space would be powder coated to match the window frames. The main retail entrance is from West Green Road and the main residential entrance and commercial and residential refuse/recycling store is from Langham Road. A communal cycle store is accessed from Langham Road. The loading area serving the retail unit and 2 no. parking spaces is from Ashley's Alley. The rear access to the basement via Ashley Alley.
- 6.5.4 At first floor level 67sqm of childrens outdoor playspace is proposed. A living roof is proposed at 2nd and 4th floor level and a sedum green roof is proposed at roof level. Soft landscaping to the external areas of West Green Road and Langham Road is proposed comprising of planted beds with low level shrubs, new street trees and cycle stands with low level planting.

Quality Review Panel (QRP)

- 6.6.5 The proposal was presented to the QRP for review prior to this planning application being submitted. The review took place on 14th November 2018 and the Panel's summary comments are provided below:
- 6.5.6 *'The Quality Review Panel supports the overall layout, scale, massing and residential typology of the scheme at 300-306 West Green Road. The panel feels that at a detailed level there is some scope for improvement in the design and generosity of the internal circulation areas and access to the bin- and bicycle-stores, in addition to the architectural expression and the roofscape.'*

6.5.7 *It would encourage the Council to clarify the long-term aspirations for Ashley's Alley at the earliest opportunity, as this will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area'*

6.5.8 Below is a summary of key points from the review, with officer comments following:

Panel comments	Officer Response
Summary	
<p>General support for the overall layout, scale, massing and residential typology with scope for refinement to the design and generosity of the internal circulation areas and access to the bin- and bicycle-stores, in addition to the architectural expression and the roofscape.</p> <p>The long term aspirations for Ashley's Alley will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area'</p>	<p>The design has been refined and progressed following the Panels comments as further revisions have been made to the generosity of the communal lobby and circulation areas internally within the building. The bike and bin stores are independent spaces with doors opening onto the street for practical day to day access</p> <p>The long term aspirations for Ashley's Alleys is noted by Officers.</p>
Massing and development density	
<p>The panel note the datum level for the street is notionally 4 storeys in height. The Panel supports the overall scale and layout of the scheme and considers the quantum of development the proposals are at is the absolute limit of what the site can support.</p>	<p>Comments noted by officers</p>
Place-making/Public Realm/Landscaping	
<p>The location of MP Moran Builders Merchants within the retail unit at ground level within the scheme is very positive, and will bring a good level of activity to this part of West Green Road.</p>	<p>Comments noted by officers</p>
<p>The Panel would welcome more clarity on the nature of the traffic that would be generated by the development.</p>	<p>The Council's Transportation team are satisfied with the provisions for deliveries and servicing for both the commercial and</p>

	residential uses and they have considered the potential parking and public highway.
The Panel supports the intention to set the building line back along Langham Road which will create a wider pavement.	Comments noted by officers
The Panel would encourage the Council to consider the long-term future of the alley, and clarify the aspirations for it at the earliest opportunity, so that it can inform the development of this – and any other adjacent - site.	Comments noted by officers
The park is located at some distance from the site, so there would be a real benefit if external play space could be achievable within the boundary of Ashley's Alley	The proposal has evolved and includes 67.1sqm of children's playspace at first floor level. Further details of the playspace will be secured by the imposition of a condition should consent be granted.
Layout/Architectural Expression	
The panel would support further refinements that sought to increase the generosity within corridors (on all levels) and the entrance areas, to give more breathing space and to accommodate practical features such as mail boxes and deliveries	Following these comments, the design has been refined to address these comments and progressed following the QRP feedback
The Panel support location of the entrance to the basement level at the rear of the site, onto Ashley's Alley.	Comments noted by officers
The panel would encourage the design team to further explore the architectural expression of the proposals in order to introduce additional depth, richness and detail.	The schemes architectural expression has been checked by officers and has significantly improved since pre-application discussions. High quality materials will be secured by condition should consent be granted.
The panel would encourage the design team to explore ways of enhancing the character of the proposed development – and add colour and life - in an authentic and contemporary way.	The scheme has evolved following pre-application discussions and officers consider it is a well designed addition to the local area, with good attention to detail
The panel would encourage further	The incorporation of the first floor child

consideration around how the internal scheme layout relates to – and shapes – the exterior of the building.	playspace at 1 st floor level and the activation of Langham road. contributes towards shaping the exterior of the building
The panel questions whether the strong visual emphasis on the corner of the building is appropriate, as it is not located at a key junction.	The strong visual emphasis on the corner of the building has been omitted from the scheme and the composition and proportions now works very well.
Further consideration of the materiality of the roof and its relationship to the elevation would be welcomed; this might comprise referencing the materials of the roof within the façade to provide a greater visual coherence, or inclusion of a living roof or additional play space at roof level. It notes that sedum used at roof level is not ideal in terms of biodiversity.	The roof incorporates children's playspace at first floor level and living roofs are proposed at 2 nd and 4 th floor level. Sedum remains being used at roof level. Further details of the living/sedum roof and playspace will be secured by condition should consent be granted.
At a detailed level, the panel would encourage the design team to explore how the issue of overlooking can be mitigated through design and landscape. In particular, striking a good balance between openness and privacy within the design of the balconies and the railings that enclose them would be welcomed.	900mm high stainless steel planter boxes with planting within up to total overall height of 1.80m to prevent any possible overlooking into adjacent residential properties is proposed at the edges of the living roof at 2 nd and 4 th floor level and edge of the children's playspace at first floor level. Further details of the stainless steel planter boxes with planting will be secured by condition should consent be granted.

6.5.9 As set out above, the applicant has actively sought to engage with the QRP during the pre-application stage, and the development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel.

Form & Pattern of Development

6.5.10 The proposal is to replace four units in a two-storey terrace with a four-story (plus set back fifth floor) terrace. The undistinguished late Victorian or Edwardian existing terrace has some consistency, with ground floor retail, a slightly set back residential floor above, and a gabled attic on either end, but has been disrupted by the inter-war Imperial Banqueting Suite building (290 & 292 West Green Road) being inserted, and is also of lower height and scale than most of its neighbours on this part of West Green Road. The proposed design maintains the terraced form, continuing the proportions of the existing terrace (but an obvious increase in height) while introducing a contemporary architectural expression that

make the development a distinct and positive new addition. The Design Officer considers the appearance, rhythm and layout of the proposal is acceptable.

- 6.5.11 Haringey's Local Plan policy DM44 (Neighbourhood Parades and Other Non-Designated frontages) requires ground floor units to be appropriate for town centre uses, with active frontage or display. The design officer considers this proposal fulfills the above policy with four large bays of glazing addressing West Green Road, providing views in and out of the large scale ground floor retail unit, making a significant improvement to the public realm compared with the existing. In addition, the basement provides ancillary space that supports the servicing and operational requirements of the retail space above.

Scale, Bulk and Massing

- 6.5.12 The proposed height, bulk & massing represents a significant increase on the existing terrace but is comparable to other existing developments in the immediate neighbourhood, being marginally higher than Strawbridge Court to the west, and is a reasonable response to the need to make the best use of land in the context of housing need. It is of comparable height to the neighbouring Strawbridge Court (308 West Green Road) on the opposite side of Langham Road from the application site, The Council's Design Officer has commented on the height, bulk and massing of the scheme, and notes that this proposal can be considered a better response to the rhythm and grain of the West Green Road high street frontage than the Strawbridge Court development (308 West Green Road). Strawbridge Court presents somewhat of a monolithic appearance due to its height coupled with its extreme length. The proposal would have a less linear form. The proposal is also of comparable bulk, height and form to the existing Victorian and Edwardian 3-4 storey mansion blocks (Vicarage Parade), with similar grain and rhythm, gradation into retail base, 2 storey middle and set back attic. The proposal comprises taller floor to floor heights as required by current planning policy and building regulations, which also creates more flexible spaces at ground floor that could be suitably adapted for new uses in the future.

Streetscape Character & Approach

- 6.5.13 The design officer considers West Green Road should be treated as a shopping frontage and Langham Road a more residential street. The street setting of the proposal includes low level planting beds on Langham Road which acts as defensible landscaping. The planting at low level is considered acceptable as the ground floor uses are commercial and operational rather than residential. The external space on West Green Road would include cycle stands combined with low level planting and street trees. The proposed street trees are given a sufficient area of surface drainage around the roots. The design officer considers that the details of the public realm are as well considered as those of the new building and soften its appearance from street level. Ashley's Alley would

comprise of 2 secure disabled parking spaces for the residential flats and it would also be used for delivery and service movements. Further details of the public realm improvements will be secured by condition should consent be granted.

Elevational Treatment, Materials and Fenestration, including Balconies

- 6.5.14 The Design Officer considers all the elevations of the building would be designed appropriately with consideration to proportions and composition, providing a distinct and orderly arranged base, middle and top fenestration which is further accentuated with balconies, and appropriate materials. Fenestration is typically vertically oriented, giving the proposals a more urban appearance and sense of proportion.

Amenity Space

- 6.5.15 Private amenity spaces for the flats are a range of private winter gardens with two glazing lines, and recessed balconies which mitigate against solar gain and offer some protection from the weather; and projecting balconies. Juliet balconies give depth and variation to the façade where they have been applied. It is critical that balustrades which front onto a street give residents privacy and hide clutter. Further details of the balustrade will be secured by the imposition of a condition should consent be granted.

Masterplan

- 6.5.16 The applicant has prepared an indicative masterplan for the whole terraced parade, to demonstrate how the whole terrace could be re-developed (Planning, Design and Access Statement: Appendix 4). The Council's Design Officer considered this necessary as the proposal, in replacing part of an existing terrace, clearly establishes a precedent for the redevelopment of other properties in the terrace. The design officer considers that it is important that should future properties in the rest of the existing terrace be redeveloped, they should closely follow the form of development proposed in this application. It is also important for the proposals in this application to demonstrate they would not prejudice both the continued existing neighbouring buildings and their potential redevelopment. The rear access to the basement via Ashley Alley is considered to be positive.
- 6.5.17 There is a clear hierarchy between the retail entrance on West Green Road, and residential entrance on Langham Road and both are clearly articulated through the design of the elevations. The mixed use development and arrangement of the retail ground floor with adjoining basement complies with Development Management Policy DM45 'Optimising The Use of Town Centre Land and Floorspace' and NPPF paragraph 123 'Achieving appropriate densities' which supports the inclusion of housing above relatively low density commercial uses, and the proposal performs well in optimising the site's capacity.

Design Summary

6.5.18 The proposed scheme offers new high quality residential accommodation and appropriate retail space that will enhance the shopping parade and neighbourhood activities on West Green Road and beyond. Whilst taller than surrounding buildings the proposal is a well-designed addition to the local area, with good attention to detail. The public realm, particularly on Langham Road where the resident's entrance is located, incorporates greenery and a defensible zone before the building line. The implications of future development of the terrace have been considered as part of the design of this scheme, and the study satisfactorily demonstrates that this proposal will not impede or constrain the evolution of the area.

6.5.19 Therefore, the proposal is considered acceptable in design terms.

6.6 Residential Quality

6.6.1 The Mayor of London's Housing SPG sets out a range of detailed design requirements for new dwellings in London. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be accessible and adaptable", with 10% wheelchair user dwellings" being provided according to Building Regulations Parts M4(2) and (3).

6.6.2 Policy DM1 of the DM DPD requires developments to provide a high standard of privacy and amenity for its occupiers.

Residential Amenity and Play Space

6.6.3 Standard 29 of the Housing SPG states that development should minimise the number of single aspect dwellings. It also states that single aspect dwellings that are north facing or of three or more bedrooms should be avoided.

6.6.4 There are only two single aspect flats proposed. One is a one bedroom flat facing west onto Langham Road, which is acceptable as the 'single aspect' would be mitigated by benefit from a good aspect with long views of the street, and being a smaller flat. This flat also has a 'secondary' aspect, as its bedroom has a side window onto its deeply recessed balcony. The other single aspect flat is a two bedroom unit. This single aspect flat would be mitigated as the flat would be south facing onto West Green Road and would have a deep recessed balcony with a side window, so that its living room would benefit from a range of outlooks. Neither of these flats face north, and the layout of flats is considered acceptable overall.

