

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/1724

Ward: Hornsey

Address: 7 Cross Lane N8 7SA

Proposal: Demolition of existing buildings and erection of two buildings of six storey (Block B) and five storey (Block A) comprising flexible commercial floorspace (Use Class A1, A2, B1(a-c), B8, D1 and D2) at ground floor level of Block A and housing including associated hard and soft landscaping, refuse and recycling storage and car parking and cycle storage (Amended Description)

Applicant: Regent Land and Developments Ltd

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Date received: 15/07/2020 **Last amended date:** 11/11/2020

Drawing number of plans:

6745-D2100-Rev16, 6745-D2101-Rev09, 6745-D2102-Rev09, 6745-D2103-Rev09, 6745-D2104-Rev10, 6745-D2105-Rev10, 6745-D2106-Rev08, 6745-D2500-Rev07, 6745-D2501-Rev05, 6745-D2700-Rev06, 6745-D2701-Rev03, 6745-D2702-Rev02, 6745-D2703-Rev02, 6745-D2704-Rev03, 6745-D2705-Rev02, 6745-D2910-Rev02, PH/20022/001

Supporting documents also assessed:

Air Quality Assessment, prepared by AGB dated 6 April 2020, , Construction Logistics Plan (draft) prepared by RGP dated April 2020, Daylight and Sunlight Assessment (Neighbouring properties) prepared by Right of Light Consulting dated 6th November 2020, Daylight and Sunlight Assessment (Within Development) prepared by Right of Light Consulting dated 6th November 2020, Design and Access Statement, prepared by Formation Architects dated 7th April 2020 Rev 00, Design and Access Statement Addendum dated 10 November 2020 prepared by Formation Architects Rev 00, Energy and Sustainability Statement, prepared by Bluesky Unlimited dated 23rd November 2020, Flood Risk Assessment and Surface Water Drainage Strategy Report, prepared by TA Tompson LLP Consulting Engineers dated September 2020 Revision B, Heritage Statement prepared by Heritage Collective amended November 2020, Phase I Geoenvironmental Desk Study dated 30 March 2020 prepared by AGB Environmental, Acoustic Assessment Report dated 31 March 2020 prepared by RBA Acoustics,

Planning Statement prepared by Q Square dated May 2020, Cover letter dated 10th November 2020 prepared by Q Square, Site Waste Management Plan, prepared by Systra dated 23 March 2020; Statement of Community Involvement, prepared by Thorncliffe dated April 2020; Transport Assessment prepared by RGP dated April 2020, Framework Travel Plan prepared by RGP dated April 2020, Transport Note prepared by RPG dated 6th November 2020; Viability Assessment, prepared by Turner Morum, Overheating Assessment prepared by Vectordesign dated November 2020

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

- The development would bring back in to use a brownfield, derelict site which has been vacant, with a high-quality contemporary design of an appropriate size and scale that would improve the visual quality of the local built environment.
- The proposed development would preserve and enhance the character and appearance of the conservation areas and setting of the listed building and not cause harm to it, and respect the visual amenity of the streetscape and locality generally.
- The development would provide 50 residential dwellings, contributing to much needed housing stock in the borough.
- The development would provide 31.5% on-site affordable housing by habitable room in the form of 6 flats for affordable rent and 7 flats for shared ownership, which is an accepted tenure split, all within Block B. In addition, an off-site affordable housing contribution surplus of £65,674 has been secured which would assist the Council with its own affordable housing programme.
- The development would provide good quality flexible commercial floorspace space that would generate approximately 24 jobs.
- The impact of the development on residential amenity is acceptable.
- 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 scheme would provide a number of section 106 obligations including affordable housing within the Borough.

2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for Planning, Building Standards and Sustainability is authorised to issue the planning permission and impose

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

- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 22nd December 2020 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design
9. Land affected by contamination
10. Verification report
11. Long term monitoring and maintenance plan for groundwater
12. Unidentified contamination
13. Borehole management
14. Piling/foundation work risk assessment with respect to groundwater resources
15. Infiltration of surface water onto the ground
16. Land contamination
17. Unexpected contamination
18. Plant and machinery
19. Demolition/construction Environmental Management Plans
20. Archaeological
21. Cycle parking design and layout

22. Electric charging points
23. Delivery and servicing plan and waste management plan
24. Pre commencement/post completion Highway Condition Survey
25. Overheating
26. Energy Strategy
27. Living roofs
28. BREEAM
29. Satellite antenna
30. Restriction to telecommunications apparatus
31. Building Regs Part M
32. Restriction to use class
33. Obscure glazing

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Connection to discharge surface water into the public network
- 8) Thames Waters underground assets
- 9) Public sewers
- 10) Water Mains
- 11) Water pressure
- 12) Proposed discharge point
- 13) Written schemes of investigation
- 14) Piling
- 15) Groundwater monitoring programme
- 16) Asbestos
- 17) Secure by design

Section 106 Heads of Terms:

1. Affordable Housing Provision
 - Six (6) flats for affordable rent and seven (7) flats for shared ownership
 - Preference for occupants of shared ownership units as per cascade in Housing Strategy.
 - £65,674 financial contribution towards additional affordable housing
 - Late stage viability review
2. Sustainable Transport Initiatives

- £4,000 towards amendment to the Traffic Management Order (TMO)
- £10,000 towards monitoring the residential and workplace travel plan
- Two year free car club membership for all residents and £50 in credit per year for the first two years
- £100 towards three year enhanced car club membership for the family sized units
- £25,000 towards the design and consultation on the implementation of parking management measures resulting from displaced parking

3. Section 278 Highway Agreement

Highway measures to facilitate a safe environment within Cross Lane at and on the approaches to the site access, that dovetails and complements the Cross Lane shared surface scheme.

4. Construction Management Plan

- Construction Management Plan (CMP) and Construction Logistics Plan (CLP) to be submitted for the local authority's approval 3 months (three months) prior to construction work commencing on site.
- £5,000 towards the monitoring of the construction management plan.

5. Parking Management Plan

- Parking Management Plan to be provided and include details on the allocation and management of the on-site car parking spaces including the wheelchair accessible car parking.

6. Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting min. £72,418.50 to be confirmed by Energy Statement review

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

8. 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.

9. Monitoring Contribution

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

2.5 In the event that members choose to make a decision contrary to officer's 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 (2.3) 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 SC1 of the Highgate Neighbourhood Plan, 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 demolition of existing buildings and erection of two separate buildings (Block A fronting Cross Lane and B to the rear) between five to six storeys in height comprising 187sqm of flexible commercial floorspace (Use Class A1, A2, B1(a-c), B8, D1 and D2) at ground floor level and 50 residential units situated over ground to the upper floors. Thirteen of these residential units would be affordable in the form of 6 affordable rent and 7 shared ownership. Four parking spaces are proposed for disabled users located within the central courtyard and 95 cycle spaces are also proposed. An undercroft access connects Cross Lane with the central courtyard and block B to the rear.
- 3.1.2. At ground floor level communal amenity space is proposed within the central courtyard which includes 250sqm of child playspace. Soft landscaping to the communal area, private gardens and areas towards the front of the site will include trees, grassed area, climbers, shrubs, plant beds with low level plants, and hedging.
- 3.1.3 The development would be contemporary in style predominantly finished in brickwork with a white horizontal band at roof level. The commercial unit would be finished in brightly coloured reflective glazed tiles. The windows, external doors and balconies would be in dark metal work.

Amendments

- 3.1.4 The planning application has been amended since initial submission in July 2020 and includes the following changes:
- A reduction in the height of Block A from 6 storeys to 5 storeys and an increase in the height of Block B from 5 storeys to 6 storeys;
 - Alterations to the southern elevation of Block B;
 - Increasing the width of the stone banding on Block A;
 - The provision of a new home at ground floor level in Block A, resulting in a reduction of commercial floorspace from 224 sqm to 187 sqm;
 - A variation in housing mix and affordable housing offer
 - Documents have been updated to reflect amendments

3.2 Site and Surroundings

- 3.2.1 The site, which forms part of the Cross Lane Industrial Estate, is located on the southern part of Cross Lane close to the junction of Hornsey High Street to the south. The site comprises one and two storey brick buildings which was formerly occupied by Pool Motors and provided a vehicle repair/servicing and MOT workshop function. To the west of the site is Smithfield Square (former Hornsey depot) ranging from 4 to 8 storeys in height. New River Village is to the east and north of the site ranging from 3 to 8 storeys and Richmond Court, a 3 and 4

storey building to the east. Immediately north of the site is Cross House a 2 storey commercial building followed by Smithfield Yard (former land to the east of Cross Lane) which is currently under construction and ranges from 5 to 7 storeys in height. Immediately south of the site are the rear gardens of the listed buildings at 69 – 71 Hornsey High Street and to the east of the site is the former pumping station which is locally listed.

3.2.2 The site is located within Hornsey Water Works and Filter Beds Conservation Area and to the south is the Hornsey High Street Conservation Area.

3.2.3 Access to the site is from Cross Lane, which leads to Hornsey High Street to the south. Pedestrians and cyclists can access New River Avenue to the north. The site has a PTAL level of 3, which is ranked as 'medium' access to public transport service.

3.3 Relevant Policy Designations

3.3.1 The application site forms the southern part of site allocation SA47 in the Site Allocations DPD, which identifies this part of the site as suitable for a mixed used development. The site is essentially divided into 3 portions - SA47 comprises Smithfield Yard (former land to the east of Cross Lane), which is currently under construction; Cross House to the north, which is vacant and the application site, which is also vacant.

3.4 Relevant Planning and Enforcement history

3.4.1 HGY/2016/0086 – Smithfield Square (former land to the east of Cross Lane) - Erection of a part seven-storey, part five-storey development (plus basement parking) to create 69 residential dwellings and 1,009sqm of flexible business (B1a) floorspace with associated access, landscaping, car parking and other infrastructure – Allowed under appeal reference APP/Y5420/W/16/3165389

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

4.2 The proposal was presented to Haringey's Quality Review Panel in January 2020. The Panel's comments are summarised as follows

The Quality Review Panel welcomes the detailed and helpful presentation; the design team has undertaken a considerable amount of work in order to try to meet the requirements of a challenging brief. It asks whether a more flexible approach, in terms of replacement of commercial space within the site allocation and provision of parking, might be appropriate to arrive at a high quality residential environment that enhances the conservation area and the setting of the listed buildings.

The panel considers that a further iteration of the design is required (as outlined below), in order to fine tune some detailed aspects. It highlights scope for refining the layout of the ground floor and the design of the courtyard, play space, approach and entrances to residential accommodation. It also suggests a reduction in the massing of Block A, and an improved relationship with adjacent listed buildings and conservation areas. The panel generally supports the architectural expression of the scheme.

4.3 The Panel's comments are set out in full in Appendix 3. An indication of how its key comments have been met are provided in table form within the design section below.

4.4 The following were consulted regarding the application submitted in July 2020:

INTERNAL

4.5 Design officer

4.6 Comments provided are in support of the development

4.7 Conservation Officer

4.8 Comments provided are in support of the development, subject to conditions

Transportation

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

4.10 Housing

4.11 No objection

4.12 Housing Renewal Service

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 No objections

4.22 Emergency Planning

4.23 No objections raised

4.24 Tree and Nature Conservation

4.25 No objections raised

4.26 Building Control

4.27 No objections

4.28 Nature Conservation

4.29 No objections raised

4.30 Regeneration

4.31 No objections raised

EXTERNAL

4.32 Environment Agency

4.33 No objection raised, subject to conditions

4.34 Thames Water

4.35 No objections raised, subject to conditions / informatives

4.36 London Fire Brigade

4.37 Satisfied with the proposals

4.38 Designing Out Crime

4.39 No objections raised, subject to conditions / informatives

4.40 Historic England

- 4.41 No comments made
- 4.42 Greater London Archaeology Advisory Service
- 4.43 No objection subject to conditions/ informative
- 4.44 Affinity Water
- 4.45 No comments made
- 4.46 Transport for London
- 4.47 No objection

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 721 Neighbouring properties
- Public site notices were erected in the vicinity of the site

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

Responses from individual addresses when the scheme was originally submitted in July 2020

- 24 in Objection
- 3 'Comment'
- 2 in Support

Responses from individual addresses when the scheme was amended in November 2020

- 6 in Objection
- 1 'Comment'

5.3 The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust

5.4 The following Member of Parliament objected:

- Catherine West MP

5.5 The following Local Ward Cllrs objected:

- Cllr Adam Jogee

- Cllr Elin Weston
- Cllr Dana Carlin

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

Land Use and Housing

- Low level of affordable housing
- There is a need of affordable housing at social rent levels
- Poor use of employment space
- The housing development would be detrimental to the area
- High density
- Loss of employment space
- Heavily constrained site
- Densely populated area
- Housing should provide good place making, amenity and infrastructure
- Poor quality housing
- A shared space should be provided such as social enterprise, shared community use
- More social housing would impact the area
- Consideration of the commercial and residential numbers should be deferred until they can be viewed comprehensively with proposals for Cross House

Impact on the Conservation Area

- The local character and history of the area should be preserved
- The development is within and bordered by various conservation areas
- Concerns with the bulk and massing of the development which is in close proximity to listed buildings
- No consideration for views from various view points
- Impact on the setting of the listed buildings on the High Street

Size, Scale and Design

- Very dense development
- The development should be a few storeys lower
- Overbearing
- Out of scale with neighbouring developments
- Excessive height and massing
- The site level is higher than neighbouring buildings
- The proposal would set a precedent for developing Cross House
- The proposed height exceeds neighbouring developments
- Comparing the proposed development with Smithfield Square and Smithfield Yard is unreasonable

- The design is out of character with the area
- Developers should be upfront with the height
- The Council should consider a comprehensive approach with Cross House
- No consideration of the cumulative impact of the development on the adjacent site
- Setting out of front block should be 5m as per the initial Layout and Massing Concept

Parking, Transport and Highways

- Concerns with road safety for pedestrians and cyclists
- Traffic
- Parking pressures
- The transport statement needs to be reconsidered
- Concerns for pedestrians
- Concerns with delivery and servicing vehicles
- Concerns the street is very narrow for emergency vehicles
- Increased pressure on public transport
- Concerns with the amount of cars parked on the narrow street
- Concerns with emergency access
- Concerns with access to the site

Residential Amenity

- Loss of privacy
- Overlooking
- Loss of light
- Impact on view
- Noise and disturbance from new use
- Noise and disturbance from ongoing construction works
- Negative impact on long term working from homes needs
- Loss of light
- Sense of enclosure
- Impact the amenity of neighbouring residential development
- BRE recommendations should be adhered to
- The proposals in such close proximity to the side of Cross House have the potential to sterilise the existing windows to Cross House
- Concerns windows within the proposed development rely on light and outlook across the adjacent Cross House site

Environment and Public Health

- Unacceptable level of air quality
- Pressure on local amenities and infrastructure
- Too many developments nearby
- Open space not considered

- The development will result in more anti-social behaviour
- The development fails to contribute to the vitality and viability of the shopping centre
- The undercroft space would attract anti-social behaviour
- Impact on local habitat
- What opportunities will there be for contributions towards upgrading, maintaining and improving the local area's existing open spaces, in particular Alexandra Park.
- The proposal will result in a negative effect on the built environment
- Construction hours should be well considered
- Concerns the development would impact on adjacent trees
- Concerns the development would impact on wildlife

Support

- This development is the final piece of the jigsaw of the regeneration of Hornsey
- The development should not be delayed like the other Cross Lane development
- New tree and greener spaces are welcomed
- The new housing will benefit from a new retail business which is much needed
- The new housing scheme works well in the area

5.7 The issues raised in representations that were submitted following amendments in November 2020:

Land Use and housing

Employment is not considered

Too dense

Impact on viability and vitality of the shopping centre

A commercial unit is not needed

There is no lack of housing need in the borough

The area is already overdeveloped

Impact on the Conservation Area

The local character and history of the area should be preserved

Impact on the character and appearance of the area

Size, Scale and Design

The proposed development is too large for the area given the recent neighbouring developments

Inappropriate massing

Parking, Transport and Highways

The revisions do not address the strain of access to the area

The revisions do not address the strain on local transport services

Road safety concerns

Parking pressures

Increased traffic
Inadequacy of emergency access

Residential Amenity

Impact on natural daylight and sunlight
Loss of privacy/overlooking
The daylight/sunlight assessment considers bedrooms to be less important than living rooms
Overshadowing

Environment and Public Health

Open space is not considered
Pressure on local infrastructure
Impact on air quality
Noise and disturbance during construction
Security concerns with anti-social behaviour
Increased pressure on infrastructure

5.8 The following issues raised are not material planning considerations:

- Inaccurate information
- Lack of public consultation
- Right to light
- Impact on local/natural views
- Profit making development

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*
 - *Masterplanning*
2. Housing Provision and Affordable Housing
 - *Affordable Housing and Mix*
3. Density
4. The impact of the proposed development on the character and appearance of the Conservation Area
5. Design and Appearance

- *Quality Review Panel*
- *Form, Pattern of Development, Bulk & Massing*
- *Elevational treatment, materials and fenestration, including balconies*

6. Residential Quality

- *Residential Amenity for future occupiers and play space*
- *Outlook and privacy*
- *Daylight and sunlight*
- *Other amenity considerations*
- *Accessibility*
- *Security*

7. Impact on Neighbouring Amenity

- *Daylight and sunlight impact*
- *Privacy/overlooking and outlook*
- *Other Amenity considerations*

8. Parking and Highways

- *Existing site*
- *Access and Parking*
- *Cycle parking*
- *Deliveries and servicing*
- *Construction Logistics and Management*

9. Sustainability and Biodiversity

- *Carbon reduction*
- *Biodiversity*

10. Water Management

- *Flood risk and drainage*

11. Air Quality and Land Contamination

- *Air Quality*
- *Land contamination*

12. Employment

13. Fire Safety

14. Section 106 Heads of Terms

15. Conclusion

6.2 Principle of the development

Policy Framework

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

6.2.2 National Policy

6.2.3 The National Planning Policy Framework 2019 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to “support development” through the local development plan process and support “approving development proposals that accord with an up-to-date development plan without delay”. The NPPF also expresses a “presumption in favour of sustainable development”.

6.2.4 The NPPF encourages the “effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions”. The National Planning Policy Guidance (NPPG) dovetails the NPPF, providing more in-depth guidance in tandem with the NPPF.

6.2.5 The Development Plan

6.2.6 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey’s Development Plan includes the London Plan (2016), Haringey’s Local Plan Strategic Policies (2017), the Development Management Policies DPD (2017) and the Site Allocations DPD (2017).

6.2.7 The planning decision with respect to this proposal must be made in accordance with the development plan unless material considerations indicate otherwise.

6.2.8 Regional Policy

6.2.9 The 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.

6.2.10 The draft London Plan – Intend to Publish, is nearing adoption and thus indicates the future thrust of policy. It can be attributed weight as a material consideration.

6.2.11 Local Policy

6.2.12 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.

6.2.13 The Site Allocations Development Plan Document 2017 gives effect to the Local

Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.2.14 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.

6.2.15 Site Allocation

6.2.16 SA47 is one site which is essentially divided in to 3 portions correlating to land ownership. SA47 seeks the implementation of residential led mixed use (employment) development. The application site forms the southern part of site allocation SA47 (Cross Lane). Cross House, immediately adjacent to the site (and which does not form part of this application), forms part of SA47 but has not yet been developed. Smithfield Yard (former land to the east of Cross Lane) which also falls under this site allocation is currently under construction comprising residential and employment uses.

6.2.17 The site allocation envisages the provision of new employment and residential land uses.

6.2.18 The site-specific requirements of SA47 are as follows;

- No buildings on this site need to be retained subject to appropriate re-provision of affordable employment space.
- Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- Demonstrate that the maximum quantum of employment floorspace has been provided subject to viability
- Development should preserve or enhance the appearance of the Hornsey Water Works & Filter Beds Conservation Area.
- Demonstrate that foul and surface water drainage capacity in the locality is sufficient to accommodate any proposed development.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- This site is subject to the requirements of Policy DM38

6.2.19 In addition, the following relevant development guidelines also apply to SA47:

- Development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot.
- Redevelopment should be In line with policy SP9

- Applicants must consult with Thames Water regarding both wastewater and water supply capacity
- This site is in a groundwater Source Protection Zone and therefore any development should consider this
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments
- Scale create a transition between the various typologies of buildings within its immediate vicinity.
- Reference the Council's latest decentralised energy masterplan

6.2.20 The proposed development should be in general accordance with these adopted objectives unless material considerations dictate otherwise. These matters will be assessed in the relevant sections below.

6.2.21 Land Use Principles

6.2.22 The proposed development would replace the existing vehicle repair/servicing and MOT workshop function with a mixed-use development.

6.2.23 *Proposed mixed use – Employment and Residential Uses* *Employment*

6.2.24 Site Allocation SA47 identifies the site for a mixed-use development comprising employment and residential land uses. The site allocation identifies an indicative capacity of 1,386 square metres of employment floor space across the site as a whole.

6.2.25 The site also forms part of a designated Local Employment Area: Regeneration Area (RA), where Policy DM38 applies. Policy DM38 of the Development Management DPD states;

The Council will support proposals for mixed-use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:

a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;

b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:

i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;

- ii. *Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and*
 - iii. *Environmental quality of the site.*
- c. *Make provision for an element of affordable workspace where viable;*
- d. *Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;*
- e. *Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and*
- f. *Be designed to enable connection to ultra-fast broadband.*

6.2.26 The proposed development would provide 187sqm of employment floorspace. It is recognised that the proposal replaces some of the existing employment floorspace on the site but falls short of a like for like re-provision by some 953sqm. However, the applicant has justified this loss on the basis that the new floorspace would provide an improved quality (rather than quantity) of employment space and a potential increase in the number of jobs compared to the existing use. Notwithstanding this, the Site Allocations DPD gives a minimum development capacity of 1,386 square metres of employment floor space across the site as a whole. The recently approved Smithfield Yard (former land to the east of Cross Lane) which also falls under the northern part of this site allocation and currently under construction provides 1,009sqm of employment floor space. The proposal in conjunction with the Smithfield Yard development under construction would equate to 1,196sqm of re-provided employment floor space across the site and fall slightly short of the site allocation's overall requirement by 190sqm. Whilst there is a shortfall, it should be noted that Cross House the adjacent site is the third and final part of this site allocation which is yet to come forward for development and has potential to further increase the employment capacity and overall requirement of employment floorspace as set out in SA47. Furthermore, this proposal would provide good quality employment floorspace which is discussed further below.

