

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/2794

Ward: Seven Sisters

Address: Land to the North of Ermine Road N15

Proposal: Temporary planning permission for a period of 7 years to provide 33 modular units for use as accommodation for people who have been street homeless, with associated cycle and refuse storage.

Applicant: Hill Residential

Ownership: Council

Case Officer Contact: Philip Elliott

Site Visit Date: N/A

Date received: 06/11/2020 **Last amended date:** 11/02/2021.

- 1.1 This application was initially reported to Planning Sub-Committee on 11 January 2021 due to it being a major application on Council owned land, and significant material planning objections were received during the first consultation process.
- 1.2 The application was deferred at the Planning Sub-Committee meeting on the 11 January 2021 and then again on the 8 February 2021. This was to seek amendments for the removal of Block A.
- 1.3 Further amendments were received on 11 February 2021 under the current scheme. These are summarised as:

- The removal of the upper storey to Block A and its associated staircase and access platform (earlier changes to the colour of the units have also been retained).

The previous changes to the colour of the units for the February scheme (which introduced grey elevations with orange front doors) have been retained.

- 1.4 Interested parties were notified of the amendments on 16 February 2021. All responses to all three rounds of consultation remain relevant and are material considerations (see 8th February Committee appended at Appendix 3).

1.5. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is a significant need for accommodation for rough sleepers in Haringey, and this proposal provides 32 units of temporary accommodation specifically designed to meet the needs of people who have experienced homelessness. It would improve the life expectancy of residents and reduce the financial costs of temporary accommodation to the Council.
- The proposal would provide much needed temporary accommodation for 32 Haringey residents that have experienced homelessness;
- The modular construction enables the proposed homes to be built quickly so that interventions can be made as soon as possible to help those in need;
- The proposal would make a positive contribution to Ermine Road, improving the character of this vacant site.
- The proposed development would preserve the setting of the nearby Seven Sisters/Page Green Conservation Area and would have an acceptable appearance from within the Conservation Area and the locally listed Dutch House.
- There would be no material impact on parking in the area.
- Impacts on nearby properties would be suitably mitigated, particularly given the revisions which further reduce overlooking and safeguard privacy.

2. RECOMMENDATION

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

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

Presumption in Favour of Sustainable Development

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

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3.0 KEY AMENDMENTS SINCE DEFERRAL

3.1 Amendments:

3.1.1. At the meeting on 08 February 2021 the applicant was asked to remove Block A by members of the Committee.

3.1.2. In response to this the applicant has submitted revised drawings that show:

- **The omission of the upper storey and the associated staircase and access platform to Block A.**

4. CONSULTATION & RESPONSES

4.1. **Application Consultation** (all previous responses remain relevant and this report should be read alongside the earlier reports in Appendix 3, which set-out responses to the original consultation)

4.1.1. The following were consulted on the amended application:

Internal:

1) Design

- *Having the front doors and living room windows of Block A facing the street is considered to be best urban design practice. Front doors and ground level windows from habitable rooms provide animation and passive surveillance to the street; such streets have been shown to suffer less crime and anti-social behaviour, even more so where doors and windows are on both sides of the street.*
- *If Block A turned its back on the street, the development as a whole would be an inward looking community - wholly gated and facing in on itself, turning its back to the outside world.*
- *Turning Block A would also be a waste of the land behind the block and would add to maintenance requirements.*
- *The space between the front doors of Block A and the street will instead act as a front garden for those flats, with a relatively low fence and a gate. The office that takes the end, 5th unit of Block A will also be entered here and be open to the street, adding to animation and street life and being more visible than before.*

- *Following discussions with the Metropolitan Police on Secured by Design measures, the applicants have now proposed a fence (1.5m high) in steel, with one gate for all four flats, although it is understood this is not to be lockable.*
- *Better urban design practice would be for each flat to have a smaller front garden, with their own individual gate, off a footpath (and possibly some soft landscaping) within the public domain. It is understood a lower fence (1.1m high) and softer materials such as timber would still be acceptable to the Police, it is hoped that public landscaping and means of enclosure could be secured by condition so that improvements in this area could be made before completion.*
- *The overall design assessment and all other aspects of the design analysis remain unchanged, that it is a positive proposal, of innovative construction but gentle density and appearance compatible with its varied context, secure, well defined boundaries, bringing clarity of layout and animation to the street and set in good landscaping.*

External:

2) Environment Agency (EA)

- *No objection subject to a condition (13) and informative (18) which would safeguard a watercourse should one be located during construction of the development.*

3) London Fire Brigade (LFB)

- *No further comments received at time of drafting report. Responses will be reported via an Addendum Report on 8 March 2021.*

4) Designing Out Crime Officer - Metropolitan Police Service

- *No comments received at time of drafting report. Responses will be reported via an Addendum Report on 8 March 2021.*

5. LOCAL REPRESENTATIONS

5.1 The following were consulted on the amendments:

- All residents/Councillors that commented on the January scheme [67] and the February scheme [175] were notified of the amended plans.