- 6.6.5 Standard 26 of the Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for each dwelling, with larger spaces provided for units of three or more bedrooms. All flats have good sized balconies/terraces providing private external amenity and meet or are in excess of minimum recommended sizes.
- 6.6.6 Standard 5 of the Housing SPG and Policy 3.6 of the London Plan state that development proposals with an estimated occupancy of ten children or more should provide play space on site in accordance with the Mayor's Play and Informal Recreation (PIR) SPG. These policies are reflected in Policy S4 of the draft London Plan. The child population yield from this development requires approximately 33.1 sqm of play space to be provided (based on the latest child playspace calculator).
- 6.6.7 The PIR SPG states that play space for under 5s should be provided within 100 metres of proposed residential units. 67.1sqm of secure playscape would be provided at first floor level within the new development which would be within 100m of all residential units. The playspace is provided on the same floor as the family sized units but will be available to all flats within the development. As the playspace would exceed the requirement of 33.1sqm by 100%, the amount of play space provided for this proposal is acceptable.
- 6.6.8 There are large play areas for older children within Downhills Park (approximately 152m from the furthest residential unit). These play areas are located within the distance requirements of the Mayor PIR SPG, given the respective ages of the children expected to use them.

Daylight and Sunlight

- 6.6.9 No quantitative assessment of daylight and sunlight has been undertaken in respect of the proposed residential units. However all units meet nationally described space standards with large windows, good floor to ceiling heights and logical layouts (no deep rooms) with living/sleeping spaces directly adjacent to large windows. In addition, the majority of the units (17) will also benefit from dual aspect with only 2 single aspect units. However, these two units will benefit from deep recessed balconies offering views east and west along West Green Road and north and south along Langham Road respectively, providing good outlook and access to light. Overall it is considered the units would benefit from adequate daylight and sunlight.

Other Amenity Considerations

- 6.6.10 A large proportion (17 of 19) of the units would benefit from dual aspect, enabling passive ventilation, with flats benefiting from large windows or amenity spaces onto either Ashley's Alley or Langham Road where pollution levels are low. Air quality is lowest on West Green Road and flats facing that street benefit from

enclosed terraces. Further details of passive design measures can be secured by condition should consent be granted.

6.6.11 The increase in noise from occupants of the proposed residential properties would not be significant to existing residents given the current urbanised nature of the surroundings, and themselves would be raised up above a generous ground floor.

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

6.6.13 The new development has a communal waste store for the residential units and separate waste store for the commercial unit of an appropriate size at ground level, from which waste operatives can collect bins directly. Collection of refuse for both the residential and commercial uses will be undertaken from Langham Road. The commercial waste will be collected by private contractors and the residential waste will be collected by Haringey Refuse collection Services. Further details of waste management can be secured by condition should consent be granted.

Accessibility

6.6.14 Two flats would be wheelchair accessible or adaptable in accordance with part M4(3) of the Building Regulations, which meets 10% target required. These are flats 06 and 11. The units would benefit from access to the flats by lift and a stairwell. It is also important to note that all floorplans have been updated to meet part M of Building Regulations.

Security

6.6.15 The development would increase natural surveillance onto Langham road by providing an active frontage i.e. large glazing and balconies along this façade on the upper floors, large retail window, glazed residential entrance and glazing to residential stairwell and glazed door to the cycle store on the ground floor of this facade.

6.6.16 Low level planting beds would be provided along the base of the west façade to act as defensible space. The residential entrance will be accessed via a door entry system control. Further details of Secure by Design can be secured by condition should consent be granted.

6.7 Impact on Neighbouring Amenity

6.7.1 London Plan Policy 7.6 states that development must not cause unacceptable

harm to the amenity of surrounding land and buildings. DM Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.7.2 *Daylight and sunlight Impact*

6.7.3 The applicant has submitted a *Daylight, Sunlight and Overshadowing Report* with the application on their proposals and of the effect of their proposals on neighbouring properties. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2nd Edition, Littlefair, 2011), known as 'The BRE Guide'.

6.7.4 The assessment finds that the impact of the development on existing neighbouring residential properties is favorable for both daylight and sunlight, with no noticeable adverse effect to any existing neighbouring windows, and only minor adverse effect is to one neighbouring external amenity area - that of the immediate neighbour no. 298. It is noted that this building would continue to receive good levels of sunlight at mid-summer. This minor adverse effect is considered acceptable and would not warrant refusal, particularly in the context of wider improvements the development will bring and the reasonable expectation that intensification of this location is likely.

Privacy/Overlooking and outlook

6.7.5 There are few existing neighbouring dwellings close to this proposal. It is believed that there are two flats on the 1st floor level of no 298, immediately adjoining the site. The rear part of the development which includes the child playspace at first floor level and flat roof at second floor level would be screened by 0.9m high stainless steel planter boxes with planting with an overall height of 1.8m to mitigate any possible overlooking to the adjacent residential property at No. 298. The separation distance between the proposed development and existing properties at Strawbridge Court (No. 308) on the opposite side of Langham Road is over 20m away which is an appropriate separation distance for an urban area. Furthermore, the 20m distance is over the maximum distance at which a human face can be recognised (18m). The houses on the same side of the site on Langham Road and the school at Park View Academy are even further away (over 35m)

6.7.6 Mutual overlooking between the windows of the proposed development facing the adjoining terrace would be reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful. In terms of privacy/overlooking, the development would overlook the car park and secondary entrance to Park View Academy secondary school. Although

there is no policy protection for the overlooking of school grounds, the area that would be overlooked is generally not used by school-children.

- 6.7.7 The scale of the development would have an impact upon outlook from the surrounding neighbours, in particular when viewed from the side facing windows of the residential flats of the adjoining terrace at first floor level and side facing windows of the block of flats at Strawbridge Court (No. 308) and would be an obvious change from the existing buildings on site. Surrounding residents would accordingly experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site, given the stepping form of the development on the upper floors on the side facing the adjoining terrace and given also the distances of the neighbouring properties at Strawbridge Court (No. 308) and Langham Road 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 London Plan Policy 7.14 states that developments should address local problems of air quality. London Plan Policy 7.15 requires proposals to avoid significant adverse noise impacts. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.7.10 The increase in noise from occupants of the proposed residential properties would not be significant given the current urbanised nature of the surroundings.
- 6.7.11 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.
- 6.7.12 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.
- 6.7.13 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 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.
- 6.8.3 The site has a maximum public transport accessibility level (PTAL) of 3 (1 being poor and 6 being excellent). There are 5 different bus services accessible between 1 and 4 minutes of the site. No rail stations are included in the derivation of the PTAL value by TfL, as they are greater than a 12-minute walk away, however Turnpike Lane Underground Station is a 13 minute walk away and Seven Sisters National Rail station a 17 minute walk away, both of which would be considered walkable by some occupiers.
- 6.8.4 Langham Road as far down as Ashley's Alley is within the Wood Green Outer CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. The stretch of West Green Road the site fronts is not within any of the Borough's CPZ's but is close to both Bruce Grove and St. Ann's CPZ's.
- 6.8.5 The Council's Transportation team has considered the potential parking and public highway impact of this proposal and their comments are referenced in the assessment below.
- 6.8.6 The existing site currently forms part of a terrace building. The existing uses comprise one retail unit and a restaurant at ground floor level with four residential units above. There is a private forecourt to the rear of the building, accessed via an existing footway crossover off Langham Road. To the rear of the forecourt is Ashley's Alley
- 6.8.7 The Transportation Officer has assessed trip generation. Their comments are referenced below:
- 6.8.8 *'The transport assessment has considered trip generation from the proposed commercial and residential development. However, while this has not been based on comparable selected TRICS sites, given the small scale of proposed development, it is not expected to result in significant trip generation'*
- 6.8.9 As such, the trip generation impacts of the development proposal would be acceptable.

Access and Parking

- 6.8.10 The proposals include an acceptable provision for two car park spaces for disabled users located off Ashley's Alley. This complies with the requirement for 10% provision for 19 proposed residential dwellings

6.8.11 The transport assessment undertook parking surveys that indicated average existing parking stress levels of between 74%-78%. Under these circumstances, a car free s106 agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking permits

6.8.12 Vehicular access for customer collection of bulky DIY materials is from Ashley Alley. The commercial development is expected to receive one HGV delivery vehicle / day and this will take place from existing loading bay on Langham Way or West Green Road, outside the time of school start / finish times. This can be controlled by condition in the interests of pedestrian safety.

Cycle Parking

6.8.13 The London Plan 2016 requires one secure and sheltered cycle parking space per one-bedroom unit and two spaces per unit with two or more bedrooms.

6.8.14 The plan shows 28 cycle parking spaces within the communal cycle store. This provision is sheltered, secure and accessible. The Council's Transportation team has confirmed that this level of provision is in accordance with the London Plan.

Deliveries and Servicing

6.8.15 The predicted deliver trip generation would be one HGV and twelve light commercial vehicles trips per day. These commercial deliveries and servicing movements will be accommodated by using a combination of the existing loading bay on Langham Road (for HGVs), and the rear service yard (with access from Ashley's Alley) being used for LGVs and other traffic. Vehicular swept paths have been submitted and demonstrate that the layout is operationally practical. The delivery and servicing plan includes a commitment to no deliveries taking place during 8.00-9.00am and 3.00-4.00pm - to avoid the times when schools start / finish. In addition, there is provision for monitoring delivery / servicing movements, size of vehicles and location of suppliers / customers - over a five year period to identify measure to further reduce number of traffic movements. Most household customers will use the existing on-street parking (pay by phone) along West Green Road

6.8.16 The number of residential deliveries and servicing trips are expected to be low – comprising of occasional removals / furniture delivery vehicles and home deliveries. While there is no specific on-site provision to accommodate such movements, the existing loading bay on Langham Road and existing on-street parking on West Green Road can acceptably accommodate these short duration /infrequent activities.

6.8.17 Provision for refuse storage is located within the development facing West onto Langham Road. Collection of refuse for both the residential and commercial uses will be undertaken from Langham Road. The commercial waste will be collected by private contractors and the residential waste will be collected by Haringey Refuse collection Services. The existing dropped kerb will be retained for servicing and delivery activities from Langham Road.

6.8.18 As such, the provision for deliveries and servicing, for both commercial and residential uses are considered acceptable.

Construction Logistics and Management

6.8.19 No specific details of construction logistics and management have been submitted at application stage. However, this information 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 the imposition of a condition on any grant of planning permission.

6.8.20 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 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.

6.9.2 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 Development Management Development Plan Document (DPD). 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.

6.9.3 The BIA was reviewed by Officers. It is considered acceptable with regard to the above considerations outlined in relevant planning policy. The BIA notes that the proposed basement floor can be formed using standard construction techniques and materials in a controlled and pre-determined sequence. CFA Piling techniques are particularly suited to urban environments in close proximity to nearby structures. Piles will be designed by specialist installers to minimise ground movement. The ground conditions and proposed depth of construction are such that they minimise the risk of instability, heave, ground slip and movement.

- 6.9.4 The BIA notes a contractor experienced with carrying out this type of work would be engaged at all times accompanied by close supervision from the Structural Engineers. Site safety and method statements will need to be prepared and approved by the appointed Health and Safety advisor. A site-specific soil investigation and accompanying trial hole information will be required pre-construction. The authors, certified chartered engineers, note that the works would not affect the subterranean environment or surrounding buildings.
- 6.9.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls) a full site investigation and soil report and 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. In specific 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

Carbon Reduction

- 6.10.1 The NPPF, Policies 5.1-5.3 and 5.5-5.9 of the London Plan 2016, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.
- 6.10.2 An updated Energy Statement and Sustainability statement has been submitted with the application. The residential baseline emissions have reduced from 22 to 19 tCO₂/year. The residential element of the hierarchy is 11% Be Lean, 0% Be Clean and 65% Be Green. A communal gas boiler has been modelled for the residential units under the baseline/be lean. Under the baseline Be Clean the applicant states that a CHP and connecting to a district heat network are not feasible. The applicant has confirmed that the schematic of the heating pipework proposed in the building will be submitted by mechanical engineer at later stage, but prior to the commencement of works, and as such this matter can be secured by condition. Under the baseline Be Green ASHPs will be used for underfloor heating in residential units and solar panels on the roof are proposed resulting in a 65% carbon reduction for the residential element.
- 6.10.3 The shortfall of both the residential and non-residential elements needs to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution is £22,800.00, subject to the detailed design stage.