6.2.27 The proposed employment floorspace is in the form of flexible commercial floorspace to (Use Class A1, A2, B1(a-c), B8, D1 and D2) at ground floor level to ensure an active frontage and a good level of prominence for a future commercial occupier. The application was made prior to the recent changes to the Use Classes Order, and thus is considered under the Order in force at the time of submission. The applicant states that the commercial space has been designed to have a simple layout to maximise the efficiency of the commercial unit and its usability. Further to this, should more than one commercial operator be identified for the space, in its current form, the space is flexibly designed so it could be easily adapted to allow for more than one commercial unit. The flexible

uses are proposed to increase the opportunity for obtaining an end operator to fill the space in the long term.

6.2.28 The existing buildings on the site equate to 1,140sqm in area and are within B2 and Sui Generis use, which is understood to support 5 jobs. The existing commercial floorspace will be replaced by 187sqm of flexible commercial floorspace (Use Class A1, A2, B1(a-c), B8, D1 and D2). Whilst there would be a net loss of employment floorspace on this portion of the site, the scheme would support a significant increase in employment opportunities. The existing site currently represents an inefficient use of land and very low employment density. The commercial element of the proposal would provide a denser jobs-to-floorspace ratio and therefore increases the number of jobs anticipated to 24 full time jobs (depending on the end user), whilst allowing the site area to be used for much needed regeneration benefits.

6.2.29 There is no affordable workspace provision within this scheme, however, given the recently approved Smithfield Yard (former land to the east of Cross Lane) development under this site allocation provides affordable workspace within this SA, and given the potential for Cross House, the final part of this site allocation, yet to come forward for development, could further increase the affordable workspace capacity of the site allocation.

6.2.30 The commercial floorspace at 187sqm also allows for an appropriate standard of amenity is provided at ground floor for future occupants of the proposed residential units.

6.2.31 It is likely that the day to day operation of the sound studios at the immediately adjacent Cross House site could be affected by on-going construction activities. However, redevelopment activity is temporary and is likely to lead to improved environmental conditions generally and the noise from existing industrial activity would diminish. Mitigation would be provided as part of Construction Management Plan requirements.

Residential Use

6.2.32 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 Intend to Publish London Plan Policy H1 sets a target of 15,920 net completions of homes in the draft Plan period of 2019/20 to 2028/29. This yields an annualised target for Haringey of 1,592 homes.

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

6.2.34 The residential units forming part of this development would contribute proportionally towards the Council's overall housing targets, with the inclusion of affordable housing in a sustainable and appropriate location and is considered acceptable in principle. This is clearly reinforced by Site Allocation SA47 which specifically states that a mixed-use development with residential is acceptable.

Land Uses – Conclusion

6.2.35 The proposed development is considered acceptable in land use terms, subject to other elements of the scheme also being acceptable.

Masterplanning

6.2.36 Policy DM55 requires applicants to prepare an indicative masterplan where development forms only part of a larger site allocation, in order to demonstrate that the proposal would not prejudice potential development on the remaining areas of the site allocation and other relevant sites nearby.

6.2.37 The application site is the second phase of regeneration for this site allocation which is yet to come forward for development. The northern most part of the site allocation area at Smithfield Yard (former land to the east of Cross Lane) has recently been developed and the layout and approach to the design of this scheme which comprises two linear residential blocks provides clear prompts to how a comprehensive and successful masterplan can be delivered. The Cross House site immediately north of the site would be the third and final part of the site allocation. It is important to note that the whole site allocation area comprises of three separate land ownerships.

6.2.38 The Design and Access Statement submitted with this application contains a masterplan with Cross House, which demonstrates how the potential future development of this parcel of land has been key in informing the approach to layout and massing for this application. This has been scrutinised and it is considered it has been demonstrated that the proposals are broadly in accordance with existing development patterns and do not have a harmful impact on neighbouring properties, including reasonable development potential, particularly of the neighbouring Cross House site.

6.2.39 As such, it is considered that the applicant has submitted a workable and logical indicative masterplan that accords with the requirements of Policy DM55 and is therefore acceptable.

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 10 units or more 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.

Viability Review

- 6.3.5 The applicant's initial affordable housing offer was for all flats within Block B (15 units) to be affordable properties with a tenure split of 9 shared ownership units, plus 6 affordable rent units. This initial offer constituted 34% affordable housing by habitable room.
- 6.3.6 The housing mix of the development has changed due to the amendments to the scale and massing of the scheme (i.e. the need to remove a floor from Block A) and the current offer is now at 31.5% with a tenure split of 7 shared ownership units, plus 6 affordable rent units. Negotiations have since taken place between the applicant and officers, with the objective of improving the affordable housing offer as far as possible. The applicant's revised *Affordable Housing & Viability Statement* (AHVS) was independently assessed by District Valuer Services (DVS) and it was found that the scheme can provide 13 affordable units comprising 7 shared ownership and 6 affordable rent units (31.5% affordable housing by habitable room). The response from DVS found that a surplus financial contribution of £ £65,674 was available. This has been agreed by the applicant and would be pooled to contribute towards the provision of social rented homes within Haringey. A late stage review mechanism has been secured by legal agreement so that once more than 75% (i.e. 10) of the proposed homes have been sold a review will take place in order to capture any uplift in values on completion of units.
- 6.3.7 As the scheme has now been amended to include an additional floor on block B, the private units would be split across the two blocks which would result in 32 private units in block A, 5 private units in block B and 13 affordable units located in block B.
- 6.3.8 The proposed affordable housing provision is summarised in the table below:

Unit Type	Private	Affordable	Shared	Total
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		rent	ownership	
1 bed	14	1		15 (30%)
2 bed	20	2	2	24 (48%)
3 bed	3	3	5	11 (22%)
Total units	37	6	7	
Total (Hab Rooms)	100	20	26	50

6.3.9 This affordable housing tenure split of 43.5:56.5 affordable rented to shared ownership plus the provision of a surplus off-site financial contribution is considered a significant improvement on the original affordable housing offer after the scheme was revised as indicated by the independent viability assessment. The affordable housing provision is therefore considered acceptable and welcomed and adheres with policy requirements.

6.3.10 It is acknowledged that Social Rented is the Council's preferred low cost rented option. However, it is noted that London Affordable Rent is now the main low cost affordable rented housing that the GLA currently expects to fund. Furthermore, given the overall increase in Low Cost Rented homes and reduction in Intermediate homes resulting in affordable housing tenure mix of 60% Low Cost Rented/40% Intermediate, the absence of Social Rented homes is considered acceptable in this instance and in accordance with planning policy. A s106 planning obligation will ensure that the Council has the first right of refusal to purchase all of the Low Cost Rent housing (Social Rent and London Affordable Rent).

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.

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

Unit Type	Units	%
1 bed flat	15	30
2 bed flat	24	48
3 bed flat	11	22
TOTAL	50	100

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

6.3.15 As such, it is considered that the proposed tenure and mix of housing provided within this development and location is wholly 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 Intend to Publish 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, the adopted policy of the London Plan is most relevant in this instance and an assessment of the proposed development density figures is provided below.

6.4.3 The site is within a "urban" setting as defined in the London Plan 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.

6.4.4 The proposed development includes 50 residential units with a total of 146 habitable rooms on a site measuring 0.21 hectares. This equates to a density of 549 habitable rooms per hectare. Therefore, the proposed development would be in excess of the guidance range for habitable rooms. However, 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, close 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.

6.4.5 Therefore, the density of the proposed development is acceptable for this site given the above policy assessment for this site's development capacity.

6.5 The impact of the proposed development on the character and appearance of the Conservation Area

6.5.1 London Plan Policy 7.8 requires that development affecting heritage assets and their settings conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the

conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the DMDPD (2017) states that proposals for alterations and extensions to existing buildings in conservation areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.

Statutory test

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

- 6.5.5 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.5.6 The development site forms part of the Cross Lane Industrial Estate and is characterised by a sparse layout of one and two-storey utilitarian buildings of no special interest. The majority of the site lies in the southern part of Hornsey Water Works & Filter Beds Conservation Area (HWWCA) where the site boundary ends just at the back of grade II listed Nos 69 and 71 Hornsey High Street. These houses are the only remaining 18th Century properties fronting the High Street and, although designated in the Hornsey Water Works & Filter Beds Conservation Area (HWWCA), these houses form integral part of the townscape of the Hornsey High Street Conservation Area (HHSCA). Both the locally listed Pumphouse Station and the Gatekeeper's lodge are included in the Hornsey Water Works & Filter Beds Conservation Area (HWWCA) and sit further down to the east of the development site.
- 6.5.7 The townscape immediately surrounding the development site is characterised by contemporary developments to the north, the 2 and 3 storey listed houses to the south, 3 and 4 storey Richmond Court to the south-east and by the 6 storey Smithfield Square block to the west. Aside from the small scale buildings located to the south and in the immediate vicinity of the development site, the site context within and around the Hornsey Water Works & Filter Beds Conservation Area (HWWCA) has been progressively changed in character: the originally scattered, single storey industrial buildings, the untidy and dilapidated appearance, have been progressively replaced with large-scale developments approved over the last twenty years. These include the emerging Smithfield Yard development located to the north of the development site, the Smithfield Square development erected to the west just behind the Hornsey High Street Conservation Area (HHSCA) and the New River Village to the east. These developments vary in height and sit on a varying and northwards sloping topography. The Smithfield Square development accordingly steps down in height when reaching the high street frontage so to complement the small scale of the historic townscape of the Hornsey High Street Conservation Area.
- 6.5.8 This much-altered conservation area poses limited heritage constraints to further development, but its southern part is still well preserved with its distinctive architectural and landscaped sequence formed by the locally listed Gatekeeper's lodge, the locally listed Pumphouse station and the listed houses. The southern boundary of the Hornsey Water Works & Filter Beds Conservation Area (HWWCA) meets the Hornsey High Street Conservation Area (HHSCA) just at the front of the listed houses which marks the eastern end of the residential high

street and constitutes the transitioning element between the open and sparse character of the industrial Hornsey Water Works & Filter Beds Conservation Area (HWWCA) and the low rise, densely built frontage of the traditional high street. Despite their formal inclusion in the Hornsey Water Works & Filter Beds Conservation Area (HWWCA), the listed houses play an important role in the townscape appearance and character of then Hornsey High Street Conservation Area (HHSCA).

- 6.5.9 The Hornsey High Street Conservation Area (HHSCA) is characterised by two and three-storey terraced properties with retail frontages, which are almost entirely of late Victorian and early Edwardian origin, and consequently give the Street a consistent sense of scale and rhythm.
- 6.5.10 The High Street is relatively wide, opening out to green spaces at either end with the village green at the eastern end and The Gardens to the west. The dominant local landmark is the grade II* St Mary's Church tower, which occupies the highest point on the High Street opposite the village green which is the historic core of the village of Hornsey and is characterised by the grade II listed Great Northern Railway Tavern and the listed houses at Nos. 69 and 71 High Street. This stretch of the Hornsey High Street largely retains its original urban grain, bulk, scale, height, massing, patterns of space and relationship between original buildings and spaces which can be appreciated especially in views along the High Street and from the garden of St Mary's Church.
- 6.5.11 The transition between the two adjoining conservation areas as well as their complementary townscape quality can be appreciated especially in angled views from the junction of the High Street with New River Avenue. From here, the locally listed Pumphouse reads as a two and three-storey corner landmark, well set-back in its landscaped setting and reminiscent of the open character of the former industrial area at the outskirts of the historic village. The New River development appears in the background as a slightly lower building than the Pumphouse, thus preserving the visual primacy of the heritage asset. In this view, a generous gap separates the Pumphouse from the neighbouring houses which are set forward from the locally listed building thus gaining a harmonious alignment and equal prominence in the view. Richmond Court and the New River buildings appear in the background as subservient buildings.
- 6.5.12 The houses fronting the High Road along village green, are separate by small gaps and read in various angled and frontal views as an incrementally taller two and three storey urban composition culminating with the three storey Great Northern Railway Tavern which, by virtue of the raised topography of its site, appears as the tallest building. The Smithfield Square buildings appear as subservient in the background of the listed Railway Tavern to its height, whereas the contemporary development tends to dominate in the background of listed properties at Nos 69 and 71 in westwards views of the High street.

- 6.5.13 Both the Smithfield Square development and the New River development appear in frontal views of the High street from St Mary's church gardens, as respectively subordinate to the scale of the listed pub and to the locally listed Pumphouse. The background of the listed houses in frontal views is totally unaffected by existing development.
- 6.5.14 The re-development of the site as part of the wider regeneration area is considered acceptable and as the proposed scheme provides a gradual transition in scale between the historic High Street frontage and the contemporary quarter emerging in the northern part of the evolving Hornsey Water Works & Filter Beds Conservation Area. The proposed scheme is the result of a thorough and comprehensive design exploration leading to a distinctive new development which is also highly respectful of the surrounding heritage assets and is highly complementary to the established scale of the Hornsey High Street Conservation Area.
- 6.5.15 The new development benefits from a carefully designed site layout and distribution of masses and heights. The scheme not only maximises the opportunities offered by the site itself and would greatly enhance it, as detailed in the design officer comments below, but would also raise the quality of the conservation area along Cross Lane and would fully preserve the legibility and experience of the historic High Street frontage as well as the primacy of its listed and locally listed assets.
- 6.5.16 The submitted views of the High Street and from St Mary's church gardens heritage assets and views of the conservation areas from the junction of the High Street with New River Avenue are especially important to understand the impact of proposed development on the character and appearance of the conservation areas and on setting of listed buildings. These views, especially those addressing the townscape of the High Street, show that a moderately 5 storeys high block A, and a slightly taller block B would minimally affect views of the listed buildings along the High Street. The five storey block A is carefully designed at the immediate back of the two and three storey listed houses, whereas the six storey Block B is strategically off-set to the north-east of the development site, where it is well set-back from the High Street frontage and adjacent Pumphouse. The harmonious proportions and context-led heights of the proposed scheme will mitigate its impact and visibility in frontal views of the listed frontage of the High Street. Only glimpses of Block A will be partially visible through the gaps between the listed houses, however it will only be perceived as a background element and the spatial relationship between listed buildings will be retained. The top floors of block A only will appear in the background of the listed houses in angled views of the High Street and Pumphouse from the junction with New River Avenue. However, block A will read as consistent with the height of the street frontage and will largely preserve the character and appearance of the Hornsey High Street Conservation Area.

6.5.17 In conclusion, the proposed development successfully preserves the special interest of both the listed buildings and conservation areas and positively responds to both its heritage and more contemporary context. The proposed development would also relate positively to all neighbouring structures, new or old, to create a harmonious whole whilst having regard to building heights, form, scale & massing of the locality. The submitted information is extremely comprehensive and clearly illustrates the minimal impact of the proposed development on the heritage assets and the enhancement of their setting. Conditions have been imposed on any planning permission granted requiring further detailed design to ensure that the necessary design quality is achieved in its heritage setting.

6.6 Design and Appearance

6.6.1 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.

6.6.2 Policy DM1 of the DMDPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.

6.6.3 Block A fronting Cross Lane will be a five storey block, consisting of 32 flats and block B to the rear will be six storeys consisting of 18 flats. The entrance to block A is set back from the highway with access via a lift and stairs to the residential units above. There are three ground floor flats with a separate shared access from the courtyard space. The central courtyard provides a shared space providing communal amenity space which includes child playspace and 4 blue badge spaces. Entrance to Block B is on the other side of the courtyard space and includes flats at ground floor level and flats above. The commercial unit has its own separate entrance on Cross Lane with its separate cycle and bin store adjacent to the resident's cycle store and bin store.

Quality Review Panel (QRP)

6.6.4 The proposal was presented to the QRP for review prior to this planning application being submitted. The Panel's summary of comments is provided below;

6.6.5 *The Quality Review Panel welcomes the detailed and helpful presentation; the design team has undertaken a considerable amount of work in order to try to meet the requirements of a challenging brief. It asks whether a more flexible approach, in terms of replacement of commercial space within the site allocation and provision of parking, might be appropriate to arrive at a high quality residential environment that enhances the conservation area and the setting of the listed buildings.*

6.6.6 *The panel considers that a further iteration of the design is required (as outlined*

below), in order to fine tune some detailed aspects. It highlights scope for refining the layout of the ground floor and the design of the courtyard, play space, approach and entrances to residential accommodation. It also suggests a reduction in the massing of Block A, and an improved relationship with adjacent listed buildings and conservation areas. The panel generally supports the architectural expression of the scheme.

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

Panel comments	Officer Response
Summary	
<p>Consider a more flexible approach in terms of replacement of commercial space within the site allocation in order to achieve a good quality residential environment and a positive relationship with the listed buildings and conservation area.</p> <p>The panel considers that a further iteration of the design is required, in order to fine tune some detailed aspects. It highlights scope for refining the layout of the ground floor and the design of the courtyard, play space, approach and entrances to residential accommodation</p> <p>The panel generally supports the architectural expression of the scheme.</p>	<p>Reduction in the amount of employment space re-provided to 187sqm in order to achieve a good quality residential environment and a positive relationship with the listed buildings and conservation area</p> <p>The scheme has been revised that reduced the number of parking spaces in order to provide more usable and appropriately located amenity play space</p> <p>Comments noted by officers</p>
Massing and development density	
<p>The panel questions whether the currently proposed bulk of Block A, fronting onto Cross Lane, will be more visible from the High Street than anticipated within the proposal documents.</p>	<p>A floor has been removed from Block A, lowering its overall height / bulk.</p>
<p>It recommends that Block A be reduced by one storey to improve the relationship with the listed buildings on the High Street and to reduce visual impact on Cross Lane and the Hornsey High Street Conservation Area.</p>	<p>The scheme now incorporates design revisions to address these comments by removing a storey from block A. These alterations have been tested in a number of views requested by Officers.</p>
<p>The proposed development should not replicate the uniform elevation of Smithfield Square, instead greater variety and richness is required to respect the Conservation Areas.</p>	<p>Comments noted by officers</p>
<p>The narrow scale of the street contributes to its character and the panel suggests that the</p>	<p>The scheme now incorporates design revisions to address these comments</p>

building line of Block A could also come forward to align with the other buildings.	as the single storey commercial unit of block A is extended forward to align with other buildings on the street
The massing of Block B is acceptable as it is located to the eastern end of the site and well screened by surrounding buildings.	Comments noted and the scheme has been developed in consultation with the council to increase the massing of block B to 6 storeys
Place-making, quality and scheme layout	
There is significant scope to improve the quality of the residential environment. The courtyard, green spaces, approach and entrance to the residential accommodation require further work to ensure delivery of a high quality place to live or visit.	The scheme now incorporates design revisions to improve the quality of the residential environment.
Maximise active frontages within the courtyard and reduce the dominance of parking.	Noted and further work was undertaken to address these comments.
Consider a more flexible approach in terms of replacement of commercial space within the site allocation in order to achieve a good quality residential environment and a positive relationship with the listed buildings and conservation area.	Noted and further work was undertaken to address these comments.
Consider an adjustment to parking provision so that a high quality courtyard could be created with a strong sense of place that adds to the quality of the conservation area.	The number of parking spaces has been reduced to blue badge spaces and provided within the undercroft below block A to create a high quality courtyard
Explore reducing commercial accommodation to a smaller office / studio fronting onto Cross Lane.	The commercial accommodation has been reduced to address these comments.
Panel would support moves to minimise the impact of parking on the courtyard and create a well-designed space that reinforces a sense of arrival, provides active frontages, and incorporates high quality, integrated landscape and play space.	Noted and further work was undertaken to address these comments.
Architectural expression	
Approach to the scheme's architectural expression generally supported. If materials and detailing are high quality, the architecture and materiality could work well.	Noted and conditions have been imposed on any planning permission granted requiring further detailed design to ensure that the necessary design quality is achieved
The introduction of green glazed bricks at	Comments noted by officers

ground level onto Cross Street is welcomed, as they add colour and interest.	
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- 6.6.8 As set out above, the applicant has actively sought to engage with the QRP during the pre and post 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 and officers.

Form, Pattern of Development, Bulk & Massing

- 6.6.9 The proposed scheme is made up of two separate linear blocks arranged either side of a landscaped courtyard similar to the established pattern and form of the neighbouring development to the north. The lower of the two blocks is Block A which is five storeys and has the site's only street frontage along Cross Lane. Block A is a simple formal block with the single storey commercial unit extending forward to the street line establishing continuity with the workspace character of the existing lane. This is followed by the entrance court beneath Block A, leading to the back of the site and pulls just away from Cross House to its north, creating a narrow but green gap allowing a glimpse through. The proposed height and form of Block A has had extensive testing in numerous views to ensure it does not have a detrimental impact on the listed buildings and conservation area to its south.

- 6.6.10 Block B to the rear which is 6 storeys in height includes a set-back top floor that would not be detrimental impact on those sensitive views; it continues the secondary block form of Smithfield Yard to its north and 73-75 High Road to its south, filling the gap between them, and reflects the block form of New River Village to its east. The entrance to Block B aligns with the open link beneath Block A, making it clearly visible from Cross Lane and providing a destination at the end of this undercroft space.

Elevational Treatment, Materials and Fenestration, including Balconies

- 6.6.11 The elevational composition and treatment is a simple and strongly ordered, industrially inspired aesthetic of tall, rectangular windows with a strong horizontal emphasis in their glazing pattern. This gives the elevations an orderly, well-composed appearance that gives human scale and good residential amenity, whilst, like Smithfield Square (only more so), forming an architectural transition from the strongly contemporary, modernist, architecture of New River Village and Smithfield Yard to the Victorian and Georgian High Street.

- 6.6.12 The balconies fit in with the orderly fenestration pattern, combining open sides to maximise views and daylight, with balustrading to complement the fenestration, with solid sides to maximise privacy and hide clutter. The fenestration and balconies complement the white reconstituted stone bands to give scale to

elevations and differentiate base, middle and top, between a simple palette of bricks in tones and textures complementary to the context.

Design Summary

6.6.13 The proposed scheme maintains the commercial character of the street with a good quality workspace unit. The architectural form, composition and materials would be of high quality and appropriate to the location and context.

6.6.14 Therefore, the proposed design of the whole of the development is considered acceptable.

6.7 Residential Quality

6.7.1 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 (i.e. those with physical disabilities could use them subject to some adaptations) with 10% wheelchair user dwellings (i.e. a wheelchair user could move straight in) being provided according to Building Regulations Parts M4(2) and (3).

6.7.2 Policy DM1 of the DMDPD requires developments to provide a high standard of privacy and amenity for its occupiers.

Residential Amenity for future occupiers and play space

6.7.3 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.