**It is noted that several commentators did not provide an email address or a full postal address when submitting their representations. The Council has contacted as many people as possible given the information available.*

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

- Number of individual responses to date:

- 150 separate instances of support have been received.
 - 157 separate instances of objection have been received.

 - The above figure for objections includes 59 individuals who signed a petition objecting to the proposal. 14 of those individuals also sent in letters of objection and have therefore only been counted once - i.e. 45 total separate instances of objection in the petition.
- The letters of support mention aspects such as the following:
- the high rates of homelessness and rough sleeping in Haringey and the UK,
 - that providing homes to help resolve this problem and support vulnerable members of the community is a good idea – particularly during a pandemic,
 - that the management and support for the proposed residents would be holistic and appropriate to mitigate concerns about anti-social behaviour; and
 - that the design would complement and add vibrancy to the local area and built environment.
- The letters of objection relate to concerns highlighted in the original report (Appendix 3) relating to anti-social behaviour, noise & disturbance, impacts on neighbouring amenity (including overlooking) & parking, the design, and the size and number of units/homes.
- The consultation period will expire on 26th February. Any additional responses received after this report is drafted/published will be reported via an Addendum Report on 8 March 2021.

5.3 The following local groups/societies made representations:

- No representations received from local groups/societies to date.

5.4 The following Councillor made representations:

- Councillor Barbara Blake commented on the original application (please see Appendix 3).

6 ASSESSMENT OF THE AMENDMENTS

- Officers considered the original scheme complied with the relevant policies of the development plan (detailed in the original report at Appendix 3). The amendments seek to address the concerns raised by members and improve both the quality of the development as well as its impact on neighbouring properties. The following paragraphs will assess the amendments in detail.
- It is noted that the Mayor intends to formally publish the new London Plan on Tuesday 2 March 2021. So the 'Publication London Plan' will be the '2021 London Plan' from 02 March 2021 onwards. From the 02 March the weight that decision makers can attribute the policies in the plan will move from substantial to full weight. New London Plan policies of relevance include:
 - D6, which states that the design of new development must not be detrimental to the amenity of surrounding dwellings.
 - GG4, D1, D3 all emphasise the importance of high quality design.
 - Policy D3 states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and the building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well.
 - Policy GG2 and Policy D3 states that development proposals must make the most efficient use of land and be developed at the optimum density.
 - Policy D12 states that development proposals must achieve the highest standards of fire safety. Specifically, development proposals must achieve the highest standards of fire safety and ensure they incorporate appropriate features which reduce risk to life

Impact on the amenity of neighbours

- 6.1.1 The policies relevant to the impact of the development on the amenity of adjoining occupiers and residents are set out in section 6.3 of the original report (Appendix 3). The following paragraphs will assess the amendments and the impact they have in this regard.
- 6.1.2 The removal of the upper storey of Block A would remove any direct views at first floor level from Block A towards number 56 Ermine Road and the rest of the terrace (numbers 47-55) to the south/southwest of the site. The removal of the upper storey would also remove the associated staircase and access platform.
- 6.1.3 The amendments would significantly reduce any overlooking of number 56 and the wider terrace. It would mean that the closest first floor raised platform would be

approximately 16m away at the closest point (between the platform and the first floor of numbers 52/53). Beyond this point, Block B begins to angle away (to the northeast) from the terrace to the south side of Ermine Road and views of the wider terrace become more oblique and are further away.

- 6.1.4 The distance between number 56 and the platform of Block B would be 21m as opposed to 10m (to the platform of the upper storey to Block A) in the February scheme. The amendments would increase the window to window distance from the first floor of number 56 to the upper storey of the development (Block B) from approximately 15m to 23m. It would also reduce the perception of overlooking to and from the development.
- 6.1.5 The changes would mean that views towards numbers 57 and 58 (to the southeast) from Block B would be approximately 34m as opposed to 16m in the February scheme. These neighbouring properties are also orientated so that their rear elevations face westwards and, therefore, overlooking is constricted in any event by this orientation and relationship with the site.
- 6.1.6 The ground floor at Block A would remain 11 metres from number 56, however, at ground floor level the impact on privacy is considered to be minimal. It would essentially be the same as the views from the street. This provides a significant reduction in overlooking relative to the previous proposals.

Design

- 6.1.7 The policies relevant to the design of the development are set out in section 6.5 of the original report (Appendix 3). The following paragraphs will assess the current amendment and the impact it has in this regard.
- 6.1.8 The removal of the upper storey of Block A would reduce the visual presence of the scheme from Ermine Road but the ground floor windows would provide a degree of animation at street level and improve the urban design. It would also reduce the resident numbers meaning that there would be more external amenity space for each resident.
- 6.1.9 Having the front doors and living room windows of Block A facing the street is considered to be best urban design practice. Front doors and ground level windows from habitable rooms provide animation and passive surveillance to the street; such streets have been shown to suffer less crime and anti-social behaviour, even more so where doors and windows are on both sides of the street.
- 6.1.10 Having Block A sited in this way prevents the development from turning its back on the street and facing in on itself. This siting of the block also makes best use of the land to the south of Block A (adjacent to Ermine Road) – creating front gardens rather than a dead space. The office at the eastern end of Block A, would also be

visible and open to the street, adding to animation and street life and being more visible than if sited elsewhere within the site.