This figure of £22,800.00 would be secured by legal agreement should consent be granted.

6.10.4 The overheating report submitted demonstrates active cooling would be required to reduce overheating risk, based on the current detailed design. This would only be acceptable as a 'last resort' solution. All options within the cooling hierarchy must be exhausted before proposing active cooling. The applicant has therefore explored the use of passive measures built into the fabric of the building in place of active comfort cooling and have confirmed that solar glazing and bespoke solar louvre shutters can be designed as an integral part of the building's façade. The Council's Carbon Officer considers this an acceptable option to reduce the overheating risk in the flats and would need to see further modelling to demonstrate the scheme complies (for all the necessary weather files). Further modelling and technical details of the type of louvres shutters will therefore 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.

6.10.5 In terms of BREEAM the applicant has considered targeting the following credits; HEA04 Thermal comfort, WAT03 Water leak detection, MAT01 Life cycle impacts, MAT03 Responsible sourcing, POL01 Impact on refrigerants where Thermal Comfort (Hea04), Water Leak (Wat03) and Impact of Refrigerants (Pol01). The applicant confirmed that all credits with the exception of MAT01 Life cycle impacts and MAT03 Responsible sourcing are false targets for the scheme whereas the pre-assessment acknowledges that 3 credits are targeted for Mat01 and 1 credit is targeted for Mat 03. The Council's Carbon Officer considered this to acceptable as a design stage report and final certificate at occupation 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

6.10.6 Policies 5.3, 5.9 and 5.11 of the London Plan require developments to meet sustainable construction, passive cooling and green roof requirements. Local Plan Policy SP13 states that development shall contribute to providing ecological habitats including through providing green roofs plus other methodologies.

6.10.7 Soft landscaping to the public realm areas of West Green Road and Langham Road in the form of planted beds with low level shrubs and new street trees and planter boxes with planting would be provided at the edge of the terrace/balconies, living roof and child playspace. Whilst these objectives are acceptable in principle, the proposals as presented lack detail. Therefore, further information is required in respect of the, soft landscaping and biodiversity provision.

6.10.8 The development is also proposing two types of living roofs in the development: an intensive green, landscaped amenity roof on the first floor, and sedum roof on

the roof. Living roofs are supported in principle, subject to detailed design. Sedum roofs are not supported as the species that grow on such roofs are not native to the UK. Details for both roofs will need to be submitted as part of a planning condition.

6.10.9 As such, the application is acceptable in terms of its biodiversity impact.

6.11 Water Management

Flood Risk and Drainage

6.11.1 London Plan Policies 5.12 and 5.13 require measures to reduce and manage flood risk. Local Plan Policy SP5, and Policies DM24 and DM25 of the DMDPD, state that development shall reduce forms of flooding and implement sustainable urban drainage systems (SUDS) where possible to improve water attenuation, quality and amenity.

6.11.2 The site is within Flood Zone 1 which equates to a low risk of flooding. The Council's Drainage Officer considers the drainage strategy to be acceptable as the proposals include extensive green roofs and attenuation storage where rainwater will be held and controlled before being discharged to the Thames Water sewer network. Thames Water however, will need to approve connection to their network prior to any drainage work being carried out on the site. Thames Water have raised no objection subject to an informative to address this.

6.11.3 The Council's Drainage Officer has noted that the management maintenance plan has identified a private company that will be responsible for the SuDS elements to ensure they function correctly for the lifetime of the development.

6.11.4 Thames Water also raised no objection with regards to waste water network and sewage treatment.

6.11.5 As such, it is considered that the proposal is acceptable in terms of its water management arrangements.

6.12 Air Quality and Land Contamination

5.12.1 Air Quality

5.12.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction. The whole of the borough is an Air Quality Management Area.

5.12.3 An *Air Quality Assessment* (AQA) has been submitted with the application. The

assessment states the proposed development will be neutral in terms of building emissions and transport emissions.

5.12.4 The Pollution officer has taken note of the applicants submission for no centralised energy facility or other centralised combustion processes, installation of an individual high efficiency gas boilers as part of the development although, the preference is for a more closer monitoring locations for determining the pollutant background concentration as shown in Appendix A: Site location, location of AQMA and Local Authority Monitoring rather than the use of DEFRA background concentration in section 7.3.

5.12.5 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of demolition, construction Environmental plans, individual gas boilers, considerate contracting, dust management and works machinery.

Land Contamination

6.12.6 Policy DM23 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back into beneficial use.

6.12.7 The applicant has submitted a *Desk Study Report* with this application, which provides a review of information relating to geotechnical and geo-environmental factors affecting the site.

6.12.8 The existing use is as a vacant shop with residential flats above. The site walk-over did not identify any potential sources of contamination. A small growth of Japanese Knotweed was identified. The review of the historical maps identified that the site remained undeveloped until the construction of the current buildings by 1896. The review of the industrial setting identified an electrical substation north of the site.

6.12.9 The report concludes that contamination will not pose a significant risk to human health or other identified receptors and further assessment of the risk from contamination is not required. The Council's Pollution Officer has taken note of an identified potential sources of contamination off site i.e. filling stations and electric substations, removal of made ground and the likelihood of an asbestos containing material due to the age of building.

6.12.10 Therefore, the application is considered acceptable in terms of its impact on pollution and land contamination, subject to conditions 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 The proposal seeks to create employment generating retail use at ground floor level that will generate approximately 12 jobs.

6.13.3 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.

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

6.14 Fire Safety

6.14.1 Fire safety is dealt with at Buildings Regulation stage, however the applicant has submitted a fire statement with other technical building requirements relating to structure, ventilation and electrics, for example. Upon consultation, the London Fire Brigade has confirmed that they are satisfied with the proposed development which is expected to meet Building Regulations requirements. The applicant has confirmed this to the satisfaction of the London Fire Brigade.

6.14.2 As such, 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 DM DPD 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.

6.15.3 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:

1. Affordable Housing Provision

- 2 x 1 bed flats to be let at London's Living Rent level with nominations agreements for the Council
- The 19 Build to Rent units to have a 15 year covenant
- The 19 Build to Rent units to have three year tenancy agreements
- The 19 Build to Rent units to meet all the requirements of Draft London Plan Policy H13 'Build to Rent' including the provision of a clawback mechanism

2. Sustainable Transport Initiatives

- Five years free membership
- £50 oyster card for one occupiers of each dwelling
- The developer should secure the car club provision prior to first occupation of the development. The developer will be responsible for all costs including RTO's signage etc
- To restrict eligibility of all occupiers from obtaining CPZ parking permits

3. Section 278 Highway Agreement

- Highway works includes new access to rear service area with access via Ashleys Alley (Crossover) and new crossover to serve the two disabled user parking spaces also off Ashleys Alley.

4. Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting (£22,800.00), or more if required by Energy Statement review

i) Employment Initiative – 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.

ii) 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

- Demolition of the existing buildings and the construction of a mixed use development comprising of retail on the ground floor and residential above is acceptable in principle and would re-provide the employment floorspace and would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location.
- The proposed development would provide good quality retail floor space that would generate approximately 12 jobs.
- The ownership of the retail (ground floor) element of the development as well as 17 residential flats is proposed to be managed by the applicant as Build to Rent (BTR) units at market rent. Two affordable residential flats (2 x 1 bed) are proposed to be let at London's Living Rent levels.
- The development would be of a high-quality contemporary design of an appropriate size and scale that would improve the visual quality of the local built environment
- The development would provide high-quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.
- The development would provide an appropriate quantity of car and cycle parking spaces for this location, and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The application is considered acceptable for all other reasons as described above.

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

6.7 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £100,195.2 (1680sqm x £59.64) and the Haringey CIL charge will be £22,720.64 (1,084sqm x £20.96). 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.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to s.106 and s.278 Legal Agreements.

Applicant's drawing No.(s)

Site Location and Site Plans (drawing no. 0513-000.01B); Urban Context Plan (drawing no. 0513-000.02A); Context Plan (drawing no. 0513-000.03A); Existing Ground Floor Plan (drawing no. 0513-100.01A); Existing First Floor Plan (drawing no. 0513-100.02A); Existing Second Floor Plan (drawing no. 0513-100.03A); Existing Roof Plan (drawing no. 0513-100.04A); Existing North and South Elevations (drawing no. 0513-300.01A); Existing East and West Elevations (drawing no. 0513-300.02A); Proposed Ground Floor Plan (drawing no. 0513-100.13V); Proposed First Floor Plan (drawing no. 0513-100.14Q); Proposed Second Floor Plan (drawing no. 0513-100.08P); Proposed Third Floor Plan (drawing no. 0513-100.09P); Proposed Fourth Floor Plan (drawing no. 0513-100.10O); Proposed Basement Plan (drawing no. 0513-100.16M); Proposed Roof Plan (drawing no. 0513-100.17G); Proposed North Elevation (drawing no. 0513-300.06H); Proposed East Elevation and Section AA (drawing no. 0513-300.07G); Proposed South Elevation (drawing no. 0513-300.08G); Proposed West Elevation (drawing no. 0513-300.09H); Proposed East Elevation and Section BB (drawing no. 0513-300.10G); South Elevation and Section- Detail (drawing no. 0513-300.11B); Precedent Images (drawing no. 0513-500.02); Proposed View Looking North East (drawing no. 0513-500.03B); Proposed View Looking South West (drawing no. 0513-500.04B); Proposed View Looking East (drawing no. 0513-500.05B); Proposed View Looking West (drawing no. 0513-500.06B); Proposed View looking South (drawing no. 0513-500.07); Existing Aerial View (drawing no. 0513-500.08); Site Waste Management Plan (drawing no. 0513-500.09B);

Supporting documents also assessed:

Cover letter prepared by Firstplan dated 23 December 2019; Construction Methodology Statement and Basement Impact Assessment for Subterranean Development dated 22 June 2019 (prepared by John Farquharson Partnership LLP); Air Quality Assessment dated 19 December 2019 (prepared by Miller Goodall); Daylight, Sunlight and Overshadowing Report (prepared by Syntegra); Sustainability and Energy Statement dated August (prepared by Syntegra Rev B, dated May 2020); Dynamic Overheating Assessment Report prepared by Syntegra dated April 2020; Economic Viability Assessment Report dated December 2019 (prepared by Upside London Limited); Phase 1 Geo-Environmental Desk Study Report dated December 2019 (prepared by Brown 2 Green); SuDS Drainage Report dated December 2019 (prepared by EAS); Transport Statement dated December 2019 (prepared EAS); and Delivery and Servicing Plan dated December 2019 (prepared by EAS); Planning, Design and access Statement dated December 2019 (prepared by Firstplan)

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:

Site Location and Site Plans (drawing no. 0513-000.01B); Urban Context Plan (drawing no. 0513-000.02A); Context Plan (drawing no. 0513-000.03A); Existing Ground Floor Plan (drawing no. 0513-100.01A); Existing First Floor Plan (drawing no. 0513-100.02A); Existing Second Floor Plan (drawing no. 0513-100.03A); Existing Roof Plan (drawing no. 0513-100.04A); Existing North and South Elevations (drawing no. 0513-300.01A); Existing East and West Elevations (drawing no. 0513-300.02A); Proposed Ground Floor Plan (drawing no. 0513-100.13V); Proposed First Floor Plan (drawing no. 0513-100.14Q); Proposed Second Floor Plan (drawing no. 0513-100.08P); Proposed Third Floor Plan (drawing no. 0513-100.09P); Proposed Fourth Floor Plan (drawing no. 0513-100.10O); Proposed Basement Plan (drawing no. 0513-100.16M); Proposed Roof Plan (drawing no. 0513-100.17G); Proposed North Elevation (drawing no. 0513-300.06H); Proposed East Elevation and Section AA (drawing no. 0513-300.07G); Proposed South Elevation (drawing no. 0513-300.08G); Proposed West Elevation (drawing no. 0513-300.09H); Proposed East Elevation and Section BB (drawing no. 0513-300.10G); South Elevation and Section- Detail

(drawing no. 0513-300.11B); Precedent Images (drawing no. 0513-500.02); Proposed View Looking North East (drawing no. 0513-500.03B); Proposed View Looking South West (drawing no. 0513-500.04B); Proposed View Looking East (drawing no. 0513-500.05B); Proposed View Looking West (drawing no. 0513.500.06B); Proposed View looking South (drawing no. 0513-500.07); Existing Aerial View (drawing no. 0513.500.08); Site Waste Management Plan (drawing no. 0513-500.09B);

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

3. Prior to the commencement of works (other than investigative and demolition works) details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. Samples of brickworks, windows, roof cladding, glazing, metal balustrade, frame coloured solid panel and balcony insets/soffits at a minimum shall be provided, combined with a schedule of the exact product references for other materials. The development shall thereafter be completed in accordance with the approved details.