6.7.4 There are no north facing single aspect flats in the development with the only south facing single aspect flat being a 1 bedroom flat on the ground floor of block A. In total 32% of the flats are either east or west facing single aspect and none of the larger three bedroom flats are single aspect. This is considered a good performance, given the proposals are in close proximity to existing residential neighbours and therefore do not take opportunities for second aspects in several cases to avoid overlooking those neighbours.

6.7.5 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 private balconies, roof terraces or private gardens which meet or are in excess of minimum recommended sizes. In addition, a landscaped private central courtyard is also proposed.

- 6.7.6 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 180.4 sqm of play space to be provided (based on the latest GLA child playspace calculator).
- 6.7.7 The PIR SPG states that play space for under 5s should be provided within 100 metres of proposed residential units. 250sqm of secure playspace would be provided. The playspace is accommodated within the central courtyard which would be within 100m of all residential units. As the playspace would exceed the requirement of 180.4sqm by 69.6sqm, the amount of play space provided for this proposal is acceptable.
- 6.7.8 Older children can also play and socialise in the large playspace within the central courtyard of the development. There are also large play areas for older children within New River Village (just over 100m walkway zone from the site), Priory Park, Alexandra Park and Fairland Park (within 800m walkway zone from the site). These play areas are located within the distance requirements of the Mayor's PIR SPG, given the respective ages of the children expected to use them.

Outlook and Privacy

- 6.7.9 The proposed courtyard provides sufficient separation between the two blocks in the development to give residents privacy, whilst also allowing passive surveillance and animation to the playspace and amenity therein, including from ground floor units in the east side from Block B and south side from Block A, whilst the ground floor commercial unit provides passive surveillance and animation to the street frontage.
- 6.7.10 The proposed flats within each block have projecting balconies with solid sides to maximise privacy. Mutual overlooking between the proposed blocks and their respective amenity areas would be reflective of overlooking that is fairly typical of traditional urban residential areas (i.e. terraced houses facing a terrace opposite) and thus is not considered to be materially harmful.

Daylight and Sunlight

- 6.7.11 Daylighting to proposed units is typically assessed with average daylight factor (ADF). Building Research Establishment (BRE) thresholds are deemed as being met if an ADF factor of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms are attained.
- 6.7.12 The applicant has submitted *Daylight and Sunlight Assessment* with the application. The assessment of the proposed accommodation finds the proposals

achieve good levels of daylight and sunlight to relevant habitable rooms and amenity spaces within the development, with 83% of tested rooms achieving the recommended daylight levels. Sunlight to external amenity spaces will receive at least two hours of sunlight on 21 March. This is significantly better than the BRE recommendation which states that at least 50% of any garden or amenity area should receive at least two hours of sunlight on 21 March.

6.7.13 As such, the daylight and sunlight provision to the proposed residential units is generally considered to be acceptable.

Other Amenity Considerations

6.7.14 A large proportion (70%) of the units would benefit from dual aspect with no north facing single aspect units, enabling passive ventilation, with flats benefiting from large windows or amenity spaces located approximately 60m from the closest significant road traffic emissions source (the High Street). Further details of passive design measures can be secured by the imposition of a condition should consent be granted.

6.7.15 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.

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

6.7.17 The communal waste store for the residential units and commercial unit is located at ground floor level off the undercroft access. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collections.

Accessibility

6.7.18 All the proposed flats have been designed to be fully inclusive. Proposed units A.0.1, A.1.2, A.2.2, B.1.2 and B.2.2 will be fully Part M4(3) compliant and all other units will be Part M4(2), which meets the 10% target requirement. Both proposed blocks provide step free access throughout and incorporate a passenger lift suitable for a wheelchair user. The 4 parking bays proposed within the central courtyard are accessible parking bays.

Security

6.7.19 The applicant has worked with the Metropolitan Police Secured by Design (SBD) Officer to address several potential issues raised earlier in the process, particularly access to the play area, security of the undercroft and car park. The SBD Officer does not object to the proposed development subject to standard

conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.

6.7.20 Policy DM7 of the DMDPD 2017 states that development proposals should not result in gated developments that would prevent access which would normally be provided by a publicly accessible street. The site does have street frontage, but also 'runs' further back through an undercroft access that defines part of the site being 'back land' with no street frontage, therefore, the incorporation of gates to the undercroft access with a host of other security measures, i.e. lighting will, in this instance, provide good security. Furthermore, the gates would be open and the site accessible throughout daylight hours and only closed in the night time for security reasons. Given the site characteristics, it does not lead through to anywhere and there is no reason for anyone to pass through other than residents, and the operating times of the gates being open and closed, the proposal is considered acceptable.

6.8 Impact on Neighbouring Amenity

6.8.1 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.

Daylight and sunlight Impact

6.8.2 The applicant has submitted a *Daylight and Sunlight Assessment* with the application of the effect of their proposals on neighboring properties. This assessed daylight and sunlight to windows at 1 to 76 Amazon Building, Cross House, 69, 71, 73 & 75 High Street, Smithfield Yard and Smithfield Square. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's (BRE) publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2nd Edition, Littlefair, 2011).

6.8.3 The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight. Nevertheless, some neighbouring existing windows to habitable rooms would lose some daylight and sunlight. The only significant adverse effects are to some windows of no 75 High Street (Richmond Court), which is the 1990's building set behind no 73 (Windsor Court), immediately south of the eastern end of the application, and only to their daylight, not sunlight access. These are already poorly daylighted basement and ground floor units relying on small lightwells in the north-east and north-western corner of this T-shaped in plan block.

Privacy/Overlooking and outlook

- 6.8.4 The proposed development has been carefully designed by following the established pattern and form of the neighbouring development, as it is parallel to its neighbours and looks out in the same directions as them, whilst turning mostly blank flank elevations (and party walls) to corresponding neighbouring blank flank elevations.
- 6.8.5 There are only minor potential concerns of privacy or overlooking of existing neighbours directly facing windows in the development however mutual overlooking between the windows of the proposed development facing existing neighbours would be reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful.
- 6.8.6 In terms of outlook, 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 and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity.
- 6.8.7 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

- 6.8.8 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.
- 6.8.9 The submitted *Air Quality Assessment (AQA)* states that both building and vehicle related emissions would be insignificant. The Council's Pollution Officer concurs with this view.
- 6.8.10 The increase in noise from occupants of the proposed residential properties would not be significant given the current urbanised nature of the surroundings.
- 6.8.11 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.
- 6.8.12 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.

6.8.13 Therefore, it is considered that the proposed impact on neighbouring properties from noise, light and air pollution would be acceptable.

6.9 Parking and Highways

6.9.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in DM Policies DM31 and DM32.

6.9.2 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.

6.9.3 The site has a PTAL value of 3, which is considered 'medium' access to public transport services. 3 different bus services are accessible within 3 to 8 minutes' walk of the site, and Hornsey National Rail station is a 7-minute walk away. whilst the site has a moderate PTAL value of 3 it is a short walking distance from an area of value 5 (very good accessibility to public transport services).

6.9.4 The site is not within any of the Borough's CPZs, but is quite close to the northern boundary of the Hornsey South CPZ, which has operating hours of 1100 – 1300.

Existing site

6.9.5 This site is to the immediate south of the Smithfield Yard development (formerly known as land to the east of Cross Lane) which is currently being developed, and it is also opposite the recently built out Smithfield Square development on the western side of Cross Lane. The site which is currently vacant previously operated as vehicle repair centre with vehicular access provided from Cross Lane.

6.9.6 The Council's Transport Planning officers have considered the potential parking and public highway impact of this proposal and their comments are referenced in the assessment below.

6.9.7 In terms of trip generation there will be an overall reduction in vehicle trips with the change from a motor vehicle maintenance type operation to a low parking residential development. There will however be an increase in pedestrian and cycle movements compared to the existing consented use hence the requirement for an improved environment within Cross Lane to access the site. The Transport Assessment predicts daily pedestrian flows of 89 arrivals and 86 departures, and

a smaller number of cycle arrivals and departures. To improve the narrow and restricted nature of Cross Lane the appropriate Highways Act Agreement is required.

Access and Parking

- 6.9.8 The proposals include four car park spaces for disabled users which falls short of the London Plan requirement of 10%. It is considered however that the 4 spaces are very likely to meet the full parking demands of the accessible units in the development the majority of the time.
- 6.9.9 The car club provision is also proposed for the development given the low parking levels. A s106 agreement is required to secure the car club scheme.
- 6.9.10 The site is not within but is very close to the Hornsey South CPZ. Given the narrow width of Cross Lane and nature of the area any parking demands generated by the site would be displaced onto streets within the CPZ. There appears to be little opportunity for any displaced parking within a 200m walk of the site apart from a number of bays on Hornsey High Street and on Hillfield Road. It is noted that Hornsey High Street has local shops and services, and that the site is a short distance from an area of PTAL value 5 with Hornsey Station a 7 minutes walk away and bus services accessible along the High Street. To manage potential parking demands on street a car free S106 agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking permits.
- 6.9.11 In terms of access arrangements Cross Lane is narrow and does not include footways to both sides of it along its whole length. It is also already part of a number of key cycle and pedestrian links given the connection it enables to a number of development sites and routes.
- 6.9.12 The applicant proposes highway changes at and on the immediate approach to the site access, including the construction of a raised table type arrangement, with a blockwork surface with 1:10 ramps, extending the full carriageway width of Cross Lane and up to the boundary of the development site.
- 6.9.13 The Smithfield Yard development, to the north of this site, will be delivering a shared surface type arrangement along the entire length of Cross Lane via a S278 Agreement. The applicant has agreed that their proposed access arrangements at this site will dovetail with the S278 works being delivered for Cross Lane as a whole and engage closely with the Highways Officers managing the S278 processes for both new developments along Cross Lane.
- 6.9.14 To formally cover the detailed design, associated safety audits and checking, and implementation of the proposed highway changes to access the site and provide the appropriate environment along Cross Lane the appropriate Highways Act Agreement is required.

Cycle Parking

- 6.9.15 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. To accord with the requirements for the draft London Plan, 93 long stay and short stay cycle parking spaces are required for the residential component, and 2 long stay/1 short stay spaces for the commercial component.
- 6.9.16 The plan shows 95 cycle parking spaces within the communal cycle store at ground floor level for future residents and 2 cycle spaces within a separate cycle store are proposed for the commercial unit. Visitor cycle parking is proposed adjacent to the entrance to Block A. The Council's Transport Planning officers have confirmed that this level of provision is in accordance with the current/draft London Plan and full details will be required to demonstrate that this level of provision can be satisfactorily provided. This can be controlled by the imposition of a condition on any grant of planning permission.

Deliveries and Servicing

- 6.9.17 Delivery and servicing activity will take place within the site, off the highway. The transport assessment predicts between 2 and 4 service vehicles arrivals and departures per day.
- 6.9.17 Provision for refuse storage is located at ground floor level. The council's Transport Planning officers have confirmed that the swept path plots that have been provided for a refuse collection vehicle making the entry and exit manoeuvre are satisfactory. Therefore, it should not be problematic to accommodate movements from smaller service vehicles such as vans and 3.5 tonne vehicles.
- 6.9.18 The council's waste management team has confirmed that it is satisfied with the proposed arrangements for refuse and recycling collections and there should be sufficient distance behind a visiting collection vehicle for moving the bins from the bin store to the rear of the vehicle.
- 6.9.19 As such, the provision for deliveries and servicing for the residential units is considered acceptable.

Construction Logistics and Management

- 6.9.20 Details of construction logistics has been submitted in draft form at application stage. However, further details in a final draft form 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.

6.9.21 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.

6.10 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 A Sustainability & Energy Statement has been submitted with the application. The overall predicted reduction in CO₂ emissions for the development, shows a site wide improvement of approximately 48.35% in carbon emissions. A revised table with emissions with SAP10 factor for the residential element sets out; 13.9% Be Lean, 25.4% is Be Clean, and 9.2% Be Green. Under the baseline Be Lean the Improved u-values from 0.15 to 0.13 for the lower living roofs has resulted in the slight changes to the energy hierarchy. The applicant proposes direct electric space heating and ASHPs that provide space heating as well as hot water. The applicant should also report on the space heating demand currently proposed. Further details and specification of the air source heat pump which is considered acceptable, 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. Although the electric space heating strategy cannot be accepted, subject to the proposed planning condition, the scheme may be supported from a carbon management point of view. Under the baseline Be Clean, the applicant explored the option of installing a communal ASHP system however it was found not to be appropriate for the scheme. Under the baseline Be Green an array of 23.6 kW photovoltaic panels has been proposed (59x 400W panels; 21,535kWh/year). This will result in an additional 10% reduction in emissions.

6.10.3 The shortfall of both the residential and non-residential will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution will be subject to the detailed design stage. This figure of would be secured by legal agreement should consent be granted.

6.10.4 To reduce the overheating risk in the flats an overheating assessment was undertaken in line with CIBSE TM59, with TM49 weather files for London. The report demonstrates that all modelled rooms will pass DSY1 (2020s weather file, high emissions, 50th percentile), based on the baseline scenario + mitigation measure 1. This requires a g-value of 0.40 instead of 0.63 to pass the criteria, in addition to the baseline of 90% openable windows and doors and continuous mechanical extract ventilation. Modelling for DSY2 (2020s, high emissions, 50th

percentile) with mitigation 1 shows that all bedrooms pass criterion a, but only 2% pass criterion b. 63% of living/kitchens pass DSY2. Modelling for DSY3 (2020s, high emissions, 50th percentile) with mitigation 1 shows that 71% of bedrooms pass criterion a, but only 5% pass criterion b. Only 32% of living/kitchens pass DSY3. The Council's Carbon Officer considers the overheating measures are acceptable to reduce the overheating risk in the flats however whilst it is not mandatory to pass DSY2 and DSY3, details of the mitigation measures for relevant rooms in the development to mitigate overheating risk for future occupiers 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.

6.10.5 In terms of the commercial unit which is 187sqm although Policy SP4 does not specify a minimum floor area, it is acknowledged that the cost of achieving a BREEAM accreditation may be prohibitive. A Design Stage Pre-Assessment to demonstrate the commitment of achieving sustainability standards will be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

Biodiversity

6.10.6 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 New trees have been selected so that they reach various heights and widths at maturity, the soft landscape palette is a subtle mix of flowering and evergreen native and pollinator friendly species, hedges and open lawn would also be provided across the site. Whilst these objectives are acceptable in principle, further information is required in respect of the, soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission.

6.10.8 The applicant has confirmed that they will explore the implementation of living roofs. Further technical details of the living roofs will therefore be submitted at a later stage, but prior to the commencement of above groundworks, and as such this matter can be secured by condition should consent be granted

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 has confirmed that the site is in a Source Protection Zone 1, due to the possibility of contamination being present on the site as a result of previous uses, no infiltration drainage scheme can be permitted as this could potentially mobilise contaminants that could cause unacceptable levels of water pollution.

6.11.3 The Council's Drainage Officer has noted that the drainage strategy follows the drainage hierarchy and has included a balance of SuDS solutions that include green roofs on blocks A and B, permeable surfacing, attenuation tanks for storage of surface water before being discharged at a controlled rate via an orifice plate to the public sewer. The Council's Drainage Officer has raised no objection to this. Thames Water will need to approve connection to its network prior to any drainage work being carried out on the site. Thames Water has raised no objection. Mitigation measures to ensure that surface water does not drain to the public Highway incorporates the use of a landscaped area at the lower end of the site as a swale. The Council's Drainage Officer has raised no objections.

6.11.4 A management maintenance plan has been included in the drainage strategy for the lifetime of the development and the calculations take account of the requirement for 40% and the storage provision has been increased to accommodate the additional flow. The Council's Drainage Officer has raised no objection to this.

6.11.5 Thames Water also raised no objection with regards to wastewater network, foul sewerage network infrastructure, water network and water treatment infrastructure capacity. Thames Water recommend an informative regarding their underground wastewater assets and the water mains. As the proposed discharge point is not mapped as a Thames Water Sewer, the relevant permission will need to be sought from the owner.

6.11.6 As such, it is considered that the proposal is acceptable in terms of its water management arrangements subject to the relevant conditions, informative being imposed.

6.12 Air Quality and Land Contamination

Air Quality

6.12.1 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

6.12.2 An *Air Quality Assessment* (AQA) has been submitted with the application. Based on the results of the assessment, it is considered that the redevelopment of the site would not cause a significant impact on local air quality. During the construction phase, the site has the potential to generate dust nuisance beyond the application boundary. However, through the implementation of a Dust Management Plan, the impacts will be effectively minimised and are unlikely to be significant. Emissions from operational traffic associated with the proposed development are not anticipated to significantly affect local air quality. A review of local air quality monitoring data and mapped background concentrations for the borough indicates that concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to be well within the air quality objectives of the proposed development. The assessment states the proposed development will be neutral in terms of building related emissions.

6.12.3 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, considerate contracting and works machinery.

Land Contamination

6.12.4 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.

6.12.5 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

6.12.6 Based on the findings of the CSM, plausible source-pathway-receptor pollutant linkages have been identified associated with the current site use as commercial garages and historical onsite tanks and multiple potential off-site historical and existing sources with moderate risk to end users and site workers, and moderate / low risk to surface water receptors.

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

6.13 Employment

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

6.13.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement should consent be granted.

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

6.14 Fire Safety

6.14.1 Fire safety is not a planning matter however the applicant has submitted a fire safety strategy report which confirms that that fire safety details are sufficient for the purpose of planning. A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that subject to compliance with the fire strategy.

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

6.15.2 The Council's Planning Obligations SPD sets out the Council's approach, policies and procedures in respect of the use of planning obligations.

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
 - Six flats for affordable rent and seven flats for shared ownership
 - Preference for occupants of shared ownership units as per cascade in Housing Strategy.
 - Surplus £65,674 financial contribution towards additional affordable housing
 - Late stage viability review
2. Sustainable Transport Initiatives

- £4,000 towards amendment to the Traffic Management Order (TMO)
 - £10,000 towards monitoring the residential and workplace travel plan
 - Two year free car club membership for all residents and £50 in credit per year for the first two years
 - £100 towards three year enhanced car club membership for the family sized units
 - £25,000 towards the design and consultation on the implementation of parking management measures resulting from displaced parking which are currently not covered by a control parking zone
3. Section 278 Highway Agreement

Highway works includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements

4. Construction Management Plan

- Construction Management Plan (CMP) and Construction Logistics Plan (CLP) to be submitted for the local authority's approval 3 months (three months) prior to construction work commencing on site
- £5,000 towards the monitoring of the construction management plan

5. Parking Management Plan

- Parking Management Plan to be provided and include details on the allocation and management of the on-site car parking spaces including the wheelchair accessible car parking.

6. Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting min. £72,418.50, to be confirmed by Energy Statement review

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

8. 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.

9. Monitoring Contribution

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

6.16 Conclusion

- The development would bring back in to use a brownfield derelict site which has been vacant with a high quality contemporary design of an appropriate size and scale that would improve the visual quality of the local built environment;
- The proposed development would preserve and enhance the character and appearance of the conservation areas and setting of the listed building and not cause harm to it, and respect the visual amenity of the streetscape and locality generally
- The development would provide 50 residential dwellings, contributing to much needed housing stock in the borough;
- The development would provide 31.5% on-site affordable housing by habitable room in the form of 6 flats for affordable rent and 7 flats for shared ownership, which is an accepted tenure split, all within Block B. In addition, an off-site contribution of £65,674 – a surplus contribution that could assist the Council with its own affordable housing programme.
- The development would provide good quality flexible commercial floorspace space that would generate approximately 24 jobs.
- The impact of the development on residential amenity is acceptable;
- 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 scheme would provide a number of section 106 obligations including affordable housing within the Borough.

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

7. CIL

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £127,642.721 (2,140.22sqm x £59.64) and the Haringey CIL charge will be £723,372.996 (1,953.32sqm x £370.33). This will be collected by Haringey

after/should the scheme is/be commenced and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL index.

8.0 RECOMMENDATIONS

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

Applicant's drawing No.(s)

Drawing number of plans:

6745-D2100-Rev16, 6745-D2101-Rev09, 6745-D2102-Rev09, 6745-D2103-Rev09, 6745-D2104-Rev10, 6745-D2105-Rev10, 6745-D2106-Rev08, 6745-D2500-Rev07, 6745-D2501-Rev05, 6745-D2700-Rev06, 6745-D2701-Rev03, 6745-D2702-Rev02, 6745-D2703-Rev02, 6745-D2704-Rev03, 6745-D2705-Rev02, 6745-D2910-Rev02, PH/20022/001

Supporting documents also assessed:

Air Quality Assessment, prepared by AGB dated 6 April 2020, , Construction Logistics Plan (draft) prepared by RGP dated April 2020, Daylight and Sunlight Assessment (Neighbouring properties) prepared by Right of Light Consulting dated 6th November 2020, Daylight and Sunlight Assessment (Within Development) prepared by Right of Light Consulting dated 6th November 2020, Design and Access Statement, prepared by Formation Architects dated 7th April 2020 Rev 00, Design and Access Statement Addendum dated 10 November 2020 prepared by Formation Architects Rev 00, Energy and Sustainability Statement, prepared by Bluesky Unlimited dated 23rd November 2020, Flood Risk Assessment and Surface Water Drainage Strategy Report, prepared by TA Tompson LLP Consulting Engineers dated September 2020 Revision B ,Heritage Statement prepared by Heritage Collective amended November 2020, Phase I Geoenvironmental Desk Study dated 30 March 2020 prepared by AGB Environmental, Acoustic Assessment Report dated 31 March 2020 prepared by RBA Acoustics, Planning Statement prepared by Q Square dated May 2020, Cover letter dated 10th November 2020 prepared by Q Square, Site Waste Management Plan, prepared by Systra dated 23 March 2020; Statement of Community Involvement, prepared by Thorncliffe dated April 2020; Transport Assessment prepared by RGP dated April 2020, Framework Travel Plan prepared by RGP dated April 2020, Transport Note prepared by RPG dated 6th November 2020, Viability Assessment, prepared by Turner Morum, Overheating Assessment prepared by Vectordesign dated November 2020

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:

Drawing number of plans:

6745-D2100-Rev16, 6745-D2101-Rev09, 6745-D2102-Rev09, 6745-D2103-Rev09, 6745-D2104-Rev10, 6745-D2105-Rev10, 6745-D2106-Rev08, 6745-D2500-Rev07, 6745-D2501-Rev05, 6745-D2700-Rev06, 6745-D2701-Rev03, 6745-D2702-Rev02, 6745-D2703-Rev02, 6745-D2704-Rev03, 6745-D2705-Rev02, 6745-D2910-Rev02, PH/20022/001

Supporting documents also assessed:

Air Quality Assessment, prepared by AGB dated 6 April 2020, Construction Logistics Plan (draft) prepared by RGP dated April 2020, Daylight and Sunlight Assessment (Neighbouring properties) prepared by Right of Light Consulting dated 6th November 2020, Daylight and Sunlight Assessment (Within Development) prepared by Right of Light Consulting dated 6th November 2020, Design and Access Statement, prepared by Formation Architects dated 7th April 2020 Rev 00, Design and Access Statement Addendum dated 10 November 2020 prepared by Formation Architects Rev 00, Energy and Sustainability Statement, prepared by Bluesky Unlimited dated 23rd November 2020, Flood Risk Assessment and Surface Water Drainage Strategy Report, prepared by TA Tompson LLP Consulting Engineers dated September 2020 Revision B, Heritage Statement prepared by Heritage Collective amended November 2020, Phase I Geoenvironmental Desk Study dated 30 March 2020 prepared by AGB Environmental, Acoustic Assessment Report dated 31 March 2020 prepared by RBA Acoustics, Planning Statement prepared by Q Square dated May 2020, Cover letter dated 10th November 2020 prepared by Q Square, Site Waste Management Plan, prepared by Systra dated 23 March 2020; Statement of Community Involvement, prepared by Thorncliffe dated April 2020; Transport Assessment prepared by RGP dated April 2020, Framework Travel Plan prepared by RGP dated April 2020, Transport Note prepared by RPG dated 6th November 2020, Viability Assessment, prepared by Turner Morum, Overheating Assessment prepared by Vectordesign dated November 2020

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.
4. Samples of brickworks, windows, roof, glazing, balustrade, should be provided. 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.

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

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

6. Prior to the commencement of the development hereby approved (excluding investigative and demolition works) full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

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

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

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

9. A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

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

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

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

11. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Note: The above referenced *Phase I Geoenvironmental Desk Study* report is sufficiently developed to satisfactorily address Part 1 of this condition.

Reason: The proposed development presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located within a Source Protection Zone 1. This condition will ensure that the development does not contribute to or is not put at unacceptable

risk from/adversely affected by levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

12. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

13. No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework.

14. 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 the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from

previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

15. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection'.

16. Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of the 'The Environment Agency's approach to groundwater protection'.

17. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework

18. Before development commences other than for investigative work:
 - a. Using the information already acquired from the submitted Phase I Geo-environmental Desk Study with reference P3563.2.0 prepared by agb environmental dated 30th March 2020, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk

assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;

d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied

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

19. 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.

20. 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.

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

21. a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
- b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
- b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:
 - i. A construction method statement which identifies the stages and details how works will be undertaken;
 - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
 - iii. Details of plant and machinery to be used during demolition/construction works;
 - iv. Details of an Unexploded Ordnance Survey;
 - v. Details of the waste management strategy;
 - vi. Details of community engagement arrangements;
 - vii. Details of any acoustic hoarding;
 - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
 - ix. Details of external lighting; and,
 - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
 - i. Monitoring and joint working arrangements, where appropriate;
 - ii. Site access and car parking arrangements;
 - iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

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

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

The development shall be carried out in accordance with the approved details as well as in line with the applicant submitted Air Quality Mitigation Measures in Appendix A5 – Construction Mitigation of the submitted AQ report.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

The applicant submitted Draft Construction Logistics Plan when completed can form part of the documents to discharge the above condition 4 whilst the applicant is also advised that the council standard construction working hour on Monday – Friday is 0800 – 1800hr and not 0700 – 1800hr as submitted in section 3.4 of the applicant Draft Construction Logistics Plan.

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

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

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

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To safeguard the archaeological interest on this site.

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

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

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

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

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

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety

26. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

A plan to a scale of 1:1000 showing the location of all defects identified;

A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the public highway sustained throughout the build out of the development can be identified and subsequently remedied at the expense of the developer

27. Prior to the commencement of development, an updated Overheating Assessment must be submitted and approved in writing by the Local Planning Authority. The assessment shall include:

- Confirmation which dwellings will require the installation of windows with a g-value of 0.40 to mitigate the overheating risk and to pass DSY1;
- Confirmation that air source heat pumps will not be used for active cooling;
- Modelling of all previously modelled dwellings for future weather patterns to project impacts over the time periods 2050s and 2080s.
- A proposed mitigation strategy in a retrofit plan for the 2050s and 2080s, confirming that measures can be fitted in the future and who will own the overheating risk;

Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter.

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.

28. Prior to the commencement of development, an updated Sustainability & Energy Statement shall be submitted and approved by the Local Planning Authority based on a minimum carbon emission reduction of 48.5% (SAP 10 emission factors) from a Building Regulations 2013 Part L compliant building, with good fabric efficiencies, 23.6 kWp of solar photovoltaic panels (PVs) and air source heat pumps (ASHPs). This shall include the following:

- Detailed BRUKL calculation for the non-residential element of the development, demonstrating how it will exceed the 15% improvement on Building Regulations under Be Lean and achieve emission savings over 54% in total;
- Thermal bridging calculations;

- A revised, low-carbon space heating strategy for the dwellings that avoids direct electric heating;
- Specification, efficiency and location of the proposed Mechanical Ventilation and Heat Recovery (MVHR) ;
- Specification and location of the proposed ASHPs, their seasonal coefficient of performance, seasonal performance factor for heating, seasonal energy efficiency ratio for cooling (non-domestic units only), with plans showing the ASHP pipework and layout;
- Evidence that the ASHP and solar PV panels comply with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements.

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,850 per tonne of carbon plus a 10% management fee. Should an increased level of CO2 reduction be achieved, any carbon offset payment would be reduced by £2,850 per tonne.

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 and DM22.

29. Prior to the commencement of development, details of the living roofs and solar photovoltaic (PV) must be submitted to and approved in writing by the Local Planning Authority. The applicant shall demonstrate how the detailed design has incorporated living roofs under the proposed solar PVs where possible to achieve co-benefits. The appropriateness of providing living roofs and solar PVs jointly shall be assessed on the basis to technical feasibility as well as other constraints, such as prohibitive costs. The details shall include:
- a) A roof plan identifying where the living roofs and solar PVs will be located;
 - b) A substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
 - c) Sections showing the relationship between solar PVs and living roof system;
 - d) Sections showing the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat;
 - e) A plan showing the location of log piles / flat stones for invertebrates;
 - f) 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);
 - g) Irrigation, management and maintenance arrangements.

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

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

30. (a) Prior to commencement on site, a design-stage sustainability report must be submitted to the Local Planning Authority which follows the BREEAM Pre-Assessment format. This should demonstrate how the commercial unit would seek to achieve a minimum BREEAM 'Very Good' outcome, unless otherwise agreed with the Council, stating which credits could be met, with justification for credits that would not be targeted.
- (b) The commercial units shall not be occupied (Use Class A1, A2, B1(a-c), B8, D1 and D2) until a report has been submitted and approved to confirm which elements of the BREEAM pre-assessment have been achieved on site, unless otherwise agreed with the Council, demonstrating that the scheme would have met at least a BREEAM 'Very Good' rating.

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

31. 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.

32. 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.

33. All the residential units will be built to Part M4(2) accessible and adaptable dwellings" of the Building Regulations 2010 (as amended) and at least 10% (1 units) shall be wheelchair accessible or easily adaptable for wheelchair use in

accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.

34. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial units shall be occupied by flexible Use Class A1, A2, B1(a-c), B8, D1 and D2 only and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application
35. Before the first occupation of the dwellings hereby permitted the window openings directly facing the adjacent Cross House site specified on the first to fourth floor of Block A shall only be glazed or re-glazed with obscure glazing and any opening part of the windows shall be at least 1.7m above the floor of the rooms in question.
Reason: To safeguard the amenities of neighbouring properties consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

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 £127,642.721 (2,140.22sqm x £59.64) and the Haringey CIL charge will be £723,372.996 (1,953.32sqm x £370.33). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL index.

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: Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then Thames Waters would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position

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: As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, 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>

INFORMATIVE: There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>

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

INFORMATIVE: Thames Water points out that the proposed discharge point is not mapped as a Thames Water sewer and therefore the relevant permission will need to be sought from the owner.

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

INFORMATIVE: For piling (or other deep penetrative) works, where the piles (or other deep structures) extend into aquifer units within SPZ1, a foundation works risk assessment and groundwater monitoring programme will be required due to nearby potable groundwater abstractions.

INFORMATIVE: Proposals for a groundwater monitoring programme should encompass regular monitoring for a period before, during and after groundworks (e.g. monthly monitoring before, during and for at least the first quarter after completion of groundworks, followed by quarterly monitoring for the remaining 9 months). These proposals should be included in the verification plan.

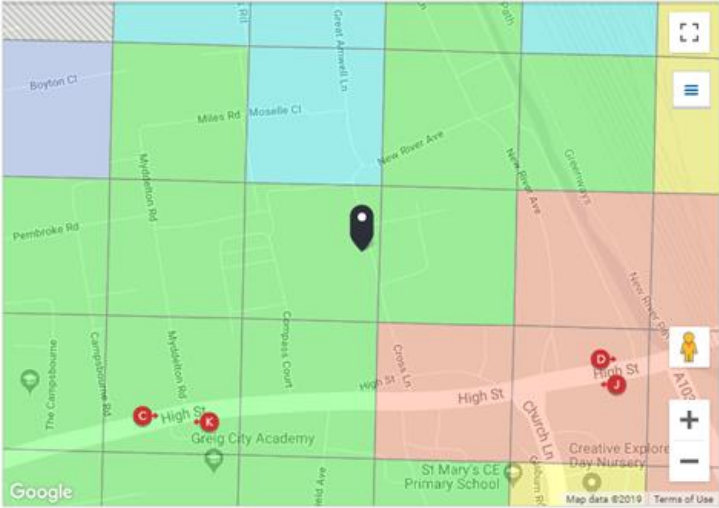
INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction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

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

Appendix 1 Consultation Responses from internal and external agencies

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This application seeks to redevelop the existing light industrial units/buildings at 7 Cross Lane in Hornsey.</p> <p>The previous comments have been updated following some minor alterations made to the application proposal as detailed in the letter from Q Square dated 10/11/20.</p> <p>These changes include a reduction in commercial floorspace from 224 sqm to 187 sqm and a reconfiguration of residential units, adding 1 No 1 bedroom unit (15 in total), reducing by 3 two bedroom units (24 in total) and adding two 3 bedroom units 11 in total). There is no change in the overall number of units. There are no transport implications arising from these changes, the transportation characteristics will essentially be the same as those already assessed.</p> <p>It should also be noted that an additional condition has been suggested, to cover the appropriate pre and post development surveys of the public highway and ensure any development related damage is put right by the developer.</p> <p><u>Site location</u> 7 Cross Lane is to the eastern side of Cross Lane in Hornsey. It has a PTAL value of 3, which is considered 'medium' access to public transport services. 3 different bus services are accessible within 3 to 8 minutes' walk of the site, and Hornsey National Rail station is a 7-minute walk away.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	 <p data-bbox="537 760 1031 776">You can click anywhere on the map to change the selected location.</p> <p data-bbox="537 813 789 862">PTAL output for Base Year 3</p> <p data-bbox="537 881 821 922">N8 7SA Cross Ln, Hornsey, London N8 7SA, UK</p> <p data-bbox="520 992 1587 1073">As can be seen from the extract from WEBCAT, whilst the site has a moderate PTAL value of 3 it is a short walking distance from an area of value 5 (very good accessibility to public transport services).</p> <p data-bbox="520 1114 1587 1292">The site is not within any of the Borough's CPZ's, but is quite close to the northern boundary of the Hornsey South CPZ, which has operating hours of 1100 – 1300. There are demands for the introduction of formal parking controls in the area currently not covered by formal CPZ's as was derived from the Hornsey Perception Survey that was carried out by the Council recently. Accordingly, the Council is to formally consult residents and statutory consultees on the introduction of parking controls.</p> <p data-bbox="520 1333 1587 1414">This site is to the immediate south of the appealed and granted/consented 69 unit development covered by HGY/2016/0086, and it is also opposite the recently built out Smithfield Square development on the western side of Cross Lane.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Proposals</u> The redevelopment proposals are as follows;</p> <ul style="list-style-type: none"> • Demolition of the existing light industrial/vehicle workshop business buildings • The construction of 187 sqm of flexible employment floorspace facing Cross Lane • The construction of 50 new homes comprising includes 15 No. one bed, 24 No. two bed and 11 No. three bed units • Buildings of 5 -6 storeys in height; • The provision of 4 blue badge car parking spaces, a car club bay, a servicing area and cycle parking to meet the requirements of the draft London Plan (95 spaces). <p><u>Transportation considerations</u> A Transportation Assessment (TA) has been submitted with the application. The main headlines and topics from this are referenced below.</p> <p><u>Access Arrangements</u> Cross Lane is narrow and does not include footways to both sides of it along its whole length. It is also already part of a number of key cycle and pedestrian links given the connection it enables to a number of development sites and routes.</p> <p>The applicant proposes highway changes at and on the immediate approach to the site access, including the construction of a raised table type arrangement, with a blockwork surface with 1;10 ramps, extending the full carriageway width of Cross Lane and up to the boundary of the development site.</p> <p>Another development along Cross Lane, to the north of this site, will be delivering a shared surface type arrangement along the entire length of Cross Lane via a S278 Agreement. This will include resurfacing Cross Lane with blockwork, re-providing bollards and includes refreshing/re-providing the raised table and tactile paving at the Pub end of the road along with a rumble strip, and providing a bench and Sheffield stands further up from the pool motors site.</p> <p>The applicant will need to ensure that their proposed access arrangements at this site will dovetail with the S278 works being delivered for Cross Lane as a whole. The applicant will</p>	

Stakeholder	Question/Comment	Response
	<p>need to engage closely with the Highways Officers managing the S278 processes for both new developments along Cross Lane.</p> <p>The TA includes a stage 1 safety audit and follow up report. This recommends a number of measures required for the detailed design including drainage and the review/implementation of formal waiting and loading restrictions along Cross Lane to reduce the likelihood of vehicles waiting close to the site access and impeding manoeuvres. The applicant has responded detailing how issues raised can be addressed and this will be the basis of the design as it advances. As commented above the progression of these design details will need to take on board the overall scheme being developed for Cross Lane.</p> <p>There has also been further comment from the applicant's Safety Auditors with respect to consideration of both developments and the Cross Lane shared surface proposals. Their formal response is that they see no safety implications or issues arising from the combination of the features proposed for accessing this Pool Motors site and the scheme to be delivered along the whole length of Cross Lane.</p> <p>As touched on above, should the planning authority be minded to approve the application and grant consent, the applicant will need to enter into the appropriate Highways Act Agreement to formally cover the detailed design, associated safety audits and checking, and implementation of the proposed highway changes to access the site and provide the appropriate environment along Cross Lane.</p> <p>All of the Council's costs will need to be met along with the implementation costs of the revised highway arrangement to access and service the site.</p> <p><u>Internal layout</u> Internally to the site it is proposed to provide 4 No. blue badge parking bays and a car club bay, and an area for service vehicles to dwell and turn.</p> <p>Swept path plots have been provided for cars accessing the blue badge bays and for visiting service vehicles (an 11.22m long refuse vehicle). These do appear to include the 300mm safety buffer. Whilst the manoeuvres into and out of the blue badge parking bays and car club bay do appear to demonstrate these manoeuvres can be done, it is all quite finely balanced and tight for space. Likewise, the swept path for the refuse collection vehicle manoeuvres, it is intended for the collection vehicle to reverse into the site and leave in a forward gear.</p>	

Stakeholder	Question/Comment	Response
	<p>Colleagues in the Waste Management team in the Council will need to confirm if they are supportive of the proposed arrangements for refuse and recycling collections, it appears there should be sufficient distance behind a visiting collection vehicle for moving the bins from the bin store to the rear of the vehicle.</p> <p>It is noted that any dwelling service vehicle will likely impede any access into or out of the site by cars parked in the parking bays. The TA details between 2 and 4 service vehicle movements a day to the site for both the commercial/employment and that on occasion a visiting service vehicle may obstruct access to parking bays for short periods. This is unlikely to create an issue beyond occasional instances where cars may need to wait for short period to access or leave spaces.</p> <p><u>Trip Generation</u> The TA proposes that there will be an overall reduction in vehicle trips with the change from a motor vehicle maintenance type operation to a low parking residential development which is correct. There will however be an increase in pedestrian and cycle movements compared to the existing consented use hence the requirement for an improved environment within Cross Lane to access the site. The Transport Assessment predicts daily pedestrian flows of 89 arrivals and 86 departures, and a smaller number of cycle arrivals and departures.</p> <p><u>Environment within Cross Lane</u> As commented above, whilst compared to the current/previous usage, there is likely to be a reduction in vehicle trips from the site, there will however be a sizeable uplift in pedestrian and cyclist movements, so the narrow and restricted nature of Cross Lane needs to be improved. The proposed highway changes are acceptable in principle, however there are the S278 design checking and safety audit processes to go through to ensure appropriate final design.</p> <p>With respect to the construction phase, further comments are made later on in this response, suffice to say the details and proposals for the build out will need to be very carefully considered from the safety and environment perspective.</p> <p><u>Car Parking</u> 4 blue badge bays and a single car club bay are proposed for the development. As there are 5 fully accessible units on the site, this is a provision of 80% for these, which does fall short of the full 100% provision for accessible units required by the London Plan. In practice, it is considered however that the 4 spaces are very likely to meet the full parking</p>	

Stakeholder	Question/Comment	Response
	<p>demands of the accessible units in the development the majority of the time.</p> <p>It is noted that a car club bay is proposed for the development. There doesn't appear to be any commentary or advice from a car club operator in the TA recommending provision of an off highway space in the development. It is suggested that whilst car club provision is very appropriate, given it is a low parking development, the applicant should obtain advice with respect to the appropriate provision for a car club facility at the site and whether an off highway space is necessary. The TA does comment that there are already two car club bays within 250m of the development. If an onsite space is not recommended by the car club operator this space could be provided as a off-highway blue badge space to enable the provision meets the London Plan requirements.</p> <p>There has been no parking stress survey provided with this application. The site is not within but is very close to the Hornsey South CPZ. Given the narrow width of Cross Lane and nature of the area any parking demands generated by the site would be displaced onto streets within the CPZ. There appears to be little opportunity for any displaced parking within a 200m walk of the site apart from a number of bays on Hornsey High Street and on Hillfield Road.</p> <p>It is noted that Hornsey High Street has local shops and services, and that the site is a short distance from an area of PTAL value 5 with Hornsey Station a 7 minute walk away and bus services accessible along the High Street. To manage potential parking demands on street it will be appropriate for the site to be designated as a formal permit free/car capped site, to ensure occupiers are unable to obtain CPZ permits. This can be covered by the appropriate Planning Agreement with the applicant paying the Council's and Parking Team's administrative costs (£4000). It is also essential that the applicant provide a car club facility for the development as commented earlier in this response.</p> <p><u>Cycle parking</u> To accord with the requirements for the forthcoming/draft London Plan, 93 long stay and short stay cycle parking spaces are required for the residential component, and 2 long stay/1 short stay spaces for the commercial component.</p> <p>There are different details in relation to the proposed arrangements in the TA and the Design and Access statement.</p> <p>The TA details it is proposed to locate 95 spaces within a cycle parking store within the ground floor of the development. It is proposed to provide 70 spaces on two tier racks, and 20 spaces on Sheffield Stands. There is reference to additional space to enable</p>	

Stakeholder	Question/Comment	Response
	<p>manoeuvring and larger cycles.</p> <p>There is also a proposal to provide lockers to store folding 'Brompton' style bikes. Further space is provided for a small number of lockers (5 in total) to allow the storage of folding bicycles without the need to transport them to an individual's flat. The applicant is proposing that the 5 lockers will be included in the 95 spaces required overall.</p> <p>However, the Design and Access Statement doesn't refer to provision of lockers for Brompton Bikes.</p> <p>The TA also suggests that 4 visitor cycle parking spaces could be located within the landscaped area to the centre of the development, whilst the D&A statement shows visitor cycle parking adjacent to the entrance to Block A.</p> <p>As proposed, there is no differentiation between residential and commercial cycle parking. This is unconventional, and it will probably be the case that residents would prefer for there to be separate cycle parking stores.</p> <p>In addition to this 8.27 in the TfL London Cycling Design Standards document details that any lockers proposed for secure cycle parking should be able to accommodate cycles of all sizes.</p> <p>Ultimately, the applicant needs to clarify the proposed arrangements, should provide segregation between residential and commercial cycle parking, and should ensure that the TfL London Cycling Design Standards are met with respect to cycle parking (chapter 8). Full details of the proposed arrangements, including manufacturer's installation specifications, and dimensioned drawings to confirm these are met, along with the LCDS requirements for manoeuvring space and layout. These details will be required for review and approval prior to commencement of the works for the development and can be covered by condition.</p> <p><u>Delivery and servicing arrangements</u></p> <p>It is proposed for all delivery and servicing activity to take place within the site, off the highway. The TA predicts between 2 and 4 service vehicles arrivals and departures per day. With the recent circumstances of COVID19, and the increasing tendency for people to shop online, it is considered that the actual numbers of delivery and service trips may be higher than predicted within the TA. Swept path plots have been provided for a refuse collection vehicle making the entry and exit manoeuvre, and this appears satisfactory, Therefore, it should not be problematical to accommodate movements from smaller</p>	

Stakeholder	Question/Comment	Response
	<p>service vehicles such as vans and 3.5 tonne vehicles. As commented earlier in this response visiting service vehicles may block access to parking spaces for short periods.</p> <p><u>Draft Travel Plan</u> A draft of a travel plan for the development has been submitted with the application. This appears sound, with respect to the scoping and format of it, and it includes details of predicted mode share and how targets will be set following an initial post occupation survey. There are also various objectives and items included in the action plan that a final draft can clarify the detail for (such as the proposed issue of discounts for local bikes shops) and this can be detailed in the final draft, which can be covered by condition.</p> <p><u>Construction Phase</u> A draft of a Construction Logistics Plan has been included in the application. This does provide commentary on a number of aspects in relation to the build out, including the intention to take the eastern side footway out of use and to construct a hard standing at the front of the site early on in the build out to facilitate movement of materials into and out of the site by vehicles off of the highway. Details of the vehicle types expected to service the site have been provided and the largest vehicle proposed is a 10.2m tipper, for which a swept path plot has been provided. The applicant does comment that much of the detail is to be provided in a final draft, upon appointment of a main contractor for the project.</p> <p>This fully detailed draft will be required for submission and approval prior to commencement of the works, given the physical restrictions with the site access and the need to ensure a safe environment for all highway users, particularly cyclists and pedestrians. The most important details to be included in the detailed draft are as follows;</p> <ul style="list-style-type: none"> • Programme and phasing for the construction works • Weekly construction vehicle movements to and from the site by vehicle size and type • Details of any temporary arrangements proposed for the highway, including for pedestrians whilst the eastern footway is taken out of use • Details of the numbers of banksmen to oversee vehicle movements into and out of the site to and from the public highway • Inspection regime for monitoring the condition of the footway and carriageway in 	