Reason: In order to protect the character and appearance of the area and to protect the amenity of nearby residents in accordance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

4. The use hereby permitted shall not be operated before 07:00 hours or after 23:00 hours Monday to Saturday, or before 09:00 hours or after 18:00 hours Sundays and Bank Holidays.

Reason: In order to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

5. 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 prior to the first occupation 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.

6. Prior to the commencement of the development hereby approved (excluding demolition) full details of both hard and soft landscape works for the private and public realm areas on West Green Road and Langham Road 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) Vehicle and cycle parking layouts;
- e) Hard surfacing materials;
- f) Minor artefacts and structures (eg. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- g) 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:

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

The soft landscaping scheme shall include detailed drawings of:

- l) 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 7.21 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

7. 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.

8. Prior to the first occupation of the building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. The applicant shall seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for the building and accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

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

9. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's written approval at least eight weeks prior to any work commencing on site. In specific, the plans shall include details/ measures to address the following:
 - a) a programme of works with specific information on the timing of deliveries to the site to minimise disruption to traffic and pedestrians on West Green Road and Langham Road
 - b) details of any vehicle holding area;
 - c) details of the vehicle call up procedure;

- d) location of temporary hoarding, storage buildings, compounds, construction material and plant storage areas used during construction;
- e) details of wheel washing and measures to prevent mud and dust on the highway during demolition and construction.

Thereafter, the approved plans shall be fully implemented and adhered to during the construction phase of the development.

Reason: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site.

10. Before the development authorised by this permission commences, the results of further site investigation and soil report condition and details of appropriate mitigation measures shall be submitted to the local planning authority and approved in writing. Thereafter the development shall not proceed, other than in accordance with the mitigation measures approved.

Reason: In order to mitigate the impact of the development and prevent flooding

11. (a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval that demonstrates a carbon dioxide reduction of at least 76% against a Building Regulations 2013 Part L scheme for the domestic element and 58% for the non-domestic element. The updated assessment should include:

- A minimum fabric efficiency improvement of 10% and 15% respectively for the domestic and non-domestic elements of the scheme under the Be Clean requirements;
- Reduction in reliance on active cooling to overcome the overheating risks;
- Strategy to demonstrate the hot water, heating and cooling systems, whether this is a communal, individual or hybrid system, with a schematic of the heat + hot water systems, showing flow return temperatures;
- An estimate of the heating and/or cooling energy the air source heat pump (ASHP) would provide to the development and the electricity the heat pump would require for this purpose;
- Details of the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) of the ASHPs, which should be used in the energy modelling;
- Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements;
- Location of ASHP, and if required, the mitigation measures (noise/visual);
- Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements;

- Confirmation of the maximum possible solar photovoltaic (PV) energy to be generated on the roof, 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).

(b) Within 6 months of completion, a final Energy Assessment must be submitted to the Local Planning Authority to demonstrate achieved carbon emission savings on site and calculate the carbon offset contribution, if required.

(c) The proposed 19.25 kWp solar array should aim to generate at least 23,562 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.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

12. Prior to commencement of the development, a revised Overheating Report based on thermal dynamic modelling based on CIBSE TM59 with TM49 weather files shall be submitted for approval by the Local Planning Authority. Further modelling must be submitted to demonstrate the introduction of different types of proposed external louvres will ensure compliance with the overheating criteria, and if not, the report must demonstrate how the scheme's detailed design has incorporated further passive design measures to reduce overheating risk in the dwellings in line with the cooling hierarchy without using active cooling. Well-evidenced justification must be provided that passive design measures are not feasible if proposing active cooling.

The submission must also include a retrofit plan that prioritises passive design measures for the 2050s and 2080s weather files, and technical design specifications of the proposed louvres (and any other proposed mitigation measures) to understand how they will work and be maintained.

Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.

- 13.(a) No development shall commence above ground floor until details of Living Roofs and photovoltaic array have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- i) A roof plan identifying where the living roofs and solar panels will be located and what surface area they will cover;
- ii) Sections demonstrating substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- ii) Plans showing details on 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;
- iv) Details of the location of log piles / flat stones for invertebrates;
- v) Details on 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);
- vi) Relationship with photovoltaic array;
- vii) Irrigation, management and maintenance arrangements.

(b) The approved Living Roofs and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter 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 regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

14. (a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent).
- (b) The employment and commercial floorspace shall not be occupied for retail use (Use Class A1) until a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.

15 Before development commences other than for investigative work:

- a. Taken note of the submitted Phase 1 Geo – Environmental Desk Study Report with reference 2343/Rpt 1 v 2 prepared by Brown 2 Green Associates Ltd, a site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- d. 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.

- 16 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.

- 17 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 IIIA 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.
- 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.

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

- 18 **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.
- vii. 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.”

- 19 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 impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement

- 20 Prior to installation, 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%).

Reason: As required by The London Plan Policy 7.14.

- 21 Prior to installation, 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%).

Reason: As required by The London Plan Policy 7.14.

- 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 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.

- 24 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% (2 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 2016 Policy 3.8.

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 £100,195.2 (1680sqm x £59.64) and the Haringey CIL charge will be £22,720.64 (1,084sqm x £20.96). 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 : 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

INFORMATIVE :The proposed development is located within 15 metres of Thames Waters underground assets and 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-yourdevelopment/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 :Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

INFORMATIVE : Thames Water will aim to provide customers with a minium 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 is advised that there are plans on using mains water for construction purposes, it's important Thames Water is informed before starting to use it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/building water](https://thameswater.co.uk/building-water)

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

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Transport comments are as follows:</p> <ul style="list-style-type: none"> a. The site has moderate public transport accessibility (PTAL=3) and the surrounding area has CPZ. b. The proposals includes an acceptable provision for two car park spaces for disabled users located off Ashleys Alley. This complies with the requirement for 10% provision for 19 proposed residential dwellings. c. The transport assessment undertook parking surveys that indicated average existing parking stress levels of between 74%-78%. Under these circumstances, a car free s106 agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking permits. d. The proposals includes acceptable cycle storage provision for 28 bicycles to comply with London Plan standards. This provision is sheltered, secure and accessible. e. Vehicular access for customer collection of bulky DIY materials is from Ashley Alley. The commercial development is expected to receive one HGV deliver vehicle / day and this will take place from existing loading bay on Langham Way or West Green Road, outside the time of school start / finish times. f. The transport assessment has considered trip generation from the proposed commercial and residential development. However, while this has not been based on comparable selected TRICS sites, given the small scale of proposed development, it is not expected to result in significant trip generation. g. A s106 agreement is required for the provision of one car club bay on-street and for securing 5 year free membership and £50 oyster card for one occupier of each dwelling. The developer should secure the car club provision prior to first occupation of the development. The developer will be responsible for all costs including RTO's, signage etc. h. Haringey Refuse collection Service should be consulted regarding provision for refuse storage and collection. i. Construction Management Plan will be required to be submitted for approval, prior to start of construction. j. A s278 agreement is required for all highway works. <p>Transport comments regarding provision for deliveries and servicing are as follows:</p> <ul style="list-style-type: none"> a. The proposed development is expected to generate one HGV and twelve LGVs commercial 	<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>vehicles trips per day. These commercial deliveries and servicing movements will be accommodated by using a combination of the existing loading bay on Langham Road (for HGVs), and the rear service yard (with access from Ashleys Alley) being used for LGVs and MGVs traffic. Vehicular swept paths have been submitted and demonstrate that the layout is operationally practical. The delivery and servicing plan includes a commitment to no deliveries taking place during 8.00-9.00am and 3.00-4.00pm - to avoid the times when schools start / finish. In addition, there is provision for monitoring delivery / servicing movements, size of vehicles and location of suppliers / customers - over a five year period to identify measure to further reduce number of traffic movements. Most household customers will use the existing on-street parking (pay by phone) along West Green Road.</p> <p>b. The number of residential deliveries and servicing trips are expected to be low – comprising of occasional removals / furniture delivery vehicles and home deliveries. While there is no specific on-site provision to accommodate such movements, the existing loading bay on Langham Road and existing on-street parking on West Green Road can acceptably accommodate these short duration /infrequent activities.</p>	
Waste Management Team	<p>This application will need the following;</p> <p>3 x 1100L waste receptacle for refuse 2 x 1100L waste receptacle for dry recycling 1 x 240L food waste external box 19 x food waste kitchen caddy</p> <p>We would also recommend that a bulky waste store/area is made available for residents to help dispose of large items.</p> <p>Any Commercial enterprise must arrange for a scheduled waste collection with a Commercial Waste Contractor.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is always contained.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to</p>	<p>Comments noted. Waste provision appears to match or exceed these requirements but further details shall be secured by condition.</p>

Stakeholder	Question/Comment	Response
	<p>arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection</p>	
Design Officer	<p><u>Site Location and Context</u></p> <p>1. West Green Road runs East-West between Green Lanes and Tottenham High Road. It is located to the east of the Green that gives the street its name, where Phillip Lane joins West Green Road. There are busy local shopping parades on both of West Green Road, with local facilities, such as schools, nurseries, a church and social support services. Downhills Park, to the north of the site is the nearest open recreational space, accessed off West Green Road.</p> <p><u>Planning Policy Context & Existing Buildings</u></p> <p>2. The site is not within a Site Allocation, Conservation Area, or any other policy designation, however the opposite side of street is a designated Local Centre and the site it is part of an active shopping parade itself. The existing terrace, for which this proposal would replace the 4 properties at its western end, has positive architectural qualities, but it is not considered by the Council's Conservation Officer to have sufficient heritage significance to have any protection. It is not Statutorily Listed or Locally Listed, nor is it in or close to a Conservation Area, and nevertheless is significantly degraded by the insertion of the inter-war Imperial Banqueting Suite and significant other alterations.</p> <p><u>Form & Pattern of Development</u></p> <p>3. The proposal is to demolish and replace four units in a two-storey terrace with a four-story terrace plus set back fifth floor, and a basement. The undistinguished late Victorian or Edwardian existing terrace has some consistency, with ground floor retail, a slightly set back residential floor above, and a gabled attic on either end, but has been disrupted by the inter-war Imperial</p>	<p>Comments noted. Materials and landscaping to be controlled by condition.</p>

Stakeholder	Question/Comment	Response
	<p>Banqueting Suite building being inserted, and is also of lower height and scale than most of its neighbours on this part of West Green Road. The proposed design maintains the terraced form, continuing the proportions of the existing terrace while introducing a contemporary architectural expression that make the development a distinct and positive new addition. . The scale, massing, appearance, rhythm and layout of the proposal is considered acceptable. Haringey's Local Plan policy DM44 (Neighbourhood Parades and Other Non-Designated frontages) requires ground floor units to be appropriate for town centre uses, with active frontage or display.</p> <p>"Within neighbourhood parades and other non-designated shopping frontages, the use of ground floor premises for appropriate town centre, community and economic uses will be supported where an active frontage is provided, or if this is not possible, a window display or other appropriate town centre frontage."</p> <p>The proposal fulfills this with four large bays of glazing addressing West Green Road, providing views in and out of the large scale ground floor retail unit, making a significant improvement to the public realm and compared with the existing. The basement provides ancillary space that supports the servicing and operational requirements of the retail space above.</p> <p><u>Masterplan</u></p> <p>4The applicants have prepared an indicative masterplan for the whole terraced parade, to demonstrate how the whole terrace could be re-developed. This is considered necessary by officers as the proposal in replacing part of an existing terrace clearly establishes a precedent for the redevelopment of other properties in the terrace. Officers consider it is important that should future properties in the rest of the existing terrace be redeveloped, they should closely follow the form of development proposed in this application. The applicant has demonstrated scope for future development of the terrace with an indicative masterplan. There are also no windows on the flank wall of the proposal, to allow for development of no 298. Rear access to the basement via Ashley Alley is considered to be positive.</p> <p>There is a clear hierarchy between the retail entrance on West Green Road, and residential entrance on Langham Road and both are clearly articulated through the design of the elevations. The mixed use development and arrangement of the retail ground floor with adjoining basement complies with Haringey's Local Plan policy DM45* and NPPF paragraph 123** which supports the inclusion of housing above relatively low density commercial uses, and the proposal performs well in optimising</p>	

Stakeholder	Question/Comment	Response
	<p>the site's capacity.</p> <p>* "A: The Council will seek to optimise the use of land and floorspace within town centres by encouraging new mixed use development, including new or re-used space above shops and commercial premises, having regard to:</p> <ul style="list-style-type: none"> a. The role and function of the town centre; b. Impact on town centre vitality and viability; c. Compatibility of both the proposed and existing neighbouring uses; and d. Compliance with other policies." <p>** "c) local planning authorities should refuse applications which they consider fail to make efficient use of land"</p> <p><u>Bulk & Massing</u></p> <p>5. Proposed height, bulk & massing represents a significant increase on the existing terrace but is comparable to other existing developments in the immediate neighbourhood and is a reasonable response to the need to make the best use of land in the context of the housing crisis. It is of comparable height to the neighbouring Strawbridge Court on the opposite side of Lanham Road from the application site, but this proposal can be considered a better response to the rhythm and grain of the West Green Road high street frontage than that development of around 10 years ago. These proposals are also of comparable bulk, height and form to the existing Victorian and Edwardian 3-4 storey mansion blocks, with similar grain, rhythm and gradation into retail base, with a 2 storey middle and set back attic. The proposal comprises taller floor to floor heights, which is deemed an acceptable proposal as it creates more flexible spaces that can be suitably adapted for new uses in the future.</p> <p><u>Streetscape Character & Approach</u></p> <p>6. The street setting of the proposal needs more greenery; particularly on the residential side of Langham Road which should have defensible landscaping. The external space on West Green Road should include island planting and cycle stands. West Green Road should be treated as a shopping frontage, Langham Road a more residential street. The proposed street trees are given</p>	

Stakeholder	Question/Comment	Response
	<p>a sufficient area of surface drainage around the roots, and that the details for the public realm are as well considered as those of the building.</p> <p>Ashley's Alley would need further public realm improvements as a pedestrian friendly side street for servicing and occasional parking but not as a through vehicular route.</p> <p><u>Elevational Treatment, Materials and Fenestration, including Balconies</u></p> <p>7. All the elevations are designed with care and considerations for proportions and composition, with distinct base, middle and top, orderly arranged fenestration and balconies, and appropriate materials. Fenestration is typically vertically oriented, giving the proposals a more urban appearance and sense of proportion. Locations of bathrooms in plan should be reconsidered where privacy requirements compromise the composition of the façade, eg facing onto West Green Road and Langham Road at 2nd and 3rd floors.</p> <p>8.Private amenity spaces for the flats are a range of private winter gardens with two glazing lines, and recessed balconies which mitigate against solar gain and offer some protection from the weather; and projecting balconies. Juliet balconies give depth and variation to the façade where they have been applied. , It is critical that balustrades which front onto a street give residents privacy and hide clutter.</p> <p><u>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</u></p> <p>9. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. There are only two single aspect flats proposed. One is a single bedroom flat facing west onto the side street, Langham Road, which is acceptable as being a good aspect and being a smaller flat; this flat also has a secondary aspect, with its bedroom having a side window onto its deeply recessed balcony. The other single aspect flat is of two bedrooms, south facing and onto West Green Road, both of which are less preferable, but on balance acceptable as it too has a deep recessed balcony with side window, so that its living room would gain a range of outlooks. All flats have good sized balconies providing private external amenity at least as much as and generally in excess of minimum recommended sizes; this is in addition to all flats sharing in the 1st floor rooftop</p>	

Stakeholder	Question/Comment	Response
	<p>communal amenity space containing children's playspace.</p> <p><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></p> <p>10. There are few existing neighbouring dwellings close to this proposal. It is believed that there are two flats on the 1st floor of no 298, immediately next door. But the width of both West Green Road and Langham Road make the flats on the other side of those streets over 20m away and therefore over the maximum distance at which a human face can be recognised (18m). Houses on the same side of Langham Road as the site are even further away so there is therefore no concern on the impact to neighbouring privacy.</p> <p>The car park and secondary entrance to Park View Academy secondary school, immediately on the other side of Ashleys Alley, is closer however this is not in residential use, nor is it a sensitive non-residential use, not being a part of the school used by children. If it were to be changed in the future, or even redeveloped for residential (discounting other planning considerations), that development could be easily designed to avoid any loss of privacy to the new residents.</p> <p><u>Daylight and Sunlight</u></p> <p>11. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p><i>"D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:</i></p> <ul style="list-style-type: none"> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i> <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development..."</i> <p>12. The applicants provided a Daylight, Sunlight and Overhsadowing Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good</p>	

Stakeholder	Question/Comment	Response
	<p>Practice' (2nd Edition, Littlefair, 2011), known as 'The BRE Guide'.</p> <p>13. The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with no noticeable adverse effect to any existing neighbouring windows, and only minor adverse effect is to one neighbouring external amenity area - that of the immediate neighbour no. 298. It is noted that this building would continue to receive good levels of sunlight at mid-summer and it is considered likely that this site will be redeveloped, but this minor adverse effect is considered on balance acceptable in the context of wider improvements the development will bring and the reasonable expectation that intensification of this location is likely. For a higher density development in an urban location, this is considered to be a good outcome.</p> <p>14. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model, and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.</p> <p><u>Conclusions</u></p> <p>15. The proposed scheme offers new high quality residential accommodation and appropriate retail space that will enhance the shopping parade and neighbourhood activities on West Green Road and beyond. The proposal meets planning obligations and policy objectives and at National, London and local council levels. The site is well optimised for suitable servicing of the commercial unit on the ground floor.</p> <p>Although on the whole, and well designed addition to the local area, with good attention to detail, there are aspects of the internal layout which have less favourable impacts on the facades. The opaque panels bring inconsistency to the street facing elevations, where applied to gives bathroom privacy.</p>	

Stakeholder	Question/Comment	Response
	<p>The implications of future development of the terrace have been considered as part of the design of this scheme, and the study satisfactorily demonstrates that this proposal will not impede or constrain the evolution of the area. The residential accommodation is designed to be tenure blind, with shared entrances, outdoor terraces and balconies provide private amenity space for each dwelling, and an additional communal children's play area on the first floor, making a positive contribution to family life and the wellbeing of young residents.</p>	
Drainage Officer	<p>We have reviewed the drainage strategy for this proposed development and have no objection to the application, the proposal includes extensive green roofs and attenuation storage where rainwater will be held and controlled before being discharged to Thames Water sewer network. Thames, will need to approve connection to their network prior to any drainage work being carried out on the site.</p> <p>The management maintenance plan has identified a private company will be responsible for the SuDS elements to ensure they function correctly for the lifetime of the development</p>	Comments noted.
Lead Officer - Pollution	<p>Having considered all the supportive information especially the Sustainability and Energy Statement Report dated August 2019; taken note of the applicant proposition for the installation of an Air Source Heat Pump (ASHPs) System with natural ventilation or use of Photovoltaic (PV) Panels where feasible, Planning & Design Statement with reference 18116/CJ/ik dated December 2019, Air Quality Assessment with reference 102118v2 prepared by Miller Goodall Ltd dated 19 December 2019; taken note of the applicant submission for no centralised energy facility or other centralised combustion processes, installation of an individual high efficiency gas boilers as part of the development although, we would have prefer a more closer monitoring locations for determining the pollutant background concentration as shown in Appendix A rather than the use of DEFRA background concentration in section 7.3, Construction Methodology Statement & Basement Impact Assessment for Subterranean Development with reference 8923/BIA01/RCS/Revision A prepared by JFP dated 22 June 2019; using Continuous Flights Auger for Pilling and the Phase 1 Geo – Environmental Desk Study Report with reference 2343/Rpt 1 v 2 prepared by Brown 2 Green Associates Ltd dated December 2019; taken note of an identified potential sources of contamination off site i.e. filling stations and electric substations, removal of made ground and the likelihood of an asbestos containing material due to the age of building, please be advise that we have no objection to the proposed development but the following planning conditions and informative are recommend should planning permission be granted</p>	Comments noted. Conditions included

Stakeholder	Question/Comment	Response
	<p><u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <ul style="list-style-type: none"> a. Taken note of the submitted Phase 1 Geo – Environmental Desk Study Report with reference 2343/Rpt 1 v 2 prepared by Brown 2 Green Associates Ltd, a site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><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>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely</p>	

Stakeholder	Question/Comment	Response
	<p>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><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 IIIA 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><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>	

Stakeholder	Question/Comment	Response
	<p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> 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. <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 	

Stakeholder	Question/Comment	Response
	<p>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> <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><u>PRE-PILING: Impact Piling Method Statement (Thames Water)</u></p> <p>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.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement</p> <p><u>Combustion and Energy Plant</u></p> <p>Prior to installation, 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>	

Stakeholder	Question/Comment	Response
	<p><u>Informative:</u></p> <p>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</p>	
Housing Officer	In light of the negative viability and the fact that the scheme cannot support any affordable housing provision, the Housing Department has no comments or objections to the scheme.	Comments noted.
Building Control	<p>The BIA meets your requirement, however I would add the following pre commencement conditions;</p> <ol style="list-style-type: none"> 1. Full site investigations and soil report to be provided before works commence; 2. Full Construction Management Plan to be provided before works commence 	Comments noted. Conditions included
Carbon Management	<p>Carbon Management Response (19/03/2020)</p> <p>In preparing this consultation response, we have reviewed the Sustainability and Energy Statement prepared by Syntegra Consulting (dated August 2019) and the Planning and Design Statement. Having considered the supporting information, we have provided comments on the areas that need to be addressed to achieve support for the scheme.</p> <p>Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new non-domestic development to be zero carbon from 2019 (i.e. a 100% improvement beyond Part L (2013)). The Intention to Publish version of the New London Plan (2019) further sets out in Policy SI2 that all new development should be zero carbon. 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. Non-domestic development should also achieve at least the BREEAM 'Very Good' standard and aim to achieve BREEAM 'Excellent' (or equivalent). Energy Assessments should be prepared in line with the GLA's Guidance (2018):</p>	Comments noted. Conditions and legal agreement clauses included