Stakeholder	Question/Comment	Response
	<p>Cross Lane</p> <ul style="list-style-type: none"> • Slot booking (to ensure vehicles only arrive at arranged times and do not wait on the public highway) • Restrictions of arrivals and departures times to outside of the AM and PM peak period, most likely to be between 0930 and 1530 (will be advised) • Appropriately sized vehicles are to be used for the build out that can manoeuvre into and out of the site sufficiently safely. • The CLP must include detailed, dimensioned drawings showing the proposed arrangements and available footway/carrageway widths for pedestrians, cyclists and vehicles for the different phases of the work, for review and approval by transportation and highways officers • Attendance at regular liaison meetings with the Borough's network managers and highways officers • A CLP monitoring fee of £5,000 will be required to cover the high level of officer involvement and oversight required in relation to the build out. <p><u>Summary</u> This application is for the redevelopment of the Pool Motors site in Cross Lane, Hornsey, to provide a mixed-use development comprising 50 new residential units and 224 sqm of flexible employment floorspace. 5 car parking bays are proposed (including a single car club space) along with cycle parking and interior landscaping, the transportation planning and highways authority would not object to this application subject to the following S.106/S.278 obligations and conditions.</p> <p>1. <u>Car-capped Development</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car capped" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant</p>	

Stakeholder	Question/Comment	Response
	<p>must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>2. <u>Residential Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.</p> <p>c) Establish or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. And enhanced car club membership for the family sized units (3 plus bed units) including 3 years membership £100 (one hundred pounds) per year from membership for 3 years.</p> <p>d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information</p> <p>e) the travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.</p> <p>f) The applicants are required to pay a sum of, £1,000 (one thousand pounds) per year for a period of 5 year for monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. <u>A Work Place travel Plan</u></p> <p>The Travel plan must be secured by the S.106 agreement. As part of the travel plan, the</p>	

Stakeholder	Question/Comment	Response
	<p>following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the workplace element of the development.</p> <p>d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one car with, two years' free membership for all commercial units.</p> <p>d) The developer is required to pay a sum of £1,000 (one thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>Reason: To promote travel by sustainable modes of transport (cycling) in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32..</p> <p>4. <u>Control Parking measures</u></p> <p>The applicant/developer will be require to contribute byway of a Section 106 agreement a sum of £25,000 (Twenty five thousand pounds) towards the design and consultation on the implementation of parking management measures resulting from displaced parking, which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.</p> <p>Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the surrounding roads.</p> <p>Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>5. <u>Section 278 Highway Act 1980</u></p> <p>The owner shall be required to enter into agreement with the Highway Authority under</p>	

Stakeholder	Question/Comment	Response
	<p>Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. The scheme must be agreed and the funds transferred to the council before development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p>6. <u>Construction Management Plan.</u></p> <p>The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Cross Lane , and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Given the sensitivity of this location combined with the other developments proposed in the local area the CMP will require monitoring the developer will be require to pay £5,000 (five thousand pounds) toward the monitoring of the CMP.</p> <p>Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.</p> <p>7. <u>Parking Management Plan</u></p> <p>The applicant will be required to provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheelchair accessible car parking. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/ affordable):</p> <ol style="list-style-type: none"> 1. Parking for the disable residential units 10% of the total number of units proposed (4)- wheel chair accessible car parking spaces) 	

Stakeholder	Question/Comment	Response
	<p>2. Family sized units 3+ bed units</p> <p>3. Two bed 4 four person units</p> <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking for the family sized units.</p> <p>Conditions:</p> <p>1. <u>Cycle parking Design and Layout</u></p> <p>The applicant will be required to provide the correct number of cycle parking spaces in line with the London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.</p> <p>Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p>2. <u>Electric Charging Points</u></p> <p>The applicant will be required to provide 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.</p> <p>Reason: To comply with the London Plan and reduce carbon emission in line with the Council's Local Plan Policy SP4.</p> <p><u>Delivery and Servicing Plan and Waste Management Plan.</u></p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Pre commencement/post completion Highway Condition Survey</u> No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:</p> <p>A plan to a scale of 1:1000 showing the location of all defects identified; A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey. No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.</p> <p>Reason: To ensure that any damage to the public highway sustained throughout the build out of the development can be identified and subsequently remedied at the expense of the developer.</p>	
<p>Conservation Officer</p>	<p><u>Site</u> the development site forms part of the Cross Lane Industrial Estate and is characterised by a sparse layout of one and two-storey utilitarian buildings of no special interest.</p> <p>The majority of the site lies in the southern part of Hornsey Water Works & Filter Beds Conservation Area (HWWCA) where the site boundary ends just at the back of grade II listed Nos 69 and 71 Hornsey High street. These houses are the only remaining 18th Century properties fronting the High Street and, although designated in the HWWCA, these houses form integral part of the townscape of the Hornsey High Street Conservation Area (HHSCA). Both locally listed Pumphouse Station and the Gatekeeper's lodge are included in the HWWCA and sit further down to the east of the development site. The townscape immediately surrounding the development site is characterised by contemporary developments to the north, the 2 and 3 storey listed houses to the south, 3</p>	<p>Comments noted. Detailed design to be controlled by condition.</p>

Stakeholder	Question/Comment	Response
	<p>and 4 storey Richmond Court to the south-east and by a 6 storey Smithfield Square block to the west.</p> <p>Aside from the small scale buildings located to the south and in the immediate vicinity of the development site, the site context within and around the HWWCA has been undergoing a progressive change in character: the originally scattered, single storey industrial buildings, the untidy and dilapidated appearance, have been progressively replaced with large-scale developments approved over the last twenty years. These include the emerging Smithfield Yard development located to the north of the development site, the Smithfield Square development erected to the west just behind the HHSCA and the New River Village to the east. These developments vary in height and sit on a varying and northwards sloping topography. The Smithfield Square development accordingly steps down in height when reaching the high street frontage so to complement the small scale of the historic townscape of the Hornsey High Street Conservation Area.</p> <p><u>The Hornsey Water Works & Filter Beds Conservation Area</u> This much-altered conservation area poses limited heritage constraints to further development, but its southern part is still well preserved with its distinctive architectural and landscaped sequence formed by the locally listed Gatekeeper's lodge, the locally listed Pumphouse station and the listed houses.</p> <p>The southern boundary of the HWWCA meets the Hornsey High Street Conservation Area (HHSCA) just at the front of the listed houses which mark the eastern end of the residential high street and constitute the transitioning element between the open and sparse character of the industrial HWWCA and the low rise, densely built frontage of the traditional high street. Despite their formal inclusion in the HWWCA, the listed houses play an important role in the townscape appearance and character of the HHSCA.</p> <p><u>The Hornsey High Street Conservation Area</u> The HHSCA is characterised by two and three-storey terraced properties with retail frontages, which are almost entirely of late Victorian and early Edwardian origin, and consequently give the Street a consistent sense of scale and rhythm.</p> <p>The High Street is relatively wide, opening out to green spaces at either end with the village green at the eastern end and The Gardens to the west. The dominant local landmark is the grade II* St Mary's Church tower, which occupies the highest point on the High Street opposite the village green which is the historic core of the village of Hornsey and is characterised by the grade II listed Great Northern Railway Tavern and the listed</p>	

Stakeholder	Question/Comment	Response
	<p>houses at Nos. 69 and 71 High Street. This stretch of the Hornsey High Street largely retains its original urban grain, bulk, scale, height, massing, patterns of space and relationship between original buildings and spaces which can be appreciated especially in views along the High Street and from the garden of St Mary's Church.</p> <p><u>The heritage in the Views</u> The transition between the two adjoining conservation areas as well as their complementary townscape quality can be appreciated especially in angled views from the junction of the High Street with New River Avenue.</p> <p>From here, the locally listed Pumphouse reads as a two and three-storey corner landmark, well set-back in its landscaped setting and reminiscent of the open character of the former industrial area at the outskirts of the historic village. The New River development appears in the background as a slightly lower building than the Pumphouse, thus preserving the visual primacy of the heritage asset.</p> <p>In this view, a generous gap separates the Pumphouse from the neighbouring houses which are set forward from the locally listed building thus gaining an harmonious alignment and equal prominence in the view. Richmond Court and the New River buildings appear in the background as subservient buildings.</p> <p>The houses fronting the High Road along village green, are separate by small gaps and read in various angled and frontal views as an incrementally taller two and three storey urban composition culminating with the three storey Great Northern Railway Tavern which, by virtue of the raised topography of its site, appears as the tallest building. The Smithfield Square buildings appear as subservient in the background of the listed Railway Tavern to its height, whereas the contemporary development tends to dominate in the background of listed properties at Nos 69 and 71 in westwards views of the High street .</p> <p>Both the Smithfield Square development and the New River development appear in frontal views of the High street from St Mary's church gardens, as respectively subordinate to the scale of the listed pub and to the locally listed Pumphouse. The background of the listed houses in frontal views is totally unaffected by existing development.</p> <p><u>Policy:</u> Development in Conservation Area should preserve the character or appearance of the area and development affecting a listed building should preserve the building or its setting or any features of special architectural or historic interest which it possesses. The</p>	

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	<p>proposed application should be assessed according to the NPPF and Haringey Development Plan policies SP11, SP12, DM1, DM5 and DM9 would apply.</p> <p><u>Comments:</u></p> <p>The re-development of the site as part of the wider regeneration area is accepted and supported from conservation grounds, especially where the proposed scheme provides a gradual transition in scale between the historic High Street frontage and the contemporary quarter emerging in the northern part of the evolving Hornsey Water Works & Filter Beds Conservation Area.</p> <p>The proposed scheme has been developed in consultation with the Council and is the result of a thorough and comprehensive design exploration leading to a distinctive new development which is also highly respectful of the surrounding heritage assets and is highly complementary to the established scale of the Hornsey High Street Conservation Area.</p> <p>The new development benefits from a carefully designed site layout and distribution of masses and heights. The scheme not only maximises the opportunities offered by the site itself and would greatly enhance it, as detailed in the design officer comments, but would also raise the quality of the Conservation Area along Cross Lane and would fully preserve the legibility and experience of the historic High Street frontage as well as the primacy of its listed and locally listed assets.</p> <p>The submitted views of the High street and from St Mary's church gardens heritage assets and views of the conservation areas from the junction of the High Street with New River Avenue are especially important to understand the impact of proposed development on the character and appearance of the conservation areas and on setting of listed buildings.</p> <p>These views, especially those addressing the townscape of the High Street, show that a moderately 5 storeys high block A, and a slightly taller block B would minimally affect views of the listed buildings along the High Street.</p> <p>The five storey block A is carefully designed at the immediate back of the two and three storey listed houses, whereas the six storey Block B is strategically off-set to the north-east of the development site, where it is well set- back from the High Street frontage and adjacent Pumphouse. The harmonious proportions and context-led heights of the proposed scheme will mitigate its impact and visibility in frontal views of the listed frontage of the High Street.</p>	

Stakeholder	Question/Comment	Response
	<p>Only glimpses of Block A will be partially visible through the gaps between the listed houses, however it will only be perceived as a background element and the spatial relationship between listed buildings will be retained.</p> <p>The top floors of block A only will appear in the background of the listed houses in angled views of the High Street and Pumphouse from the junction with New River Avenue. However, block A will read as consistent with the height of the street frontage and will largely preserve the character and appearance of the Hornsey High Street Conservation Area.</p> <p>The proposed development successfully preserves the special interest of both listed buildings and Conservation Areas and positively responds to both its heritage and more contemporary context. The scheme also meets LBoH policies requiring new development to relate positively to all neighbouring structures, new or old, to create a harmonious whole while having regard to building heights, form, scale & massing of the locality.</p> <p>The submitted information is extremely comprehensive and clearly illustrates the minimal impact of the proposed development on the heritage assets and the enhancement of their setting and the proposed scheme is fully supported from conservation grounds, depending on approval of detailed design to ensure that the necessary design quality is achieved in heritage setting.</p>	
<p>Lead Pollution Officer</p>	<p>Having considered all the submitted supportive information most especially, the Design and Access Statement dated 7th April 2020, Planning Statement dated May 2020, Draft Construction Logistics Plan with reference NTL/19/5001/CLP04 prepared by RGP dated April 2020, Air Quality Assessment with reference P3563.1.0 prepared by agb environmental dated 6th April 2020 taken note of sections 5.2 (Operational Phase) with proposed only 4 disabled car parking spaces, 5.3 (Air Quality Neutral) that the operational energy will be all electric and 8 (Conclusions and Recommendations) and Phase I Geo-environmental Desk Study with reference P3563.2.0 prepared by agb environmental dated 30th March 2020 taken note of sections 7 (Conceptual Site Model & Risk Assessment) and 8 (Conclusion and Recommendations) of the report, please be advise that we have no objection to the development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.</p>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="520 233 758 256"><u>Land Contamination</u></p> <p data-bbox="520 326 1297 349">Before development commences other than for investigative work:</p> <ul style="list-style-type: none"> <li data-bbox="615 386 1587 594">a. Using the information already acquired from the submitted Phase I Geo-environmental Desk Study with reference P3563.2.0 prepared by agb environmental dated 30th March 2020, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. <li data-bbox="615 602 1587 716">b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. <li data-bbox="615 724 1587 773">c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; <li data-bbox="615 781 1587 870">d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied <p data-bbox="615 906 1587 963">Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p data-bbox="615 998 936 1021"><u>Unexpected Contamination</u></p> <p data-bbox="615 1057 1587 1235">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 data-bbox="615 1271 1587 1385">Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p>	

Stakeholder	Question/Comment	Response
	<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 Plans</u></p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>ii. Details of working hours, which unless otherwise agreed with the Local Planning</p>	

Stakeholder	Question/Comment	Response
	<p>Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p> <p>iv. Details of an Unexploded Ordnance Survey;</p> <p>v. Details of the waste management strategy;</p> <p>vi. Details of community engagement arrangements;</p> <p>vii. Details of any acoustic hoarding;</p> <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p> <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <p>i. Monitoring and joint working arrangements, where appropriate;</p> <p>ii. Site access and car parking arrangements;</p> <p>iii. Delivery booking systems;</p> <p>iv. Agreed routes to/from the Plot;</p> <p>v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and</p> <p>vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and</p> <p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</p> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p>	

Stakeholder	Question/Comment	Response
	<p>The development shall be carried out in accordance with the approved details as well as in line with the applicant submitted Air Quality Mitigation Measures in Appendix A5 – Construction Mitigation of the submitted AQ report.</p> <p>Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>The applicant submitted Draft Construction Logistics Plan when completed can form part of the documents to discharge the above condition 4 whilst the applicant is also advised that the council standard construction working hour on Monday – Friday is 0800 – 1800hr and not 0700 – 1800hr as submitted in section 3.4 of the applicant Draft Construction Logistics Plan.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.</p> <p>Informative: 1. 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>	
Waste Management team	<p>This application will need the following</p> <p>9 x 1100L waste receptacle for refuse 5 x 1100L waste receptacle for dry recycling 2 x 240L food waste external box 50 x food waste kitchen caddy</p> <p>Consideration should also be made to provide a storage area for bulky waste items.</p> <p>Any Commercial enterprise must arrange for a scheduled waste collection with a</p>	<p>In response to the waste management comments, the applicant has confirmed the following;</p> <ul style="list-style-type: none"> We will meet the requirements for 14 x 1100L Eurobins and the ground floor layout show space for 15no. Eurobins and 2 x 240L food waste bins. Food caddy bins will be provided within each

Stakeholder	Question/Comment	Response
	<p>Commercial Waste Contractor.</p> <p>Commercial waste must be stored, presented and collected separately from residential waste.</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 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>	<p>kitchen areas until collection days;</p> <ul style="list-style-type: none"> • The storage area for bulky waste items are provided within part of the refuse storage areas, where there is additional space beyond the waste requirements; • In terms of the commercial refuse collection arrangements, this will be dealt with by the commercial occupier and the details could be secured via planning condition, if required. <p>The waste management team confirmed on 30/10/2020 that this is fine</p>
<p>Carbon Management Team</p>	<p>Carbon Management Response 19/08/2020</p> <p>In preparing this consultation response, we have reviewed the Sustainability & Energy Statement (dated 2 April 2020) prepared by Bluesky Ltd and relevant supporting documents.</p> <p>Summary</p> <p>The development does not meet the London and Haringey policy requirements. Only a reduction of 20.92% carbon dioxide emissions is achieved across the site, which is not supported. Improvements must be made to meet Haringey's requirement to reduce 100% of emissions on site, or at the very minimum, exceed the London Plan minimum of 35% emissions. This should be based on SAP10 carbon factors. Further information needs to be provided in relation to the energy strategy, overheating and sustainability assessments. This should be addressed prior to the determination of the application to remove our objection to the scheme.</p> <p>Energy – Overall</p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>

Stakeholder	Question/Comment	Response								
	<p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The Intention to Publish version of the New London Plan (2019) further confirms this in Policy SI2. As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</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 20.92% in carbon emissions with SAP10 carbon factors. This represents an annual saving of approximately 10.04 tonnes of CO₂ from a baseline of 47.99 tCO₂/year.</p> <p>The applicant has also set out carbon reductions based on SAP10.1 carbon factors, however these were only published for consultation and the GLA has set out that SAP10 carbon factors should be used for schemes such as the proposed scheme.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Resubmit the report with SAP10 factors only. - Provide summary tables alongside bar graphs as per Tables 3, 5, 6 & 7 in section 6 of the GLA guidance (this should split out by residential and non-residential uses). https://www.london.gov.uk/sites/default/files/energy_assessment_guidance_2018.pdf - Submit SAP and BRUKL worksheets for a representative selection of dwellings and the commercial unit, showing the baseline worksheets, Be Lean and Be Green worksheets. <p>Energy – Lean</p> <p>It is not clear what the improvement of beyond Building Regulations is as the wrong inputs have been included in the Be Lean stage. The minimum is 10% and 15% reduction for domestic and non-domestic respectively, as set out in Policy SI2 in the Intended to Publish London Plan.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="520 1271 1423 1396"> <tbody> <tr> <td>Floor u-value</td> <td>0.11 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td>0.17 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td>0.15 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.40 W/m²K</td> </tr> </tbody> </table>	Floor u-value	0.11 W/m ² K	External wall u-value	0.17 W/m ² K	Roof u-value	0.15 W/m ² K	Door u-value	1.40 W/m ² K	
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Stakeholder	Question/Comment		Response
	Window u-value	1.40 W/m ² K	
	G-value	0.63	
	Air permeability rate	4 m ³ /hm ² @ 50Pa	
	Residential mechanical ventilation with heat recovery (MVHR)	Not disclosed.	
	Commercial unit ventilation	VRF with mechanical ventilation, SFP 1.6 W//s	
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - More units should be designed to be dual or triple aspect to allow for more daylight and better natural ventilation, especially in hot weather. 28% of homes will be single aspect, of which half will face west and half will face east. - The u-values can be improved further to achieve higher reductions under Be Lean, in particular the walls and roofs. - An air permeability rate of 3 m³/hm² @ 50Pa or lower should be achieved on site for the residential units so that the MVHR and air source heat pumps (ASHPs) can work more efficiently and use less electricity. - Please set out the efficiency of the MVHR - Confirm that sub-metering will be installed for all dwellings and the commercial unit. - The proposed g-value of the windows could be improved to reduce solar gains - Improve lighting energy demand: daylight control and occupancy sensors for communal areas. - Unregulated emissions and demand side response to reducing energy: smart grids, smart meters, battery storage - Set out the energy demand summary, delivered energy requirement at point of use – MWh/year - What is the improvement in the fabric energy efficiency? - The Be Lean SAP calculations must be done with communal gas boilers, not with the proposed ASHP. Please revise the energy strategy to split out the carbon reduction in line with the GLA's Energy Assessment Guidance (2018). - There should be no electric active cooling for the commercial unit, if possible. If this is not feasible, please model the energy demand for the active cooling. Then include these energy demands into the carbon footprint of the development and update any offsetting requirements based on this. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean</p>		

Stakeholder	Question/Comment	Response
	<p>The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> Assess whether there are nearby CHPs plants that this site could connect to, such as the neighbouring development on Cross Lane or the Smithfield Square development. <p>Energy – Green</p> <p>The application has reviewed the installation of various renewable technologies, but it does not provide sufficiently evidenced reasons why solar thermal or solar photovoltaic panels are not proposed. The report only proposes air source heat pumps (ASHPs) to deliver the Be Green requirement, it will provide hot water and heating to the dwellings through a wet system.</p> <p>It is not clear what % reduction of emissions is proposed under Be Green measures and whether it meets the 20% minimum.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> As the on-site carbon reductions are so low, this site needs to maximise all opportunities to reduce emissions after further fabric improvements have been made to introduce further renewable energy generation, such as the introduction of solar PV or thermal onto the roof spaces. This can easily be installed in tandem with a living roof to maximise the benefits. Please clarify where the air source heat pumps will be located, whether this will be a communal or individual system, what their SCOP will be and how the units will be mitigated in terms of visual and noise impact. <p>Carbon Offset Contribution</p> <p>A carbon emission shortfall of 37.95 tCO₂/year remains. The applicant first needs to reduce more carbon emissions on site before a carbon offset contribution can be considered. This will then be calculated at £95/tCO₂ over 30 years.</p> <p>Overheating</p> <p>No thermal dynamic overheating assessment has been done. The SAP methodology and Overheating Checklist are not sufficient to assess overheating risk.</p> <p><u>Actions:</u></p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Demonstrate the cooling hierarchy has been followed <ul style="list-style-type: none"> o Internal heat generation, i.e. heat distribution infrastructure o Heat entering building, i.e. shutters, trees, vegetation, blinds o Manage heat through thermal mass and high ceilings o Passive ventilation, i.e. openable windows, shallow floorplates, dual aspect, stack effect o Mechanical ventilation, i.e. free cooling from outside air in shade, by-pass summer mode - Undertake a Thermal Dynamic Overheating Assessment to demonstrate any potential overheating risk has been mitigated. This must be done in line with CIBSE TM59 with TM49 weather files. - The assumptions and inputs should be clearly reported within the overheating assessment. - Model the following most likely to overheat rooms: <ul style="list-style-type: none"> o At least 15% of all rooms across the development site; o All single-aspect dwellings facing west, east, and south; o At least 50% of rooms on the top floor; o 75% of all modelled rooms will face South or South/western facing; o 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); o Communal spaces; o Heat losses from pipework and heat interface units for community heating systems - Model all three Design Summer Years 1-3 (DSY), in the urban dataset; - Model all future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s, the risks, impacts and mitigation strategy set out for each; - Implement mitigation measures and demonstrate compliance with DSY1 for 2020s weather file (high emissions, 50% percentile); - Set out a retrofit plan for future weather files, demonstrating how these measures can be installed and who will be responsible for overheating risk. <p>Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques.</p> <p>The applicant has not prepared a BREEAM Pre-Assessment Report for the commercial unit saying it is too onerous to require a BREEAM assessment for 227 m². The policy is</p>	