Stakeholder	Question/Comment	Response																																								
	<p>https://www.london.gov.uk/sites/default/files/energy_assessment_guidance_2018.pdf.</p> <p>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 43.46% in carbon emissions with SAP10 carbon factors. This represents an annual saving of approximately 1.98 tonnes of CO₂. Following the reduction measures, 9 tCO₂ and 4 tCO₂ will remain for the residential and non-residential elements respectively.</p> <table><tr><th></th><th colspan="2">Residential (19 units)</th><th colspan="2">Commercial</th></tr><tr><th>Baseline (tCO₂/year)</th><td colspan="2">22</td><td colspan="2">10</td></tr><tr><th></th><th>tCO₂/year remaining after reduction</th><th>% reduction</th><th>tCO₂/year reduction</th><th>% reduction</th></tr><tr><th>Be Lean</th><td>19</td><td>10%</td><td>8</td><td>15%</td></tr><tr><th>Be Clean</th><td>19</td><td>0%</td><td>0</td><td>0%</td></tr><tr><th>Be Green</th><td>9</td><td>50%</td><td>4</td><td>43%</td></tr><tr><th></th><td></td><td></td><td></td><td></td></tr><tr><th>Total emissions reduced</th><td>13</td><td>60%</td><td>6</td><td>58%</td></tr></table> <p>According to the Energy Statement, there is a total shortfall of 19 tCO₂ that need to be offset for the development to be policy compliant. The carbon offset contribution will be determined on the basis of £95/tCO₂ over 30 years. However, the issues outlined below need to be resolved before the carbon offset contribution can be calculated.</p> <p>Energy – Lean</p> <p>The applicant has proposed improvements beyond Building Regulations by 10% and 15% for the residential and non-residential elements respectively, with very good fabric efficiencies. This is supported.</p> <p>Cooling</p> <p>Thermal mass has not been considered in the cooling hierarchy. The report states it will be supplied by electrical cooling systems, but this is not further detailed. It is not clear whether the cooling demand has been assessed properly.</p>		Residential (19 units)		Commercial		Baseline (tCO ₂ /year)	22		10			tCO ₂ /year remaining after reduction	% reduction	tCO ₂ /year reduction	% reduction	Be Lean	19	10%	8	15%	Be Clean	19	0%	0	0%	Be Green	9	50%	4	43%						Total emissions reduced	13	60%	6	58%	
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Stakeholder	Question/Comment	Response
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please report on the use of thermal mass and solar shading. - It is not clear whether individual or communal gas boilers have been modelled under the baseline/be lean. - If active cooling is required, please model this and include these energy demands into the carbon footprint of the development and update any offsetting requirements based on this. <p>Energy – Clean</p> <p>The applicant is not proposing any Be Clean measures and states that a CHP and connecting to a district heat network are not feasible. It is accepted that a CHP would not be suitable for this scheme.</p> <p>In line with the London Plan, the Council has an ambition to connect the Broadwater Farm and St Ann’s decentralised energy network (DEN) hubs in the future. The site is located very near to the route that we anticipate would be taken to connect these DEN hubs. The applicant is therefore expected to connect to the DEN when this is available and have a communal heating system (+PV) in the meantime. The scheme should be designed and constructed following the CIBSE / ADE Heat Networks Code of Good Practice.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Please submit a schematic of the heating pipework proposed in the building for both the domestic and non-domestic, including the ASHP. <p>Energy – Green</p> <p>The applicant is proposing air source heat pumps (ASHPs) only. The use of solar photovoltaic has been rejected as the applicant states that the required carbon reductions are already met through ASHPs, despite finding solar photovoltaics (PV) viable and proposing PVs in Figure 4 of the Design and Access Statement.</p> <p>As the policy is for the development to be zero carbon, a further 40% of carbon emissions should be reduced on-site for domestic element, and a further 42% for the non-domestic. By proposing solar PVs on the roof, the site will reduce its energy use during the daytime which is beneficial for the retail unit.</p> <p>There are numerous gaps in the Be Green approach. The applicant will need to reconsider the space heating and hot water strategy.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Action:</u></p> <ul style="list-style-type: none"> - Will ASHPs be used for underfloor heating, and/or radiator space heating? - The applicant needs to submit a schematic of the communal heat + hot water systems, showing flow return temperatures. - Provide details on the ASHP (however, these details can be conditioned): <ul style="list-style-type: none"> o An estimate of the heating and/or cooling energy the ASHP would provide to the development and the electricity the heat pump would require for this purpose o Details of the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER), which should be used in the energy modelling. o Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements. o Location of ASHP, and if required, the mitigation measures (noise/visual) - Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements. - Reconsider the proposal for solar PVs on the roof of the development to bring the development as to zero carbon. Submit details of the efficiency, output, number and type of PVs, orientation/tilt angle. <p>Overheating</p> <p>The applicant has not undertaken a dynamic overheating assessment. This must be undertaken for the proposed residential dwellings to mitigate any risk of overheating in new development. This should ideally be dealt with prior to the determination of the application to ensure the necessary measures can be incorporated into the design.</p> <p>Passive shading and ventilation need to be designed into the scheme from the outset, particularly for windows facing east, south and west. With potential noise and air pollution sources from West Green Road, simple passive cooling (opening the windows) may therefore not be a viable option.</p> <p>The applicant will need to undertake a London weather pattern dynamic thermal model in line with CIBSE TM59, using the TM49 Design Summer Years (DSY) for London and the accompanied datasets. This incorporates the Urban Heat Island effect and the severity of hot events in London. The model should include:</p> <ul style="list-style-type: none"> • The Urban dataset for the three DSYs; and, 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s. All time periods (2020s, 2050s and 2080s) should be modelled, and the risks, impacts and mitigation strategy set out for each. <p>The report should include floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings:</p> <ul style="list-style-type: none"> • At least 15% of all rooms across the development site; • All single-aspect dwellings facing west, east, and south; • At least 50% of rooms on the top floor; • 75% of all modelled rooms will face South or South/western facing; • Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments). <p>If the dwellings do overheat, passive design measures and technologies should be installed to minimise this risk (such as Brise soleil). If they only overheat in the future, a strategy should be designed as to how measures can easily be retrofitted when the weather patterns increase temperature and who will own the overheating risk.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Undertake a Dynamic Overheating Assessment to demonstrate any potential overheating risk has been mitigated. <p>Sustainability Assessment – Residential</p> <p>The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme. We have the following comments on the proposed measures:</p> <ul style="list-style-type: none"> - Considerate Constructors Scheme – support this - Strategy in using sustainable materials is supported. <ul style="list-style-type: none"> ○ Timber: Under MAN 03 <u>all</u> timber products must be sourced from legal and sustainable sources, this should be reflected in the sustainability section. - Water Usage – <u>Action:</u> this commitment should be made for the residential dwellings too, not just the commercial element. - <u>Action:</u> Cycle parking provision for short-stay visitors on the public realm, and as this is a 	

Stakeholder	Question/Comment	Response
	<p>corner site, this is a good location for parking facilities for the retail unit.</p> <p>Sustainability Assessment – Retail The development is targeting a 52.21% score under BREEAM ('Good'), and the report has not indicated any potential further credits that could be achieved. This is not policy compliant. A score of 55% must be achieved as a very minimum, but further credits should be achieved to ensure the policy can be met when changes are made to the detailed design. The BREEAM Pre-Assessment will be fully reviewed when a revised report is issued.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - A table should be submitted to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved and which will not be met. This needs to include justification where targets are not met or 'potential' credits (where they are available under the Shell and Core assessment). This will enable better assessment of which credits <p>Living Roofs The development is proposing two types of living roofs in the development: an intensive green, landscaped amenity roof on the first floor and a sedum roof on the roof. Living roofs are supported in principle, subject to detailed design. Sedum roofs are not supported as the species that grow on such roofs are not native to the UK. Details for both roofs will need to be submitted as part of a planning condition. Appropriate conditions will be recommended.</p> <p>Conclusion Overall, it is considered that the application cannot currently be supported from a carbon management and sustainability point of view.</p> <p><i>Drafted by: Suzanne Kimman, Carbon Management Team.</i></p> <p>Carbon Management Response (11/06/2020)</p> <p>Updated reports were submitted on 22/05/2020: Sustainability and Energy Statement (Rev B, May 2020) and a Dynamic Overheating Assessment Report prepared by Syntegra (dated April 2020).</p>	

Stakeholder	Question/Comment	Response																																													
	<p>Energy</p> <p>The residential baseline emissions have reduced from 22 to 19 tCO₂/year. The updated table is reproduced below.</p> <table><tr><td></td><td colspan="2">Residential (19 units)</td><td colspan="2">Commercial</td></tr><tr><td>Baseline (tCO₂/year)</td><td colspan="2">19</td><td colspan="2">10</td></tr><tr><td></td><td>tCO₂/year remaining after reduction</td><td>% reduction</td><td>tCO₂/year remaining after reduction</td><td>% reduction</td></tr><tr><td>Be Lean</td><td>17</td><td>11%</td><td>8</td><td>15%</td></tr><tr><td>Be Clean</td><td>17</td><td>0%</td><td>8</td><td>0%</td></tr><tr><td>Be Green</td><td>4</td><td>65%</td><td>4</td><td>43%</td></tr><tr><td>Cumulative savings</td><td>15</td><td>76%</td><td>6</td><td>58%</td></tr><tr><td>Carbon shortfall</td><td>4</td><td></td><td>4</td><td></td></tr><tr><td>Indicative carbon offset contribution</td><td colspan="4">8 tCO₂ x £95 x 30 yr = £22,800</td></tr></table> <p>The Be Green element has now been clarified. Approximately 77 monocrystalline solar panels will be installed on the roof, with a 30° tilt, western orientation, on 127 m². The 19.25 kWp system would have an estimated annual output of 23,562 kWh.</p> <p>The shortfall of both the residential and non-residential elements needs to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution is £22,800, subject to the detailed design stage.</p> <p>Issues remain with the cooling element of the Be Lean. The overheating report demonstrates active cooling is required to reduce overheating risk. This is not acceptable, all options within the cooling hierarchy must be exhausted before proposing active cooling. Subject to the passive design measures to reduce overheating, and other measures in the cooling hierarchy, this section must be re-run to exclude the use of active cooling.</p>		Residential (19 units)		Commercial		Baseline (tCO₂/year)	19		10			tCO₂/year remaining after reduction	% reduction	tCO₂/year remaining after reduction	% reduction	Be Lean	17	11%	8	15%	Be Clean	17	0%	8	0%	Be Green	4	65%	4	43%	Cumulative savings	15	76%	6	58%	Carbon shortfall	4		4		Indicative carbon offset contribution	8 tCO ₂ x £95 x 30 yr = £22,800				
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Stakeholder	Question/Comment	Response
	<p>The SAP regulation compliance reports are quite different. For example, Flat 1 has a different floor area, fuel factor (mains gas instead of electricity) and therefore TER/DER and TFEE/DFEE. The u-value for walls and air permeability also vary slightly.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • Can the applicant please explain what changes have been made to the baseline emissions (residential)? • Why have the floor areas and other details changed in the SAP calculations? These are quite different for flats 1, 2, 3, 5, 6, 9, 11, 13, 14, 16, 18. • Where are the compliance reports for cumulative savings (Be Lean, Clean & Green) to demonstrate the development does not rely on communal gas heating? <p>Overheating</p> <p>The overheating analysis has been undertaken in line with CIBSE TM59 with TM49 weather files. The following results were reported on in the submitted Overheating Analysis report:</p> <ul style="list-style-type: none"> - Baseline (no mitigation measures): 0% of rooms pass the criteria for DSY1-3 in the 2020s, 2050s or 2080s weather files - Baseline + internal blinds + 50% openable windows/doors: 85.7% habitable rooms pass DSY1 under 2020s weather file. Only 44.9% of rooms pass under DSY2, and 0% in all other scenarios (although their exceedance has been decreased). - Baseline + internal blinds + 50% openable windows/doors + MVHR: reduced results compared to Scenario 2. 4.1% rooms pass under DSY1 with the 2020s weather file and 30.6% under DSY2. - Baseline + internal blinds + 50% openable window/door + comfort cooling: 100% rooms pass under DSY1-3 and all future weather files. This is proposed to be achieved through air source heat pumps (Cooling EER 3.8). <p>The baseline results are very concerning, they demonstrate that the design does not currently incorporate effective passive design measures that would mitigate overheating. Criteria 1 and 2 are exceeded significantly.</p> <p>Despite the mitigation measures proposed with internal blinds, more openable windows and MVHR, still only 4.1% of rooms pass the mandatory DSY1 and 30.6% under DSY2. The proposed solution to rely on active cooling is not acceptable. The applicant has not demonstrated how overheating risk can</p>	