Stakeholder	Question/Comment	Response
	<p>relevant for major planning applications which this development falls under, the scheme must therefore submit a BREEAM Pre-Assessment to comply with Policy SP4.</p> <p>The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme. The development includes two extensive living roofs. 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 would need to be submitted as part of a planning condition.</p> <p>However, there are a number of gaps that need to be addressed.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Submit a BREEAM Pre-Assessment. - Demonstrate how surface water runoff will be separated from wastewater and not discharged into the sewer. What type of permeable hardstanding surfaces are proposed at ground level? - Details on the biodiversity benefits that this scheme will bring (green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site) - Set a target (%) for responsible sourced materials used during construction. <p>Conclusion</p> <p>Overall, it is considered that the application cannot currently be supported from a carbon reduction, overheating and sustainability point of view.</p> <p>Carbon Management Response 19/11/2020</p> <p>Submitted documents</p> <p>On 14/09/2020, the applicant responded to the above comments and submitted a revised Sustainability & Energy Statement (dated 2 September 2020), a letter from Thames Water (RE: Pre-planning enquiring – confirmation of sufficient capacity, dated 23 April 2020). A meeting was held on 23/09/2020 with the applicant to discuss the comments. On 07/10/2020, the applicant submitted an Overheating Assessment prepared by Vector Design (dated October 2020) and a revised Sustainability & Energy Statement (dated 15th October 2020).</p> <p>Following design changes, a last set of reports was submitted on 12/11/2020: sustainability & Energy Statement by Bluesky Unlimited (dated 6th November 2020) and</p>	

Stakeholder	Question/Comment	Response																																												
	<p>Overheating Assessment by Vector Design (dated November 2020).</p> <p>Carbon Reduction The applicant has resubmitted the report with SAP10 carbon factors and updated their energy strategy. The table below sets out the amended emissions and savings. A site-wide improvement of 48.3% is set to be achieved.</p> <p>An estimated carbon offset contribution of £72,931.50 is due, subject to As Built calculations.</p> <table border="1" data-bbox="520 537 1518 885"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Residential</th> <th colspan="2">Non-residential</th> </tr> <tr> <th>tCO₂</th> <th>%</th> <th>tCO₂</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>48.02</td> <td></td> <td>1.46</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>6.52</td> <td>13.6%</td> <td>0.2</td> <td>13.4%</td> </tr> <tr> <td>Be Clean savings</td> <td>12.15</td> <td>25.3%</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green savings</td> <td>4.42</td> <td>9.9%</td> <td>0.6</td> <td>30.6%</td> </tr> <tr> <td>Cumulative savings</td> <td>23.1</td> <td>48.1%</td> <td>0.79</td> <td>54.3%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td colspan="2">24.92</td> <td colspan="2">0.67</td> </tr> <tr> <td>Carbon offset contribution</td> <td colspan="4">£95 x 30 years x 25.59 tCO₂/year = £72,931.50</td> </tr> </tbody> </table> <p><u>Be Lean – to address</u> The applicant has changed the proposal from an electric underfloor heating to storage heaters (Quantum heaters by Dimplex), in tandem with air source heat pumps that will deliver the hot water. As indicated in discussions, the applicant should be maximising the use of their air source heat pump and avoid direct electric heating unless ultra-high fabric efficiencies are proposed. In addition, the report states that the DER space heating demand is higher for some of the ground and top floor flats compared to the TER space heating demand. This needs to be addressed if space heating is going to be delivered through direct electric. This could be improved by proposing better fabric efficiencies for the ground floor and roofs, and proposing a wet underfloor system that uses heat produced by the ASHPs. In addition, no distinction has been made between flats with living roofs and solar PV on their roof. What is the difference in u-value?</p> <p><u>Be Clean</u> Policy SP4 requires all developments to implement site-wide energy facilities. The applicant explored the option of installing a communal ASHP system so that it has the</p>		Residential		Non-residential		tCO ₂	%	tCO ₂	%	Baseline emissions	48.02		1.46		Be Lean savings	6.52	13.6%	0.2	13.4%	Be Clean savings	12.15	25.3%	0	0%	Be Green savings	4.42	9.9%	0.6	30.6%	Cumulative savings	23.1	48.1%	0.79	54.3%	Carbon shortfall to offset (tCO₂)	24.92		0.67		Carbon offset contribution	£95 x 30 years x 25.59 tCO ₂ /year = £72,931.50				
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	<p>potential to link into a wider heat network if this comes forward in this area of Hornsey. However, it is noted that this would result in increased build costs of £400-500 thousand and higher service charges that would fall onto residents in a development of this size, so on balance, it is accepted that a communal ASHP system would not be appropriate for this scheme.</p> <p><u>Be Green</u> An array of 23.6 kW photovoltaic panels has been proposed (59x 400W panels; 21,535kWh/year). This will result in an additional 10% reduction in emissions.</p> <p>Overheating The Overheating Assessment has been undertaken in line with CIBSE TM59, with TM49 weather files for London.</p> <ul style="list-style-type: none"> • The report demonstrates that all modelled rooms will pass DSY1 (2020s weather file, high emissions, 50th percentile), based on the baseline scenario + mitigation measure 1. This requires a g-value of 0.40 instead of 0.63 to pass the criteria, in addition to the baseline of 90% openable windows and doors and continuous mechanical extract ventilation. • Modelling for DSY2 (2020s, high emissions, 50th percentile) with mitigation 1 shows that all bedrooms pass criterion a, but only 2% pass criterion b. 63% of living/kitchens pass DSY2. • Modelling for DSY3 (2020s, high emissions, 50th percentile) with mitigation 1 shows that 71% of bedrooms pass criterion a, but only 5% pass criterion b. Only 32% of living/kitchens pass DSY3. <p>Whilst it is not mandatory to pass DSY2 and DSY3, the applicant is strongly encouraged to incorporate mitigation measures for relevant rooms in the development to mitigate overheating risk for future occupiers.</p> <p>Sustainability The floor area of the commercial unit has been reduced to 170 m². Although Policy SP4 does not specify a minimum floor area, it is acknowledged that the cost of achieving a BREEAM accreditation may be prohibitive. Instead, the applicant is requested to submit a Design Stage Pre-Assessment to demonstrate the commitment of achieving sustainability</p>	

Stakeholder	Question/Comment	Response
	<p>standards.</p> <p>Proposed planning conditions</p> <p><u>Overheating</u> <i>Prior to the commencement of development, an updated Overheating Assessment must be submitted and approved in writing by the Local Planning Authority. The assessment shall include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation which dwellings will require the installation of windows with a g-value of 0.40 to mitigate the overheating risk and to pass DSY1;</i> - <i>Confirmation that air source heat pumps will not be used for active cooling;</i> - <i>Modelling of all previously modelled dwellings for future weather patterns to project impacts over the time periods 2050s and 2080s.</i> - <i>A proposed mitigation strategy in a retrofit plan for the 2050s and 2080s, confirming that measures can be fitted in the future and who will own the overheating risk;</i> <p><i>Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter.</i></p> <p><i>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 S14 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</i></p> <p><u>Energy Strategy</u> <i>Prior to the commencement of development, an updated Sustainability & Energy Statement shall be submitted and approved by the Local Planning Authority based on a minimum carbon emission reduction of 48.3% (SAP 10 emission factors) from a Building Regulations 2013 Part L compliant building, with good fabric efficiencies, 23.6 kWp of solar photovoltaic panels (PVs) and air source heat pumps (ASHPs). This shall include the following:</i></p> <ul style="list-style-type: none"> - <i>Detailed BRUKL calculation for the non-residential element of the development, demonstrating how it will exceed the 15% improvement on Building Regulations under Be Lean and achieve emission savings over 54% in total;</i> - <i>Improved fabric efficiencies to reduce the BER space heating demand below the</i> 	

Stakeholder	Question/Comment	Response
	<p><i>TER space heating demand, and propose a suitable low-carbon space heating strategy;</i></p> <ul style="list-style-type: none"> - <i>Specification, efficiency and location of the proposed Mechanical Ventilation and Heat Recovery (MVHR) and ASHPs, with plans showing the rigid MVHR ducting and ASHP pipework;</i> - <i>Evidence that the ASHP and solar PV panels comply with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements.</i> <p><i>Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,850 per tonne of carbon plus a 10% management fee.</i></p> <p><i>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 and DM22.</i></p> <p><u><i>Living roofs</i></u> <i>Prior to the commencement of development, details of the living roofs and solar photovoltaic (PV) must be submitted to and approved in writing by the Local Planning Authority. The applicant shall demonstrate how the detailed design has incorporated living roofs under the proposed solar PVs where possible to achieve co-benefits. The details shall include:</i></p> <ul style="list-style-type: none"> <i>h) A roof plan identifying where the living roofs and solar PVs will be located;</i> <i>i) A substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;</i> <i>j) Sections showing the relationship between solar PVs and living roof system;</i> <i>k) Sections showing the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat;</i> <i>l) A plan showing the location of log piles / flat stones for invertebrates;</i> <i>m) 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);</i> <i>n) Irrigation, management and maintenance arrangements.</i> <p><i>The development shall be implemented in accordance with the approved scheme prior to its first occupation and the living roofs shall be retained and managed thereafter in accordance with the approved management arrangements. No alterations to the approved</i></p>	

Stakeholder	Question/Comment	Response																													
	<p><i>scheme shall be permitted without the prior written consent of the Local Planning Authority.</i></p> <p><i>Reason: To ensure a sustainable development that provides provision towards the creation of habitats for biodiversity, mitigate against climate change and support water retention, consistent with Policy 5.11 of the London Plan 2016 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017.</i></p> <p><u><i>Non-Domestic Sustainability Strategy</i></u> <i>(a) Prior to commencement on site, a design-stage sustainability report must be submitted to the Local Planning Authority which follows the BREEAM Pre-Assessment format. This should demonstrate how the commercial unit would achieve a minimum BREEAM 'Very Good' outcome, stating which credits could be met, with justification for credits that would not be targeted.</i> <i>(b) The commercial units shall be not be occupied (Use Class A1, A2,B1a-c, D1 or D2) until a report has been submitted and approved to confirm which elements of the BREEAM pre-assessment have been achieved on site, demonstrating that the scheme would have met at least a BREEAM 'Very Good' rating.</i></p> <p><i>Reason: To ensure sustainable development in accordance with London Plan 2016 Polices 5.1, 5.2, 5.3 and 5.9 and Local Plan Policy SP4.</i></p> <p>Carbon Management Response 27/11/2020</p> <p>Submitted documents The applicant submitted a revised Sustainability and Energy Statement (dated 23rd November 2020).</p> <p>Be Lean Improved u-values from 0.15 to 0.13 for the lower living roofs has resulted in the slight changes to the energy hierarchy below:</p> <table border="1" data-bbox="520 1219 1518 1421"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Residential</th> <th colspan="2">Non-residential</th> </tr> <tr> <th>tCO₂</th> <th>%</th> <th>tCO₂</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>48.02</td> <td></td> <td>1.46</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>6.68</td> <td>13.9%</td> <td>0.2</td> <td>13.4%</td> </tr> <tr> <td>Be Clean savings</td> <td>12.18</td> <td>25.4%</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green savings</td> <td>4.42</td> <td>9.2%</td> <td>0.6</td> <td>30.6%</td> </tr> </tbody> </table>		Residential		Non-residential		tCO ₂	%	tCO ₂	%	Baseline emissions	48.02		1.46		Be Lean savings	6.68	13.9%	0.2	13.4%	Be Clean savings	12.18	25.4%	0	0%	Be Green savings	4.42	9.2%	0.6	30.6%	
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Stakeholder	Question/Comment				Response	
	Cumulative savings	23.3	48.5%	0.79	54.3%	
Carbon shortfall to offset (tCO₂)	24.74		0.67			
Carbon offset contribution	£95 x 30 years x 25.41 tCO ₂ /year = £72,418.50					
<p>Energy Strategy The applicant has not made any changes to their proposals to use direct electric space heating. Our position on this remains unchanged. Direct electric space heating is not acceptable, with the potential exception if the development was achieving Passive House-equivalent fabric standards, which this development is not. The applicant should therefore be proposing ASHPs that provide space heating as well as hot water. The applicant should also report on the space heating demand currently proposed.</p> <p>A revised energy strategy condition has been recommended below.</p> <p>Living roofs It is accepted that there are limited suppliers who may install solar PV and living roofs. This aspect will remain conditioned to explore at detailed design stage, in case this development does not come forward immediately and the market changes.</p> <p><u>Energy Strategy</u> <i>Prior to the commencement of development, an updated Sustainability & Energy Statement shall be submitted and approved by the Local Planning Authority based on a minimum carbon emission reduction of 48.5% (SAP 10 emission factors) from a Building Regulations 2013 Part L compliant building, with good fabric efficiencies, 23.6 kWp of solar photovoltaic panels (PVs) and air source heat pumps (ASHPs). This shall include the following:</i></p> <ul style="list-style-type: none"> - <i>Detailed BRUKL calculation for the non-residential element of the development, demonstrating how it will exceed the 15% improvement on Building Regulations under Be Lean and achieve emission savings over 54% in total;</i> - <i>Thermal bridging calculations;</i> - <i>A revised, low-carbon space heating strategy for the dwellings that avoids direct electric heating;</i> - <i>Specification, efficiency and location of the proposed Mechanical Ventilation and Heat Recovery (MVHR) ;</i> - <i>Specification and location of the proposed ASHPs, their seasonal coefficient of performance, seasonal performance factor for heating, seasonal energy efficiency</i> 						

Stakeholder	Question/Comment	Response
	<p><i>ratio for cooling (non-domestic units only), with plans showing the ASHP pipework and layout;</i></p> <ul style="list-style-type: none"> - <i>Evidence that the ASHP and solar PV panels comply with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements.</i> <p><i>Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,850 per tonne of carbon plus a 10% management fee.</i></p> <p><i>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 and DM22.</i></p> <p>Summary In summary, although the space heating strategy cannot be accepted, subject to the proposed planning condition, the scheme may be supported from a carbon management point of view.</p>	
<p>Drainage Engineer/SuDs Officer</p>	<p>We've reviewed the additional updated information for 7 Cross Lane, and we are satisfied with the changes that have been made to address the issues that we raised initially. We are happy with the drainage strategy for the site and for this application to progress from a drainage perspective.</p>	<p>Comments noted - An updated flood risk assessment and surface water drainage report and proposed drainage layout was submitted to satisfy in conjunction with the original submission to satisfy the drainage officer</p>
<p>Design</p>	<p><u>Masterplan</u></p> <p>The fact that the largest part of the site allocation apart from the application site (Smithfield Yard) has already been built out, that this proposal is not significantly at variance from the</p>	<p>Comments noted.</p>

Stakeholder	Question/Comment	Response
	<p>masterplan produced for that application, and that the significant neighbouring site allocation (Smithfield Square) has also been built out, negate the need for a masterplan as part of this application. They have successfully demonstrated their proposals are broadly in accordance with existing development patterns and do not have a harmful impact on neighbouring properties, including reasonable development potential, particularly of the neighbouring Cross House.</p> <p><u>Form, Pattern of Development, Bulk & Massing</u></p> <p>This has been the subject of extensive discussion with officers, scenario testing, revision and refinement, and has arrived at a form that officers consider is appropriate to context. The building that forms the main frontage, Block A, rises to five floors in a simple, formal block that nevertheless inflects to respond to context; in particular with the single storey workspace wing extending forward to the street line establishing continuity with the workshop character of the existing lane, that then creates an implied entrance court, how it's ground floor "erodes" to embrace the entrance laneway through to the back of the site, and how it pulls just away from Cross House to its north, creating a narrow but green gap allowing a glimpse through. Its height and form has been shown by extensive testing in numerous views to <i>just</i> not be visible and therefore have a detrimental impact on the Listed Buildings and Conservation Area to its south. Block B behind manages to add a set-back extra floor without that having a detrimental impact on those sensitive views; it continues the secondary block form of Smithfield yard to its north and 73-5 High Road to its south, filling the gap between them, and reflects the block form of New River Village to its east.</p> <p><u>Elevational Treatment, Fenestration, including Balconies, and Materials</u></p> <p>The paramount concept for elevational composition and treatment is a simple and strongly ordered, industrially inspired aesthetic of tall, rectangular windows with a strong horizontal emphasis in their glazing pattern. This gives the elevations an orderly, well-composed appearance that gives human scale and good residential amenity, whilst, like Smithfield Square (only more so), forming an architectural transition from the strongly contemporary, Modernist, architecture of New River Village and Smithfield Yard to the Victorian and Georgian High Street. Balconies fit in with the orderly fenestration pattern, combining open sides to maximise views and daylight, with balustrading to compliment the fenestration, with solid sides to maximise privacy and hide clutter. Fenestration and balconies compliment white reconstituted stone bands to give scale to elevations and differentiate base, middle and top, between a simple palette of bricks in tones and textures complimentary to the context.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Residential Quality (flat, room & private amenity space shape, size, quality and aspect)</u></p> <p>All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. All dwellings meet or exceed the private external amenity space in the London Plan, with private balconies or roof terraces. Privacy of amenity space is achieved in many flats with roof terraces exploiting the design which permits roof terraces in the steps in the blocks, but most are projecting balconies with partially solid balustrades. There are no north or south facing single aspect flat in the development. There are some east or west facing single aspect flats; in total 16 out of 50, 32%. None of the larger three bedroom flats are single aspect. This is a good performance, especially given the proposals are in close proximity to existing residential neighbours and therefore do not take opportunities for second aspects in several cases to avoid overlooking those neighbours. There is also access to doorstep private communal amenity space, including doorstep playspace, within the development.</p> <p><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></p> <p>There are only minor potential concerns at privacy or overlooking of existing neighbours directly facing windows in the development. By following the established pattern and form of neighbouring development, the proposals are parallel to its neighbours and looking out in the same directions as them, whilst turning mostly blank flank elevations (and party walls) to corresponding neighbouring blank flank elevations. The courtyard provides enough separation between the two proposed blocks in the proposed development to give residents privacy, whilst also allowing passive surveillance and animation to the playspace and amenity therein, including from ground floor units in the east side from Block B and south side from Block A, whilst the ground floor commercial unit provides passive surveillance and animation to the street frontage.</p> <p><u>Daylight and Sunlight</u></p> <p>The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings, fully 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". The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight. Nevertheless, some neighbouring existing windows to habitable rooms would lose some daylight and sunlight. The only significant adverse effects are to</p>	

Stakeholder	Question/Comment	Response
	<p>some windows in no 75 High Street, the 1990's block behind no 73, immediately south of the eastern end of the application site, and only to their daylight, not sunlight access. These are to already poorly daylit basement and ground floor units relying on small lightwells in the north-east and north-western corner of this T-shaped in plan block. Their assessment of the proposed accommodation finds the proposals achieve good levels of daylight and sunlight to relevant habitable rooms and amenity spaces within the development, with 83% of tested rooms achieving the recommended daylight levels.</p> <p><u>Conclusions</u></p> <p>This is a challenging site, with several constraints from existing neighbours and potential surrounding developments. Nevertheless, the proposed accommodation would provide good quality homes, with access to good quality private amenity space, and high levels of privacy, sunlight and daylight, which is impressive especially in this context. At the same time, the proposals maintain the working character and appealing closeness of Cross Lane, with a useful, good quality workspace unit, and including interesting and well landscaped courtyard spaces. The architectural form, composition and materials also promised to be of a high quality and appropriate to the location and context</p>	
Building Control	<p>It is noted that excessive travel distances are proposed which will require justification by way of CFD modelling in agreement with the London Fire Brigade.</p> <p>Also, due to the restrictive location of the site further details will be required to justify B5 – Access and facilities for Fire Service in consultation with the London Fire Brigade. I understand that you will be formally consulting the Fire Brigade separately as part of the planning consultation process.</p> <p>This office however has no objection to the planning application as a detailed fire assessment review will be undertaken as par to of the Building Regulations application process.</p>	<p>Comments noted.</p> <p>The London Fire Brigade has confirmed that they are satisfied with the proposals as fire fighting access subject to compliance with the fire strategy report issue 3</p>
EXTERNAL		
Environment Agency	<p>EA Condition 1 – Land Affected By Contamination</p> <p>No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with</p>	<p>Comments noted. Conditions/informatives included</p>

Stakeholder	Question/Comment	Response
	<p>contamination of the site shall be submitted to and approved, in writing, by the local planning authority:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> ○ all previous uses ○ potential contaminants associated with those uses ○ a conceptual model of the site indicating sources, pathways and receptors ○ potentially unacceptable risks arising from contamination at the site. 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Note: The above referenced <i>Phase I Geoenvironmental Desk Study</i> report is sufficiently developed to satisfactorily address Part 1 of this condition.</p> <p>Reason: The proposed development presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located within a Source Protection Zone 1. This condition will ensure that the development does not contribute to or is not put at unacceptable risk from/adversely affected by levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</p> <p>EA Condition 2 – Verification Report</p> <p>No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the</p>	

Stakeholder	Question/Comment	Response
	<p>local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>EA Condition 3 - Long Term Monitoring and Maintenance Plan for Groundwater</p> <p>No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>EA Condition 4 – Unidentified Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely</p>	

Stakeholder	Question/Comment	Response
	<p>affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>EA Condition 5 – Borehole Management A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.</p> <p>Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework and Position Statement N Groundwater resources of ‘The Environment Agency’s approach to groundwater protection’.</p> <p>EA Condition 6 – Piling / Foundation works Risk Assessment with Respect to Groundwater Resources</p> <p>Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of the ‘The Environment Agency’s approach to groundwater protection’.</p> <p>EA Condition 7 – Infiltration of Surface Water onto the Ground</p> <p>No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy</p>	