Stakeholder	Question/Comment	Response
	<p>be mitigated in line with the Cooling Hierarchy.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - How many rooms were modelled across the development? - What is the modelled g-value of the windows? - The report needs to demonstrate that the proposed mitigation measures have been considered and modelled in line with the cooling hierarchy (London Plan Policy 5.9). Internal blinds should only feature later in the mitigation measures as they are not as effective as external shading measures, different window specifications, floor to ceiling heights, etc. Comfort cooling should only be a last option. The applicant should demonstrate that every element in the cooling hierarchy has either been considered or provide evidenced justification if measures are not possible. - The applicant should demonstrate that the air quality/noise constraints of the site will not restrict residents in opening their windows for ventilation, particularly those along West Green Road. - No assessment has been done on communal corridors. - The u-value for roofs is inconsistent with the Energy Statement, please confirm whether it is 0.13 or 0.12 W/m²K. <p>Sustainability</p> <p>A BREEAM Pre-Assessment has been included in the appendix. A score of 54.91% is achieved, which is still not strictly policy compliant and does not allow for a buffer during the detailed design stage.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> • Please consider targeting any of the following credits: HEA04 Thermal comfort, WAT03 Water leak detection, MAT01 Life cycle impacts, MAT03 Responsible sourcing, POL01 Impact on refrigerants. <p>It is recommended that these outstanding issues about the energy report and overheating are addressed prior to determination. The remaining items can be addressed through planning conditions.</p> <p>(a) Prior to the commencement of development, an updated Energy Assessment should be submitted to the Local Planning Authority for approval that demonstrates a carbon dioxide</p>	

Stakeholder	Question/Comment	Response
	<p>reduction of at least 76% against a Building Regulations 2013 Part L scheme for the domestic element and 58% for the non-domestic element. The updated assessment should include:</p> <ul style="list-style-type: none"> - A minimum fabric efficiency improvement of 10% and 15% respectively for the domestic and non-domestic elements of the scheme under the Be Clean requirements; - Reduction in reliance on active cooling to overcome the overheating risks; - Strategy to demonstrate the hot water, heating and cooling systems, whether this is a communal, individual or hybrid system, with a schematic of the heat + hot water systems, showing flow return temperatures; - An estimate of the heating and/or cooling energy the air source heat pump (ASHP) would provide to the development and the electricity the heat pump would require for this purpose; - Details of the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) of the ASHPs, which should be used in the energy modelling; - Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements; - Location of ASHP, and if required, the mitigation measures (noise/visual); - Evidence that the heat pump complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements; - Confirmation of the maximum possible solar photovoltaic (PV) energy to be generated on the roof, 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). <p>(b) Within 6 months of completion, a final Energy Assessment must be submitted to the Local Planning Authority to demonstrate achieved carbon emission savings on site and calculate the carbon offset contribution, if required.</p> <p>(c) The proposed 19.25 kWp solar array should aim to generate at least 23,562 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.</p> <p>Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.</p> <p>Prior to occupation of the development, a revised Overheating Report based on thermal</p>	

Stakeholder	Question/Comment	Response
	<p>dynamic modelling based on CIBSE TM59 with TM49 weather files shall be submitted for approval by the Local Planning Authority. This report must demonstrate how the scheme's detailed design has incorporated further passive design measures to reduce overheating risk in the dwellings in line with the cooling hierarchy without using active cooling. Well-evidenced justification must be provided that passive design measures are not feasible if proposing active cooling. A retrofit plan that prioritises passive design measures should also be submitted for the 2050s and 2080s weather files.</p> <p>Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</p> <p>(a) No development shall commence above ground floor until details of Living Roofs and photovoltaic array have been submitted to and approved in writing by the Local Planning Authority. These details shall include:</p> <ul style="list-style-type: none"> i) A roof plan identifying where the living roofs and solar panels will be located and what surface area they will cover; ii) Sections demonstrating substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs; ii) Plans showing details on 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; iv) Details of the location of log piles / flat stones for invertebrates; v) Details on 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); vi) Relationship with photovoltaic array; vii) Irrigation, management and maintenance arrangements. <p>(b) The approved Living Roofs and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.</p>	

Stakeholder	Question/Comment	Response
	<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 regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and Policy SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p>(a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent).</p> <p>(b) The employment and commercial floorspace shall not be occupied for retail use (Use Class A1) until a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4</p>	
EXTERNAL		
Transport for London	Having assessed the proposals, I can confirm that TfL Spatial Planning has no specific comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in the draft London Plan. In particular the car and cycle parking standards in tables 10.2 - 10.6 (inclusive). Additionally, any construction work associated with the development should not impact the operation of bus services	Comments noted
London Fire Brigade	<p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.</p> <p>I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building</p>	Comments noted. Informative included

Stakeholder	Question/Comment	Response
	<p>Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant. The address of the Fire Authority Water Section for this area is given below:-</p> <p>Water Office London Fire Brigade Headquarters 169 Union Street London SE1 0LL Telephone No. 0208 555 1200 ask for Water Office</p> <p>The Commissioner 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 Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website</p> <p>Comments dated 27 April 2020</p> <p>I can confirm that the applicant's current proposals and action plans are satisfactory.</p>	
Thames Water	<p>Waste Comments</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. Permit enquiries should be</p>	<p>Observations have been taken into account and conditions and informatives included as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholse sale; Business customers; Groundwater discharges section.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwriskmanagement@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>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes</p> <p>The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and 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-yourdevelopment/</p>	

Stakeholder	Question/Comment	Response
	<p>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>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>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. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</p> <p>Water Comments 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>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>	
NEIGHBOURING PROPERTIES		
Local Representation LETTERS FROM	Land Use, Employment and housing <ul style="list-style-type: none"> Lack of affordable housing 	While it is acknowledged that there would be no contribution

Stakeholder	Question/Comment	Response
13 INDIVIDUAL ADDRESSES 13 IN OBJECTION 1 COMMENTS		towards affordable housing, given the outcome of the viability assessment, subject to the imposition of a review mechanism, the scheme is policy compliant and considered acceptable.
	Size, Scale and Design <ul style="list-style-type: none"> • Excessive height and scale • The height is out of scale with the context and character of the area • The height sets a precedent for future developments 	<p>The height and scale of the development is not excessive and at the absolute limit of what the site can support. It is comparable in bulk, height and form to the existing Victorian and Edwardian 3-4 storey mansion blocks (Vicarage Parade</p> <p>The development has considered the future development of the existing terrace</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="472 269 674 297">• Poor layout <li data-bbox="472 440 684 467">• High density <li data-bbox="472 813 680 841">• Poor design <li data-bbox="472 846 919 873">• Concerns with the appearance <li data-bbox="472 878 835 906">• Concerns with materials 	<p data-bbox="1814 269 2060 329">All the flats have a good layout</p> <p data-bbox="1814 435 2070 764">The density is considered acceptable in seeking to optimise the use of existing brownfield land, without compromising the character of the surrounding area.</p> <p data-bbox="1814 837 2070 930">The scheme is well designed addition to the area</p> <p data-bbox="1814 976 2045 1101">Detailing is of a high quality using durable materials.</p>
	<p data-bbox="472 1175 940 1203">Parking, Transport and Highways</p> <ul style="list-style-type: none"> <li data-bbox="520 1208 768 1235">• Lack of parking 	<p data-bbox="1814 1175 2076 1403">The parking provision proposed is acceptable. A S106 agreement will restrict parking permits to all occupiers</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="520 337 1587 367">• Builders merchant will generate excessive traffic on an already congested road <li data-bbox="520 639 1155 704">• Safety issues for pedestrians and school kids <li data-bbox="520 675 768 704">• Highway safety <li data-bbox="520 945 932 974">• Parking for delivery vehicles 	<p data-bbox="1814 334 2062 532">Given the small scale of proposed development, it is not expected to result in significant trip generation.</p> <p data-bbox="1814 636 2074 802">The transportation team has considered highway and pedestrian safety</p> <p data-bbox="1814 938 2074 1370">The transportation team has confirmed that the existing loading bay on Langham Road and existing on-street parking on West Green Road can acceptably accommodate these short duration /infrequent activities.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> High volume of deliveries 	<p>The transportation team consider the number of residential deliveries and servicing trips expected to be low</p>
	<p>Residential Amenity</p> <ul style="list-style-type: none"> Loss of daylight/sunlight/overshadowing Loss or privacy/Overlooking 	<p>There are no daylight/sunlight and overshadowing concerns to neighbouring properties. The only minor adverse effect is to one neighbouring external amenity area of the immediate neighbour at No. 298</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="520 370 1455 402">The sunlight and overshadowing report falls short in its assessments 	<p data-bbox="1814 337 2070 505">The assessment within the sunlight and overshadowing report was carried out appropriately</p>
	<p data-bbox="474 576 987 609">Park, Environment and Public Health</p> <ul style="list-style-type: none"> <li data-bbox="520 613 856 646">Disruption on daily life <li data-bbox="520 651 762 683">Noise pollution <li data-bbox="520 1122 867 1154">Increased traffic fumes <li data-bbox="520 1393 1493 1425">Planting of trees and other greenery welcomed and should be delivered 	<p data-bbox="1814 576 2070 1073">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. A condition is attached to control the demolition and construction methodology</p> <p data-bbox="1814 1117 2049 1344">The lead pollution officer has considered air quality and raises no objection subject to conditions</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> Disruption and noise generated from basement excavation 	<p>Comment noted and further details of soft landscaping and living roof is controlled via the imposition of condition</p> <p>A construction management plan will have to be submitted via the imposition of a condition prior to the commencement of works on site</p>

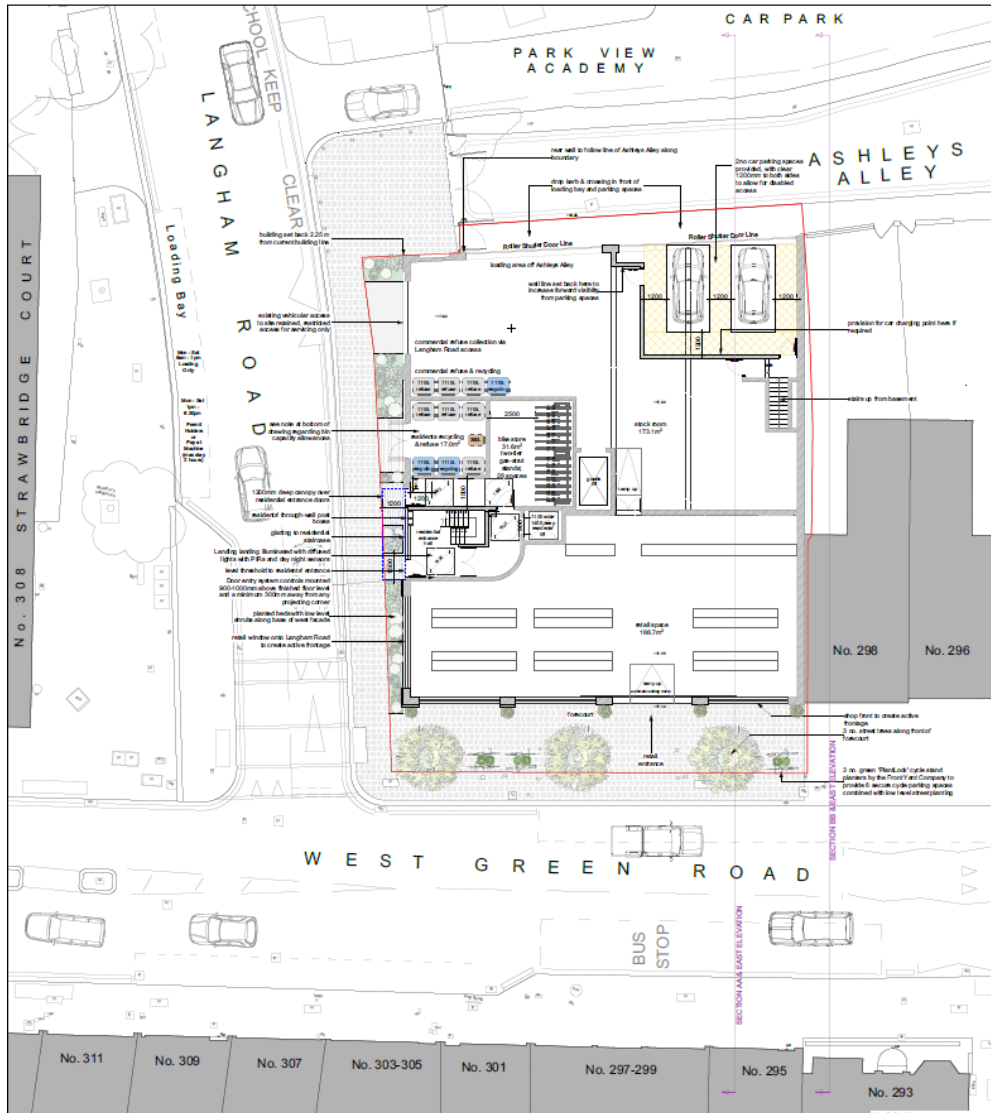
Appendix 2 Plans and Images



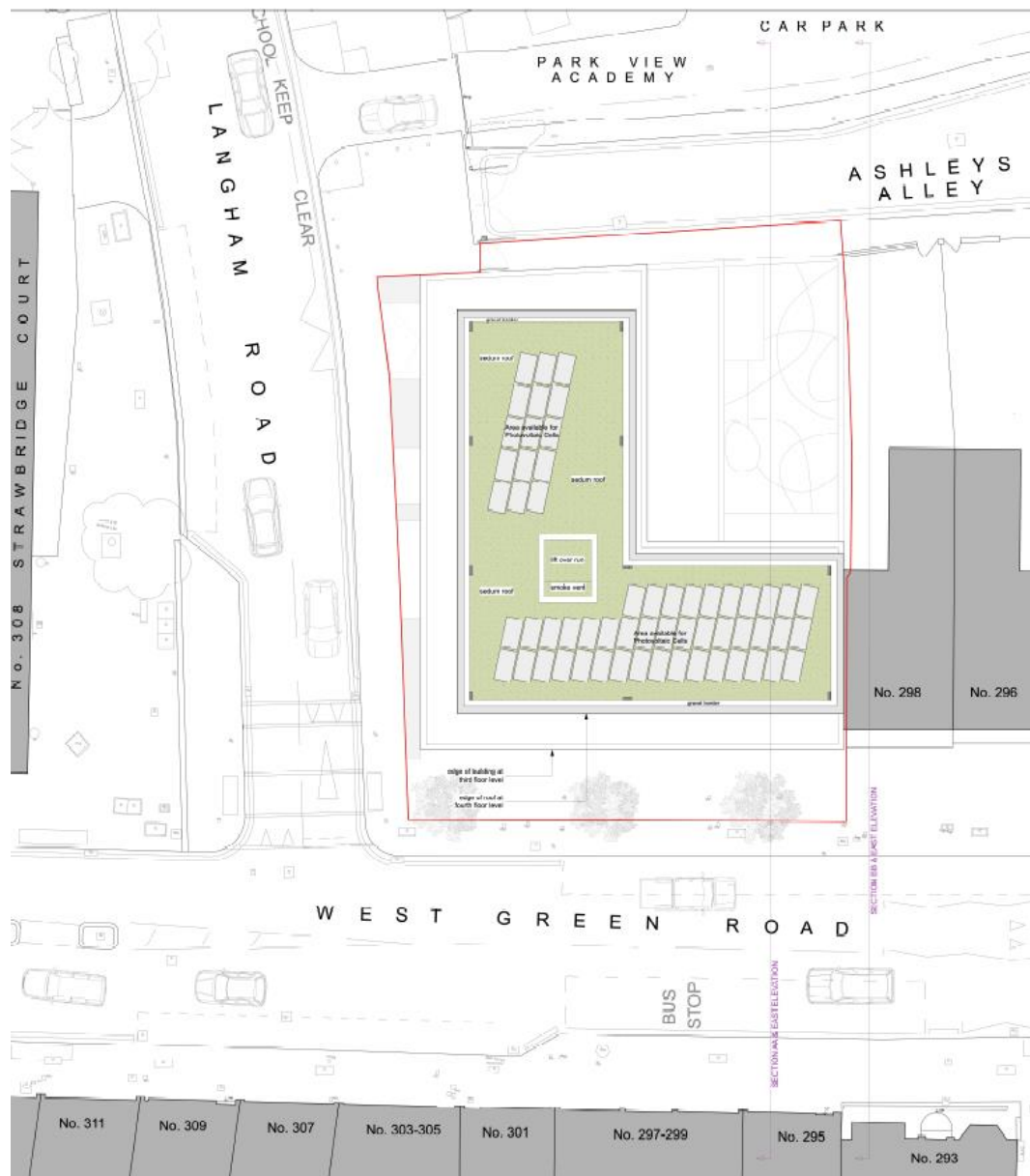
Existing Site Location Plan



Aerial view of existing site



Proposed ground floor plan



Proposed roof plan



View looking North East



View looking South West



View looking East



View looking West



View looking South



Similar Store Model in Kennington

Appendix 3 QRP Note

CONFIDENTIAL



Haringey Quality Review Panel

Report of the Formal Review Meeting: 300 - 306 West Green Road

Wednesday 14 November 2018
River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)
Stephen Davy
David Ubaka
Lindsey Whitelaw

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Paparisto	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Bruna Varante	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 Haringey Quality Review Panel
14 November 2018
HQR77_300-306 West Green Road

1. Project name and site address

300-306 West Green Road: 300-306 West Green Road, London, N15 3QR

2. Presenting team

David Bellis	Bellis Architects
Rorie Ash	Bellis Architects
Chris Jones	Firstplan Ltd

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's views

The site is located on the corner of West Green Road and Langham Road. It currently comprises part of a terrace of two and three storey buildings. The existing uses comprise two retail units and a restaurant at ground floor level and four residential units above. There is a private forecourt to the front and rear of the building. On the opposite side of Langham Road is Strawbridge Court which is predominantly a four-storey building comprising retail, A2 units on the ground floor, and residential above. It has a contemporary design with a mix of brick and render and a higher roof height at both ends of the main frontage.

The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area. Adjoining the site to the east is a row of two storey terraces with pitched roofs comprising retail/commercial uses at ground floor level and residential above. On the opposite side of West Green Road is a row of three storey terraces with retail uses at ground floor level and residential above. To the rear of the site is Ashley's Alley, a private road which provides access to the rear of the terraces. Beyond this is Park View School, which has buildings set back away from the site.

Officers broadly support the principle of a mixed-use development on this site. They also support the design approach, as it addresses previous concerns following the first pre-application meeting. Officers consider the current design, height and massing, to be acceptable with reference taken from the new built development at No. 270-274 West Green Road. A 'mini' masterplan for this terraced parade has been produced in order to demonstrate how the whole terrace can be re-developed comprehensively in the future.



5. Quality Review Panel's views

Summary

The Quality Review Panel supports the overall layout, scale, massing and residential typology of the scheme at 300-306 West Green Road. As the proposals are refined further prior to the submission of the planning application, the panel feels that at a detailed level there is some scope for improvement in the design and generosity of the internal circulation areas and access to the bin- and bicycle- stores, in addition to the architectural expression and the roofscape.

It would encourage the Council to clarify the long-term aspirations for Ashley's Alley at the earliest opportunity, as this will help to ensure that the whole urban block is coherently designed, and could also enable additional benefit to the immediate local area. Further details on the panel's views are provided below.

Massing and development density

- The panel notes that the datum level for the street is notionally 4 storeys; however, it understands that the design team has been encouraged to increase the scale of the development by Haringey officers.
- Within the local context, the contemporary development at Kane House (also located on West Green Road) is three-plus-one storeys, with a set back at top level.
- In this regard, the panel feels that the overall scale and layout of the scheme is generally good; it considers that in terms of the quantum of development, the proposals are at the absolute limit of what the site can support.

Place-making, landscape design and local context

- The location of MP Moran Builders Merchants within the retail unit at ground level within the scheme is very positive, and will bring a good level of activity to this part of West Green Road.
- The panel would welcome more clarity on the nature of the traffic that would be generated by the development. It notes that a school is located immediately to the rear of the site, and that around 8am is a very busy period in terms of children travelling to school, and walking along both West Green Road and Langham Road.
- It supports the intention to set the building line back along Langham Road which will create a wider pavement.
- The panel understands that the Council owns Ashley Alley, and wonders whether there might be potential for this to be opened up in future, perhaps to



provide dedicated play space or a play street. It would encourage the Council to consider the long-term future of the alley, and clarify the aspirations for it at the earliest opportunity, so that it can inform the development of this – and any other adjacent – site.

- The park is located at some distance from the site, so there would be a real benefit if external play space could be achievable within the boundary of Ashley's Alley.

Scheme layout

- The panel supports the recent amendments to the basement and ground floor plans; it is a very positive move to locate the entrance to the basement level at the rear of the site, onto Ashley's Alley.
- The detail and functionality of the plans would benefit from further interrogation at this early stage. The panel notes that adjusting the plans to accommodate the correct wall thicknesses, risers, smoke venting and core may result in the accommodation becoming very constrained and limited, especially in terms of the dimension and generosity of circulation areas.
- In this regard, it feels that scope for improvement remains in the size of the communal spaces at ground level and above. The panel would support further refinements that sought to increase the generosity within corridors (on all levels) and the entrance areas, to give more breathing space and to accommodate practical features such as mail boxes and deliveries.
- It welcomes the approach to locating the entrances to the affordable housing and market housing adjacent to each other, which seems very equitable.
- It also feels that where possible, the entrance to the bin store should be located away from street frontages; it would encourage the design team to explore the detailed layout in this regard. An option to explore includes accessing the bin store and bicycle store from the core, which could be designed as a generously sized 'wet' lobby.

Architectural expression

- As the design is further refined prior to submission of the planning application, the panel would encourage the design team to further explore the architectural expression of the proposals in order to introduce additional depth, richness and detail.
- The panel highlights that the local urban context within Haringey is notable for the level of richness, detail and contrast within the existing built forms, and it would encourage the design team to explore ways of enhancing the character



of the proposed development – and add colour and life - in an authentic and contemporary way.

- The panel would also encourage further consideration around how the internal scheme layout relates to – and shapes – the exterior of the building. In this regard, it notes that the stair element within the core is very visually dominant on the exterior. It also notes that the location of the bathrooms on the primary frontage has resulted in constraints within the design of the fenestration, and the overall rhythm of the elevation.
- The panel also questions whether the strong visual emphasis on the corner of the building is appropriate, as it is not located at a key junction. It remains to be convinced by the coping detail, and would encourage the design team to explore other local architectural precedents in greater detail.
- Further consideration of the materiality of the roof and its relationship to the elevation would also be welcomed; this might comprise referencing the materials of the roof within the façade to provide a greater visual coherence, or inclusion of a living roof or additional play space at roof level. It notes that sedum used at roof level is not ideal in terms of biodiversity.
- At a detailed level, the panel would also encourage the design team to explore how the issue of overlooking can be mitigated through design and landscape. In particular, striking a good balance between openness and privacy within the design of the balconies and the railings that enclose them would be welcomed.

Next Steps

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

Appendix: Haringey Quality Charter**Policy DM1: Delivering High Quality Design**

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b) Make a positive contribution to a place, improving the character and quality of an area;
- c) Confidently address feedback from local consultation;
- d) Demonstrate how the quality of the development will be secured when it is built; and
- e) Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development - development proposals should relate positively to their locality, having regard to:

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

Haringey Development Management DPD (2017)