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	<p>Framework</p> <p><u>Advice to Applicant</u></p> <p>Piling For piling (or other deep penetrative) works, where the piles (or other deep structures) extend into aquifer units within SPZ1, a foundation works risk assessment and groundwater monitoring programme will be required due to nearby potable groundwater abstractions.</p> <p>The foundation risk assessment should consider potential risks to groundwater resources that could arise as a result of deep piling works. The groundwater monitoring programme should be designed to collect information prior to and during the works to demonstrate that any piling (or other deep penetrative) works are not having an adverse impact on groundwater quality in the area. The piling risk assessment and groundwater monitoring plan should provide a mitigation / action plan should an adverse impacts to groundwater quality be noted during the works.</p> <p>Within SPZ1, due to the close proximity of potable abstractions, we recommend that real-time monitoring for in-situ groundwater quality parameters, including conductivity and turbidity, should be incorporated into the groundwater monitoring plan as this can provide valuable on site data and enable rapid decision making with respect to mitigations if required.</p> <p>A brief introduction to the potential hazards associated with piling through contaminated soils can be found: http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf. Monitoring wells installed to support a piling risk assessment should be installed to at least 5m deeper than the deepest piled foundation to capture any impacts from the proposed groundworks during and post construction.</p> <p>Land affected by contamination We recommend that developers should: Follow the risk management framework provided in Land Contamination: Risk Management (formerly CLR11), when dealing with land affected by contamination. This guidance is available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks Refer to the Environment Agency Guiding principles</p>	

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	<p>(https://www.gov.uk/government/collections/land-contamination-technical-guidance) for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. Consider using the National Quality Mark Scheme for Land Contamination Management (https://www.claire.co.uk/projects-and-initiatives/nqms) which involves the use of competent persons to ensure that land contamination risks are appropriately managed.</p> <p>Refer to the contaminated land pages on GOV.UK for more information. We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:</p> <ul style="list-style-type: none"> <input type="checkbox"/> BS5930:2015 Code of practice for site investigations; <input type="checkbox"/> BS 10175:2011 A1:2013 Code of practice for investigation of potentially contaminated sites; <p>Cont/d.. 5</p> <ul style="list-style-type: none"> <input type="checkbox"/> BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points; <input type="checkbox"/> BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.) <p>Previous use of the site as a commercial garage, as well as presence of tanks, presents a high risk of contamination on site. Should further site investigation and a generic risk assessment conclude that a Detailed Quantitative Risk Assessment (DQRA) be undertaken please consider the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Use MCERTS accredited methods for testing contaminated soils at the site <input type="checkbox"/> The DQRA report should be prepared by a “Competent person” (e.g. a suitably qualified hydrogeologist). The DQRA should be based on site-specific data, however in the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment. <input type="checkbox"/> Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m. Further guidance is available at https://www.gov.uk/guidance/land-contamination-groundwater-compliance-points-quantitative-risk-assessments <input type="checkbox"/> Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is 	

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	<p>followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate suite of tests. As a minimum these tests should be:</p> <ul style="list-style-type: none"> o upflow percolation column test, run to LS 2 – to derive kappa values; o pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and o LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test. <p><input type="checkbox"/> Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with the Land Contamination: Risk Management guidance.</p> <p>Any remediation strategy must be carried out by a competent person, in line with paragraph 178 of the National Planning Policy Framework. The National Planning Policy Framework defines a “Competent Person (to prepare site investigation): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation”.</p> <p>Groundwater monitoring Proposals for a groundwater monitoring programme should encompass regular monitoring for a period before, during and after groundworks (e.g. monthly monitoring before, during and for at least the first quarter after completion of groundworks, followed by quarterly monitoring for the remaining 9 months). These proposals should be included in the verification plan.</p> <p>Further Advice</p> <p>Waste off-site Section 8.3.1 of the <i>Phase 1 Geoenvironmental Desk Study</i> recommended future investigation to classify potential waste soils for off-site disposal. Contaminated soil that End 6</p> <p>is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Duty of Care Regulations 1991 <input type="checkbox"/> Hazardous Waste (England and Wales) Regulations 2005 <input type="checkbox"/> Environmental Permitting (England and Wales) Regulations 2010 	

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	<p><input type="checkbox"/> The Waste (England and Wales) Regulations 2011</p> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the waste management page on GOV.uk for more information.</p> <p>Material Re-use on-site</p> <p>The CL:AIRE Definition of Waste: Development Industry Code of Practice (Version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> <input type="checkbox"/> excavated materials that are recovered via a treatment operation can be re-used on-site provided they are treated to a standard such that they fit for purpose and unlikely to cause pollution <input type="checkbox"/> treated materials can be transferred between sites as part of a hub and cluster project <input type="checkbox"/> some naturally occurring clean material can be transferred directly between sites <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>We recommend that developers should refer to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The position statement on the Definition of Waste: Development Industry Code of Practice <input type="checkbox"/> The waste management page on GOV.uk 	
Thames Water	<p>Waste Comments</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>	<p>Comments noted. informatives included</p>

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	<p>The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.</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/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>As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, 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>Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let</p>	

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	<p>Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.</p> <p>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>Supplementary Comments Thames Water have no objection to the proposal. We would just like to point out that the proposed discharge point is not mapped as a Thames Water sewer and therefore the relevant permission will need to be sought from the owner.</p>	
London Brigade	Fire The Commissioner is satisfied with the proposals as fire fighting access subject to compliance with the fire strategy report issue 3	Comments noted Informative included
Designing crime office	out <p>With reference the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall site, the Architects have provided notes of the meeting which have been included in the recommendations below in the informative. At this point it can be difficult to design out any issues identified. At best crime can only be mitigated against,</p>	Comments noted Conditions/Informative included

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	<p>as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects or Managing Agency were to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use and thereafter all features are to be retained.</p> <p>Commercial aspects of the development must achieve the relevant Secured by Design Accreditation at the final fitting stage, prior to residential occupation of such building in accordance with condition B (Secured by Design) and commencement of business. Details shall be submitted to and approved, in writing, by the Local Planning Authority</p> <p>Informative: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available FREE OF CHARGE and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention,</p>	

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	<p>security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office</p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the local authority. Site specific advice may change depending on further information or site limitations as the project develops:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Boundary Treatment – Access to the play area should only be from the internal courtyard and there should be a boundary treatment to the building edge bordering Cross lane at 1.8 to 2.4 metres with defensive planting to deter unauthorised access. <input type="checkbox"/> Undercroft – As per car parking the undercroft requires additional protection from ASB. Any gate should be accredited to LPS1175 Sr2 and should be designed to avoid climb through, over & under opportunities <input type="checkbox"/> Car Parking – The car park should be gated (accredited to LPS175 Sr2) and this can be controlled to allow open access during the day time, this will protect the undercroft and the disabled parking from misuse/ASB, but still allow an open aspect <input type="checkbox"/> Door/Window Specifications – All easily accessible windows should be certificated to either PAS24:2016 P2A, STS204 Issue 3 2012, LPS1175 Issue 7:2010 Security Rating 1 or LPS 2081 Issue 1 Security Rating A. <input type="checkbox"/> All glazing in and adjacent to communal, front, back doors and ground floor windows as well as windows that are easily accessible above ground floor level should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P2A. (E.G. PAS24 P2A). <input type="checkbox"/> Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, <input type="checkbox"/> Balconies or via communal walkways (whether the walkway is accessed through a secure door or not). 	

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	<p><input type="checkbox"/> It also includes any area which has a hand hold within three meters of the ground. All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.</p> <p><input type="checkbox"/> Windows that form an integral part of the doorframe should be shown to be part of the manufacturers certified range of door sets. Alternatively where windows are manufactured separately from the door frames, they should be certified to either PAS24:2016, STS204 Issue 3:2012 or LPS2081 Issue 1:2014. In such cases the window should be securely fixed to the door set in accordance with the manufacturer requirements.</p> <p><input type="checkbox"/> All ground floor and vulnerable windows must have a lockable window restrictor to prevent unauthorized access – however consideration needs to be given if the windows are escape windows.</p> <p>Note - Where curtain walling is proposed the minimum standard that should be accepted is BS EN1627 RC3.</p> <p>Balconies/Climbing Aids – Balconies should be designed so that they have flush fitting glazed balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any external drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. The design should not provide opportunities to climb. If such examples cannot be designed out and climbing may be possible then vulnerable properties must have PAS 24:2016 doors and glazing.</p> <p>Communal Entrance – should be accredited to LPS1175 issue 7 SR2+ (or LPS 1175 Issue 8 B3+) or similar standard and should include the following attributes</p> <ul style="list-style-type: none"> <input type="checkbox"/> Communal door/s should be self-closing and self-locking. <input type="checkbox"/> Magnetic locks - 2 x 500kg resistance (1200lbs/psi) placed a third from the top and a third from the bottom. (Although ultimately if a test product it will be difficult to not accept) <input type="checkbox"/> Fob control with audio/visual (if more than 8 flats accessed from core) at first door & minimum audio internal door (if applicable). <input type="checkbox"/> DDA compliant camera not sufficient for first entry door. A secondary camera will be required to the side and at a height to provide the resident a good clear image of the person calling the flat. <input type="checkbox"/> Access control panels should achieve Secured by Design standard – UL293. (Oct 2019) <input type="checkbox"/> Access control to use either FOB or be encrypted cards but avoiding 125, 128, 133, 134 & 153 khz ranges which can be easily copied. Ensure encrypted data cannot be 	

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	<p>misused.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Data logging should be utilized throughout the site with the facility to store data for one calendar month before over writing. This data should be available to Police within 24 hours for evidential purposes should it be required. <input type="checkbox"/> No Trades Button on control panel. <p>Lobby/Airlock – an airlock should be created with separate audio visual access control panel (preferred) and the door should be accredited to a minimum of LPS1175 issue 7 SR2+ (or LPS 1175 Issue 8 B3+) or LPS 2081 SRB (or similar standard)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Note - that with Block A an addition of a secondary airlock door is required at ground level (currently omitted from the planning portal drawings. <p><input type="checkbox"/> CCTV – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postboxes as minimum. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use.</p> <p><input type="checkbox"/> Postal strategy – It would be advised that all post is delivered into an airlock (preferred) or through the wall to reduce the likelihood of tailgating and postal theft. Through the wall letter plates should incorporate a sloping chute and anti-fishing attributes to mitigate against mail theft and meet TS008 standard. If post is to be delivered into an airlock then these should be securely surface mounted and meet TS009 standard.</p> <p><input type="checkbox"/> Bike Storage – Site Specific Recommendations. We recommend that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.</p> <p><input type="checkbox"/> External entrance doors should be single leaf, self-closing and self-locking and accredited to either LPS1175 SR2/B3, STS202+ or LPS 2081 (single leaf doors are available up to approximately 1500mm. This is to eliminate the weakness of the passive leaf manually operated locking system which leaves double doors more vulnerable).</p> <p><input type="checkbox"/> Bin Storage – External entrance door should be to LPS 1175 SR2 standard incorporating self-closing hinges, single leaf, self-locking, a thumb turn on the inside of the</p>	

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	<p>door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers, if they incorporate a slatted ventilation design. This should be data logged and fob controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.</p> <p>□ Lighting – A lux plan should be provided to encourage overall uniformity of lighting and reduce the likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is compliant to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and thus increase the fear of crime.</p> <p>Note - DOCOs will ask for a declaration of conformity by a competent lighting engineer. This will be demonstrated to at least ILP Level 3 or 4. Homes 2019 para 18.5</p>	
<p>The Greater London Archaeological Advisory Service (GLAAS)</p>	<p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.</p> <p>NPPF Section 16 and the Draft London Plan (2017 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest</p> <p>If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public</p> <p>The planning application lies in an area of archaeological interest.</p> <p>The site lies between the moat of the mediaeval Brick Place manor house, now buried, and the course of the New River just to the north, and Hornsey High Street to the south. Evidence of mediaeval and post mediaeval activity may be present, along with earlier remains focused on the Moselle stream are likely to be present where not disturbed by modern impacts.</p> <p>I have looked at this proposal and at the Greater London Historic Environment Record. I</p>	<p>Comments noted Conditions/Informative included</p>

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	<p>advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching a condition as follows:</p> <p>NPPF paragraphs 185 and 192 and Draft London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.</p> <p>I therefore recommend attaching a condition as follows:</p> <p>No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.</p> <p>If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p> <p>A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</p> <p>B. Where appropriate, details of a programme for delivering related positive public benefits.</p> <p>C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the</p>	

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	<p>programme set out in the stage 2 WSI.</p> <p>Informative Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199</p> <p>I envisage that the archaeological fieldwork would comprise the following;</p> <p>Evaluation An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p>You can find more information on archaeology and planning in Greater London on our website</p>	
Historic England	<p>Thank you for your letter of 11 November 2020 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.</p> <p>It is not necessary for us to be consulted on this application again, unless there are</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.</p> <p>This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.</p> <p>The full GLAAS consultation criteria are on our webpage at the following link: https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/</p>	
<p>Transport for London</p>	<p>Comments dated 19/10/2020</p> <p>Many thanks for consulting TfL, with regards to the above planning application, TfL has the following comments:</p> <p>It is noted and welcomed that an Active Travel Zone Assessment has been undertaken for two routes to nearby transport connections at Turnpike Lane and Hornsey Railway Station with a Healthy Streets check undertaken for Cross Lane. Clear improvements identified through this assessment are improved provision for pedestrians and cyclists along Cross Lane included a widened footway. Development proposals are required to deliver walking and cycling improvements that support the implementation of the Healthy Streets approach and support increased uptake of walking and cycling along key desire lines associated with the site's use as outlined in Intend to Publish (ItP) London Plan policies T1, T2, T4 and D8. Given the increase in active travel and public transport trips associated with the development, existing footways should be widened to ensure increased trips are sufficiently supported and that the safety and amenity of all pedestrians is enhanced. These works should be delivered via a section 278 agreement with the Council. <i>The proposed S278 works for the access and localised improvements to Cross Lane have been updated to link in with the existing S278 works (associated with the adjacent development) along the entire length of Cross Lane to ensure consistency. The revised drawing number 2019/5001/013 has been updated to reflect the linked S278 schemes and has also been reviewed by the Road Safety Auditors as requested by LB Haringey.</i></p> <p>The trip generation exercise undertaken is considered acceptable and it is considered unlikely that this development would have a significant impact upon the strategic transport network. <i>Noted.</i></p> <p>A Stage 1 Road Safety Audit has been undertaken for site access proposals from Cross Lane. It is welcomed that the Designers response seeks to address all problems identified</p>	<p>Applicants response in red</p> <p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>from the Road Safety Audit. <i>Noted.</i></p> <p>TfL note proposals to provide a shared surface arrangement for site access for blue badge vehicles, servicing vehicles and cyclists. TfL's concern here is ensuring that the risk of user conflict is minimised in line with the Mayor's Vision Zero objective through appropriate mitigation in the form of signage warning of the surface change or delineated routes marked on the surface. We note at section 5.4 that pre-application advice from officers has assessed the likely swept paths and margins of error have informed the design so waste, servicing and delivery could safely enter and leave the site in forward gear and not have a material impact on other users. <i>Noted.</i></p> <p>The quantum of cycle parking complies with ItP London plan minimum standards which is welcomed. However, folding bike lockers (5 proposed) are not generally acceptable as an alternative to conventional cycle parking, except for office developments in the CAZ. <i>Noted.</i></p> <p>In line with ItP London Plan policy T5 AA, cycle parking should be designed and laid out in accordance with the London Cycling Design Standards (LCDS). The Council should ensure that further details including stand types and dimensions are provided for assessment and that both long and short-stay provision fulfils the accessibility and security requirements of the LCDS. <i>Noted.- It is considered that the proposals do meet the minimum requirements of the LCDS</i></p> <p>Shower and changing facilities should be provided for staff that commute to/from the site in accordance with ItP London Plan policy T5 requirements. Maintenance stands and bike pumps should also be provided within each store. <i>Noted – Assumed that this would be subject to a planning condition.</i></p> <p>The car free nature of the scheme other than provision for blue badge holders is supported. Infrastructure supporting electric or Ultra-Low Emission vehicles should be provided in line with ItP London Plan policy T6 requirements. <i>Noted – Assumed that this would be subject to a planning condition.</i></p> <p>It is welcomed that an off-street servicing solution has been pursued in line with ItP London Plan policy T7. Swept path analysis has been provided for refuse collection vehicles accessing the site. This demonstrates a slight overhanging of the western footway on both inbound and outbound and raises safety concerns for pedestrians seeking to access the site and continue past the site on Cross Lane. <i>The slight overhang is not now the case since the scheme now includes a shared surface along the entire length of Cross</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>Lane to tie-in with adjacent development S278 Works as agreed with Transportation.</i></p> <p>A draft Construction Logistics Plan has been prepared. TfL note proposals to close the eastern footway along Cross Lane during construction works. Alternative wayfinding will need to be clearly and comprehensively presented and retained for both pedestrians and cyclists at decision points away from the site across the local area to enable alternative routes to be established. <i>Noted.</i></p> <p>TfL also recommends that construction operations are reviewed in accord with national Site Operating Procedures issued in March 2020 by Government, also review traffic marshalling and vehicle access arrangements to enable pedestrians and cyclist to safely social distance and take account of the Mayor's new Streetspace Plan. <i>Noted.</i></p> <p>Contractors should promote walking and cycling to site for all or part of their travel and shift working to reduce travel at peaks, as well as other national guidance. Provision associated with sustainable travel modes should therefore be provided e.g. additional secure cycle parking, lockers etc. to cope with demand. <i>Noted.</i></p> <p>Hoarding lines, pit lanes, and access controls can limit available space for pedestrians, cyclists and bus users, and these spaces should be assessed to ensure sufficient space remains to allow safe social distance on the adjacent and opposite footways with construction hoardings in place. <i>Noted.</i></p> <p>A construction logistics plan (CLP) in full should be secured by condition. <i>Noted. The CLP would be updated to reflect the 4 comments above.</i></p> <p>I trust the above comments are helpful in the determination of this application, should you require any further information please do not hesitate to contact me.</p> <p>Comments dated 24/11/2020</p> <p>Thank you for forwarding the applicants response to TfL's comments. We note the majority of comments, and many of these are welcomed. TfL is satisfied these can be controlled by condition or obligation, and you will need to be assured that S278 and any highway matters where Haringey are highway authority can be addressed.</p> <p>It is understood from the Transport Assessment that a cycle store accommodating 95 cycles will be provided. 70 of these spaces would be in the form of a two-tier rack, 20 would be low-level Sheffield stands with additional manoeuvring space for adapted cycles</p>	

Stakeholder	Question/Comment	Response
	<p>and the remaining 5 would be in the form of lockers for folding cycles. While a total provision of 95 spaces (long and short stay) just complies with the minimum requirements set out in policy T5 (Cycle Parking) of the Intend to Publish (ItP) London Plan, folding bike storage does not count towards the minimum cycle parking requirement. Folding cycle storage should only be provided above and in addition to the minimum standards set out in the ItP London Plan. Therefore, the applicant should look to provide 5 additional cycle spaces in the form of Sheffield or two-tier racks to meet the minimum requirements of the ItP London Plan policy T5.</p> <p>I hope the above is useful. Please do get in touch if I can be of any further assistance.</p>	
<p>NEIGHBOURING PROPERTIES</p>		
<p>Local Representation prior to the scheme being revised and after the scheme was revised</p> <p>LETTERS FROM 36 INDIVIDUAL ADDRESSES 13 IN OBJECTION 4 COMMENTS 2 SUPPORT</p>		
	<p>Land Use and housing</p> <ul style="list-style-type: none"> • Employment is not considered • Poor use of employment space • A shared space should be provided such as social enterprise, shared 	<p>The new commercial floorspace would provide an improved quality (rather than quantity) of employment space and a potential increase in the number of jobs</p>

Stakeholder	Question/Comment	Response
	<p>community use</p> <ul style="list-style-type: none"> • Too dense • High density • Heavily constrained site • Housing should provide good place making, amenity and infrastructure • The area is already overdeveloped • A commercial unit is not needed • Impact on viability and vitality of the shopping centre 	<p>compared to the existing use</p> <p>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>The proposal will no impact on the viability and vitality of the shopping centre</p> <p>Site Allocation SA47 identifies the site for a mixed-use development comprising employment and residential land uses. The proposal therefore meets this requirement</p> <p>Paragraph 6.2.32 addresses this issue</p> <p>The development is considered appropriate for the site</p> <p>Affordable housing provision meets the maximum viability-tested level.</p> <p>The viability shows if we were to have social rent levels there would be fewer overall affordable housing units</p> <p>Paragraph 6.2.32 addresses this issue regarding meeting housing targets</p> <p>The proposed flats would be high</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • There is no lack of housing need in the borough • Low level of affordable housing • Poor quality housing • More social housing would impact the area • Consideration of the commercial and residential numbers should be deferred until they can be viewed comprehensively with proposals for Cross House • The Council should consider a comprehensive approach with Cross House • No consideration of the cumulative impact of the development on the adjacent site • The proposal would set a precedent for developing Cross House • Setting out of front block should be 5m as per the initial Layout and Massing Concept 	<p>quality and meet the relevant standards</p> <p>The provision of affordable housing for major developments is a requirement to meet housing need in the borough</p> <p>The proposed development will not prejudice the future redevelopment of the Cross House site</p> <p>The Design and Access Statement submitted with this application contains a masterplan with Cross House, which demonstrates how the potential future development of this parcel of land has been key in informing the approach to layout and massing for this application</p> <p>The Cross House site immediately north of the site would be the third and final part of the site allocation for redevelopment</p> <p>The applicants states that 'With regards to the buffer to the Cross House site, this principle is maintained in the current scheme, with a buffer zone still delivered. Whilst there has been a change in this 'buffer zone' width, this has allowed the building to step further</p>

Stakeholder	Question/Comment	Response
		away from the existing properties fronting the High Street.
	<p>Impact on the Conservation Area</p> <ul style="list-style-type: none"> • The local character and history of the area should be preserved • Impact on the character and appearance of the area • Concerns with the bulk and massing of the development which is in close proximity to listed buildings • No consideration for views from various view points • Impact on the setting of the listed buildings on the High Street 	<p>The proposed development would preserve and enhance the character and appearance of the conservation areas and setting of the listed building and not cause harm to it and respect the visual amenity of the streetscape and locality generally.</p> <p>The scheme now incorporates design revisions by removing a storey from block A. These alterations have been tested in a number of views requested by Officers</p>
	<p>Size, Scale and Design</p> <ul style="list-style-type: none"> • The proposed development is too large for the area given the recent neighbouring developments • Out of scale with neighbouring developments • Comparing the proposed development with Smithfield Square and Smithfield Yard is unreasonable • The design is out of character with the area <ul style="list-style-type: none"> • Inappropriate massing • Excessive height and massing • The proposed height exceeds neighbouring developments • The site level is higher than neighbouring buildings • Developers should be upfront with the height 	<p>The proposals are broadly in accordance with existing development patterns</p> <p>The scheme now incorporates design revisions where the massing and height is now considered appropriate for the site</p>

Stakeholder	Question/Comment	Response
	<p>Parking, Transport and Highways</p> <ul style="list-style-type: none"> • Road safety concerns • Parking pressures • Increased traffic • Inadequacy of emergency access • Concerns the street is very narrow for emergency vehicles • Concerns with delivery and servicing vehicles • Concerns with access to the site 	<p>The transportation team has considered highway and pedestrian safety during demolition, and construction phase</p> <p>The Council's Transportation team are satisfied with the parking provisions for the development</p> <p>In terms of trip generation there will be an overall reduction in vehicle trips with the change from a motor vehicle maintenance type operation to a low parking residential development</p> <p>The London Fire Brigade are satisfied with the fire safety access</p> <p>The Council's Transportation team are satisfied with delivery and servicing vehicles for the site</p> <p>The applicant has agreed that their proposed access arrangements at this site will dovetail with the S278 works being delivered for Cross Lane as a whole and engage closely with the Highways Officers managing the S278 processes for</p>

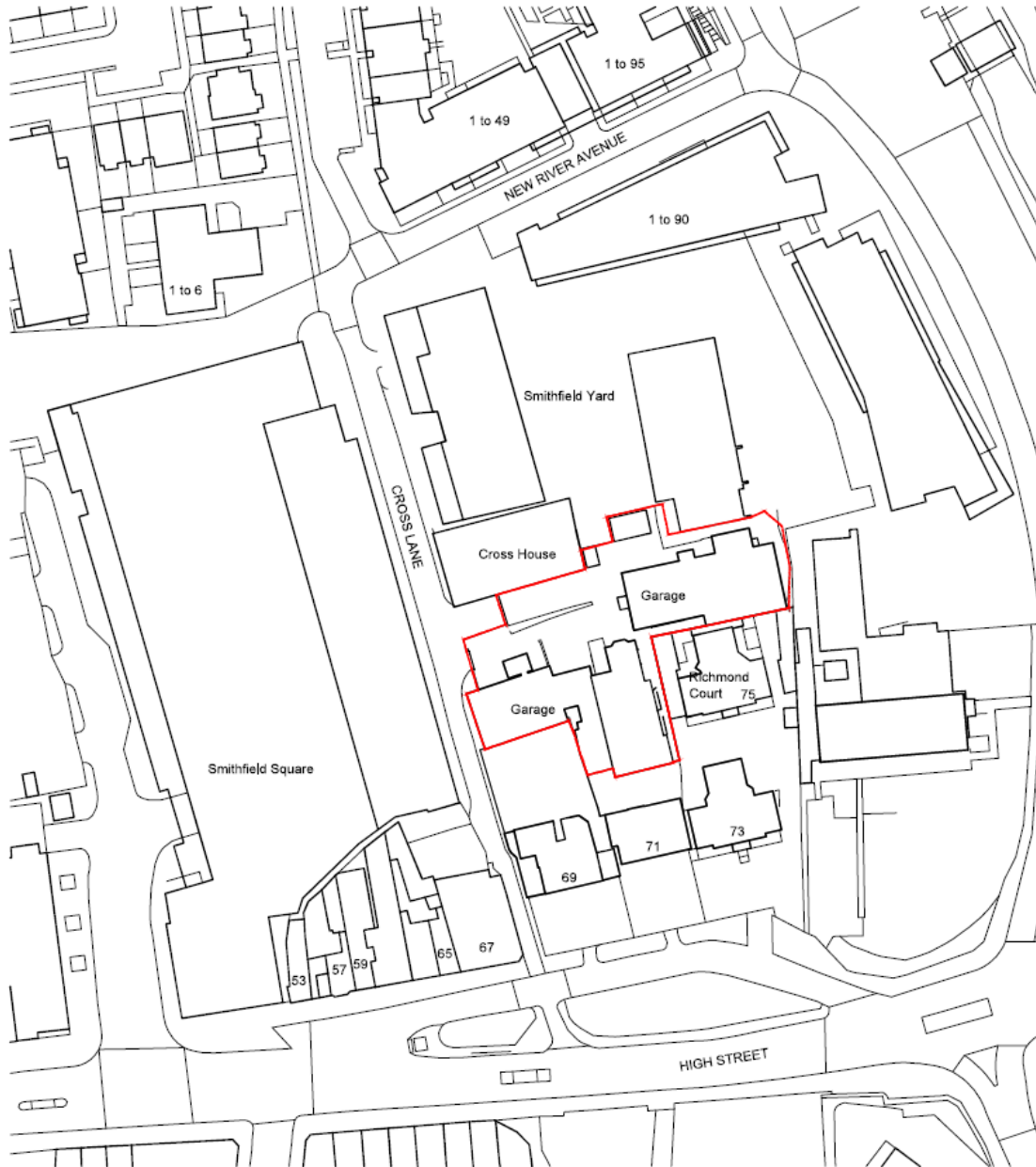
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Concerns with the amount of cars parked on the narrow street 	<p>both new developments along Cross Lane</p> <p>The appropriate Highways Act Agreement is required to provide the appropriate environment along Cross Lane</p>
	<p>Residential Amenity</p> <ul style="list-style-type: none"> • Impact on natural daylight and sunlight • The daylight/sunlight assessment considers bedrooms to be less important than living rooms • Overshadowing • BRE recommendations should be adhered to <ul style="list-style-type: none"> • Sense of enclosure • Overbearing 	<p>There are no daylight/sunlight and overshadowing concerns to neighbouring properties. The only significant adverse effect is to poorly daylit basement and ground floor units of no 75 High Street (Richmond Court) and not to their sunlight</p> <p>The assessment within the sunlight and daylight report was carried out appropriately</p> <p>Taking account the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity.</p>

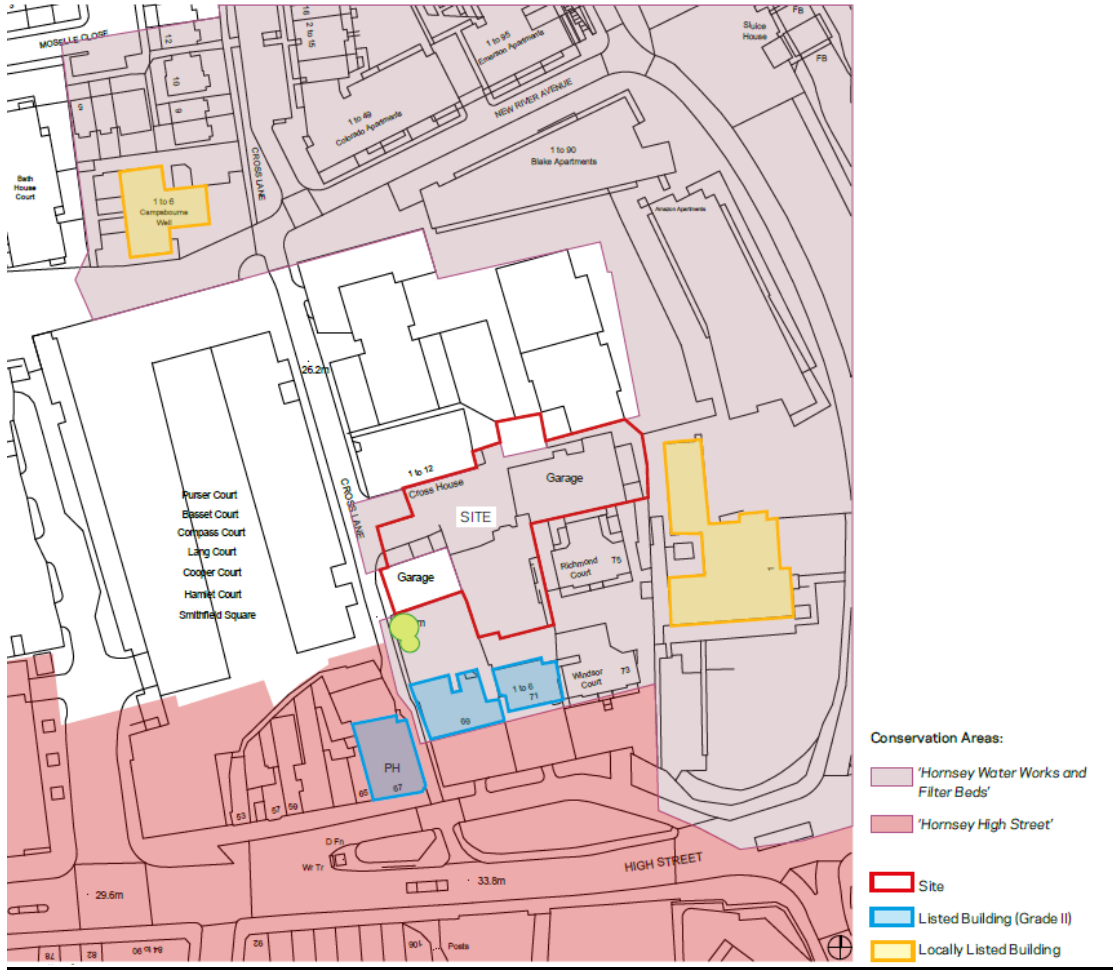
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="663 326 1031 354">• Loss of privacy/overlooking <li data-bbox="663 724 890 751">• Impact on view <li data-bbox="663 1057 1587 1117">• The proposals in such close proximity to the side of Cross House have the potential to sterilise the existing windows to Cross House <li data-bbox="663 1146 1587 1206">• Concerns windows within the proposed development rely on light and outlook across the adjacent Cross House site <li data-bbox="663 1263 1142 1291">• Noise and disturbance from new use 	<p data-bbox="1612 386 2039 776">There are only minor potential concerns of privacy or overlooking of existing neighbours directly facing windows in the development however mutual overlooking between the windows of the proposed development facing existing neighbours would be reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful.</p> <p data-bbox="1612 813 2039 873">Impact on view is not a planning material consideration</p> <p data-bbox="1612 967 2039 1084">A condition is attached to ensure the windows facing Cross House will be obscure glazed to prejudice development at Cross House</p> <p data-bbox="1612 1179 2039 1360">The increase in noise from occupants of the proposed residential properties would not be significant given the current urbanised nature of the surroundings.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Impact on local habitat • Concerns the development would impact on adjacent trees • Concerns the development would impact on wildlife <ul style="list-style-type: none"> • What opportunities will there be for contributions towards upgrading, maintaining and improving the local area's existing open spaces, in particular Alexandra Park. • Impact on infrastructure • Pressure on local amenities and infrastructure 	<p>landscaping and further information is required in respect of the, soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission.</p> <p>The proposed development is subject to a significant CIL contribution which can be used by the Council to be used for parks and open space improvements, educational facilities, social and community infrastructure, transport matters</p>

Appendix 2 Plans and Images

Location Plan

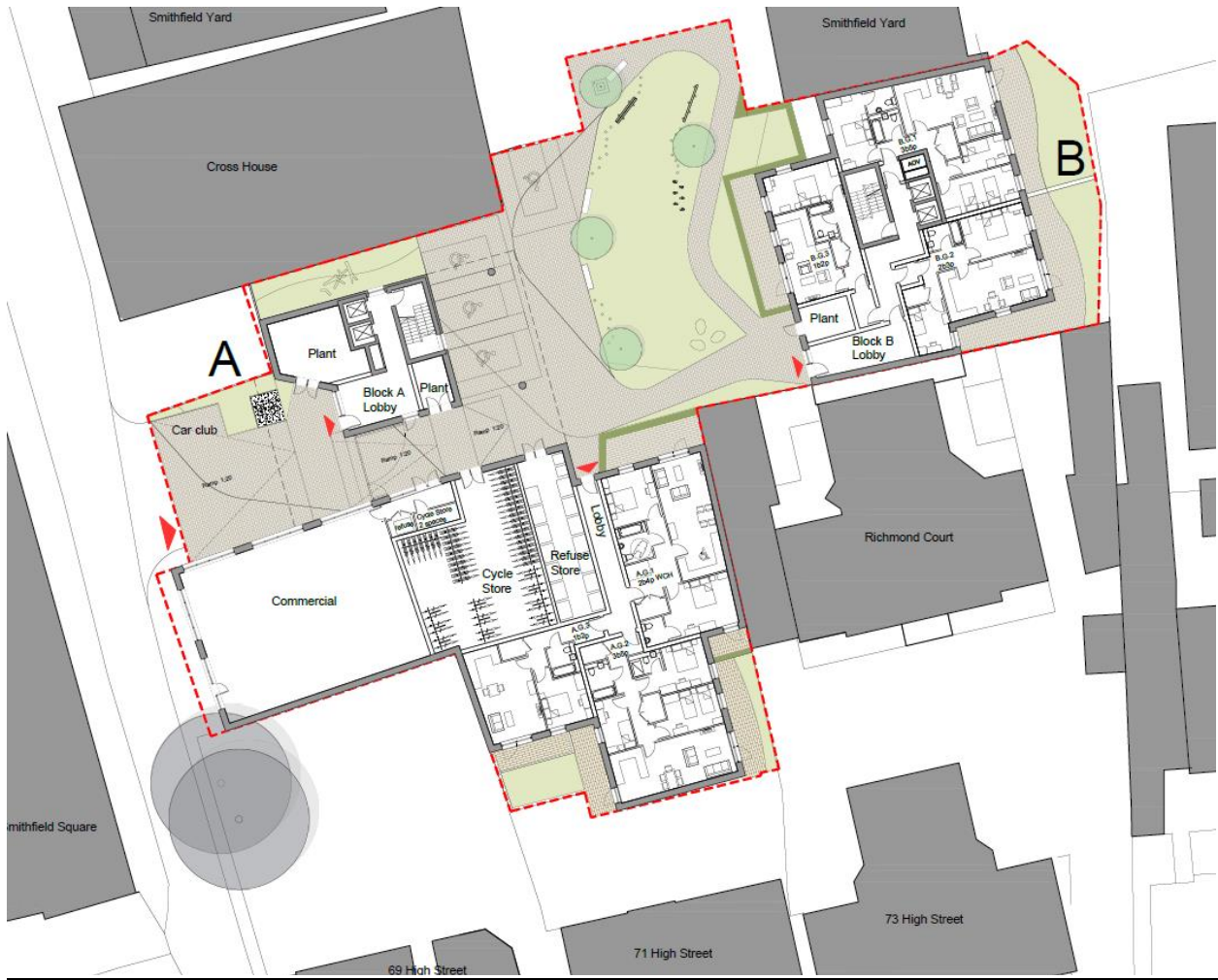




Conservation and heritage



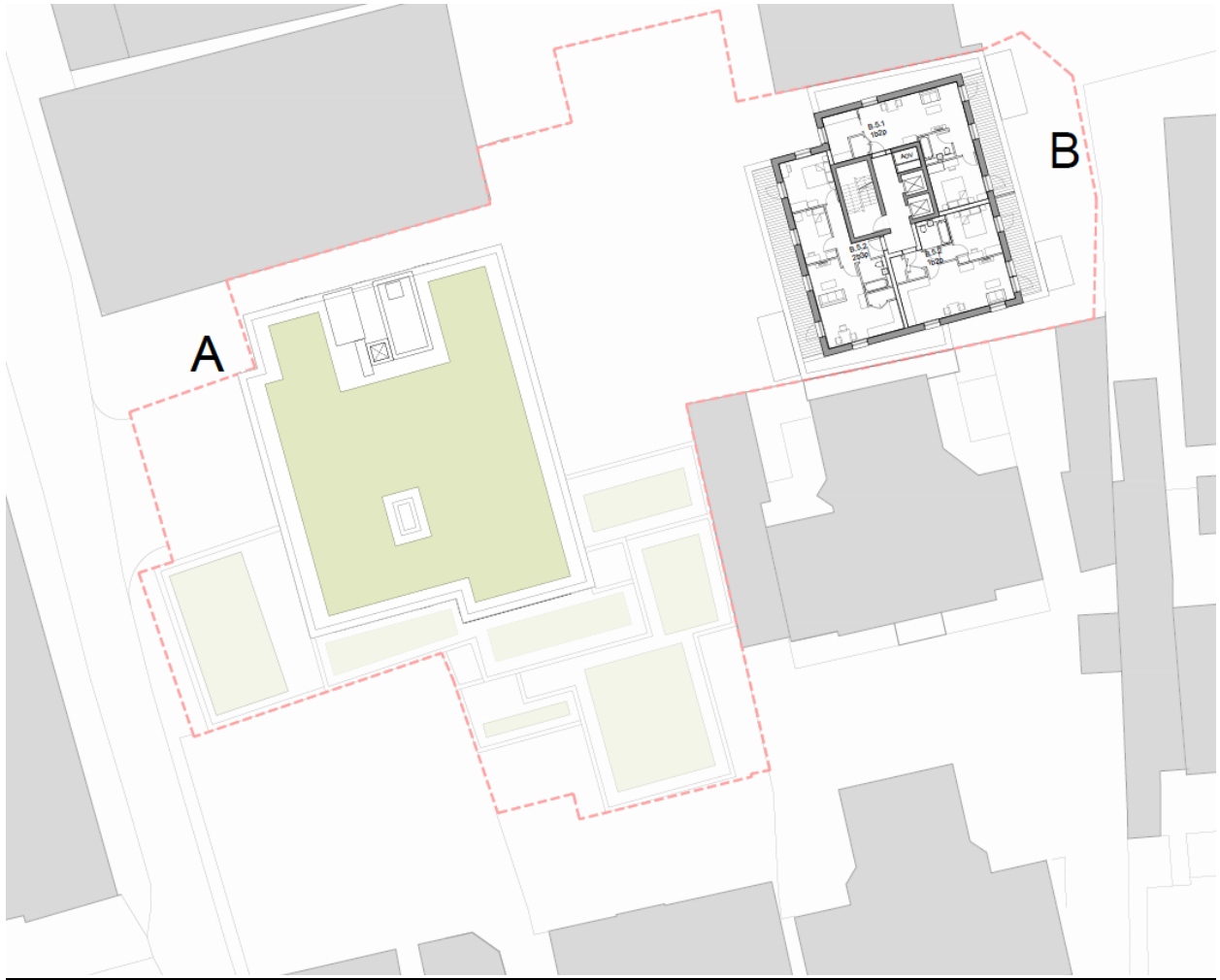
Existing site conditions



Proposed ground floor plan



Typical floorplan



Proposed roof plan



Proposed Cross Lane elevation



Proposed south façade of Block B

Appendix 3 QRP Note

Summary

The Quality Review Panel welcomes the detailed and helpful presentation; the design team has undertaken a considerable amount of work in order to try to meet the requirements of a challenging brief. It asks whether a more flexible approach, in

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terms of replacement of commercial space within the site allocation and provision of parking, might be appropriate to arrive at a high quality residential environment that enhances the conservation area and the setting of the listed buildings.

The panel considers that a further iteration of the design is required (as outlined below), in order to fine tune some detailed aspects. It highlights scope for refining the layout of the ground floor and the design of the courtyard, play space, approach and entrances to residential accommodation. It also suggests a reduction in the massing of Block A, and an improved relationship with adjacent listed buildings and conservation areas. The panel generally supports the architectural expression of the scheme. Further details on the panel's views are provided below.

Massing and development density

- The panel questions whether the currently proposed bulk of Block A, fronting onto Cross Lane, will be more visible from the High Street than anticipated within the proposal documents.
- It recommends that Block A be reduced by one storey to improve the relationship with the listed buildings on the High Street and to reduce visual impact on Cross Lane and the Hornsey High Street Conservation Area. This would adjust Block A from ground level storey, four storeys and recessed top level to ground level storey, three storeys and recessed top level.
- The existing Smithfield Square development presents an aggressive and uniform side elevation onto Cross Lane, and the panel stresses that this should not be replicated within this development, where a greater variety and richness is required to respect the Conservation Areas.
- The building line of the main bulk of Block A onto Cross Lane is set back, while proposed commercial accommodation at ground floor extends forward to match the prevailing building line along the street. The panel thinks that the predominantly narrow scale of the street contributes significantly to its character and suggests that the building line could also come forward to align with the other buildings, if the building were reduced in height.
- The massing of Block B is acceptable as it is located to the eastern end of the site and well screened by surrounding buildings.

Place-making, quality and scheme layout

- There is significant scope to improve the quality of the residential environment. The courtyard, green spaces, approach and entrance to the residential accommodation require further work to ensure delivery of a high quality place to live or visit.



- Within the current proposal, a resident or visitor would need to cross parking and refuse vehicle areas to reach residential entrances, which are flanked by bin stores, plant rooms, and cycle storage. The courtyard has no meaningful active frontages at ground level and is dominated by parking. The green spaces seem incidental to the overall layout of the courtyard.
- The panel considers that there are a number of conflicting objectives for development of the site. It suggests that the quality of the residential environment and the relationship with the conservation areas and the listed buildings should be priorities, rather than replacement of commercial space within the site allocation. If the requirement for a significant amount of commercial space were relaxed, alongside an adjustment to parking provision, the panel thinks that a high quality courtyard could be created with a strong sense of place that adds to the quality of the conservation area.
- The panel would therefore encourage the design team to explore reducing commercial accommodation to a smaller office / studio fronting onto Cross Lane. It would also support moves to minimise the impact of parking on the courtyard; this may include relocating parking within the building (for example within an undercroft), reducing the amount or adopting a flexible approach.
- The panel would like to see a well designed courtyard space that reinforces a sense of arrival, provides active frontages to enhance the perception of safety, and incorporates high quality, integrated landscape and play space.

Architectural expression

- The panel generally supports the approach taken to the scheme's architectural expression; if materials and detailing are high quality, the architecture and materiality could work well.
- The introduction of green glazed bricks at ground level onto Cross Street is welcomed, as they add colour and interest.
- The panel understands the rationale behind projecting balconies to help enliven the elevation and to reference industrial heritage through choice of materials. While there may be some implications for privacy, the panel thinks that they could work well.

Next steps

The Quality Review Panel is confident that the project team will be able to address the points above, in consultation with Haringey officers. It would be happy to comment on any amended proposals, if requested.