6.1.11 Members raised concerns in the January meeting that the orange colour would be obtrusive and would not relate positively to neighbouring structures. The front and rear elevation panels of the modular units were amended to a grey colour (RAL7043) to match the window frames to the units in the February scheme. The doors to the units would remain in orange. These colours remain as proposed in the February scheme and would be secured by condition (No.19).

6.1.12 The current proposal, as with the February scheme, significantly reduces the amount of orange but retains some colour to provide a degree of vibrancy amongst the grey of the rest of the development. The rear elevation of Block C, which is visible from the High Road and the nearby conservation area, would not contain any orange.

6.1.13 The proposed colouration is a more sympathetic approach that relates positively to neighbouring structures and, along with the landscaping, would make a positive contribution to the site, improving the character and quality of the area with well-considered and proportioned buildings that provide much needed specialist accommodation.

Housing Delivery Test

6.1.14 The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result Haringey Local Planning Authority is now a “presumption authority” and paragraph 11d of the NPPF is relevant. The Council’s delivery of housing over the last three years is substantially below its housing target and so paragraph 11d of the NPPF is engaged by virtue of footnote 7 of the NPPF. Nevertheless, the proposed development has been found to be in accordance with development plan policies and, therefore, consideration of para. 11(d) is not required in this instance (but would be if the application were to be refused).

Other Issues

6.1.15 All other issues are discussed in the original report at Appendix 6.

6.2 Conclusion

6.2.1 The amendments made since the deferral on 8 February provide for an improved relationship with existing properties by way of removing any overlooking at first floor level from Block A. The reduction in unit numbers also means that there would be more external amenity space for each resident. The external colouring from the February scheme is retained and provides a ‘visually quieter’ addition to the street scene than that originally proposed in January. This is considered an appropriate

design response in the context of the wider planning assessment as set out in the original report (Appendix 3).

6.2.2 This report and recommendation should be read alongside the previous reports to committee (Appendix 3).

6.2.3 Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

6.3 CIL

6.3.1 Based on the information given on the plans, the Mayoral CIL charge will be £47,956 (792sqm x £60.55) and the Haringey CIL charge will be £16,553 (792sqm x £20.90). This would be charged in accordance with the CIL Charging Schedule and any eligible relief and includes indexation in line with the RICS CIL Index.

7 RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1

Applicant's drawing No.(s)

Location Plan 109-08-PS-001; Proposed Site Plan 109-08-PS-002 L; Proposed Ground Floor Plan 109-08-PS-010 L; Proposed First Floor Plan 109-08-PS-011 E; Block A Elevations / Street Section 109-08-PS-020 Rev. D; Block B Elevations / Site Section A 109-08-PS-021 Rev: D; Block C Elevations / Site Section B 109-08-PS-022 Rev: D; ROOF PLAN CHM-D-18 D04; GENERAL PLAN CHM-D-01 D05.

Appendix 1

Subject to the following condition(s)

Temporary Permission

- 1) This permission shall be for a limited period expiring on 9/03/2028 when the building hereby approved shall be removed and the land reinstated.

Reason: The permanent retention of the building may prejudice the future development of the site thus preventing the optimal use of the site inconsistent with Policies H1 of the 2021 London Plan.

Approved Plans

- 2) The approved plans comprise drawing numbers (Location Plan 109-08-PS-001; Proposed Site Plan 109-08-PS-002 K; Proposed Ground Floor Plan 109-08-PS-010 K; Proposed First Floor Plan 109-08-PS-011; Block A Elevations / Street Section 109-08-PS-043 Rev. B; Block B Elevations / Site Section A 109-08-PS-044 Rev: A; Block C Elevations / Site Section B 109-08-PS-045 Rev: A; ROOF PLAN CHM-D-18 D04; GENERAL PLAN CHM-D-01 D05). The development shall be completed in accordance with the approved plans and retained as such thereafter for the lifetime of the development except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

Materials as indicated on approved plans

- 3) The external materials to be used for the proposed development shall match the colour, size, shape, and texture of the materials indicated on the approved plans except where conditions attached to this planning permission indicate otherwise.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D1 of the 2021 London Plan, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

No Parking Permits for New Residents

- 4) The development shall not be occupied other than through a lease/license/agreement between the operator and each resident that ensures that occupants of the development hereby approved are obligated not to apply for a parking permit for any Controlled Parking Zone (CPZ).

Reason: In order to ensure car parking is restricted in line with levels of existing and future public transport accessibility and connectivity and to comply with Policy T6 of the 2021 London Plan & Policy DM32 of The Development Management DPD 2017.

All Parking Delivered as Approved

- 5) The vehicular and cycle parking spaces shown on the approved plans shall be laid out and installed as approved and retained for the lifetime of the development. The hatched parking space indicated on drawing '109-08-PS-010 K' shall only be used for deliveries & servicing; or in/for emergencies except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure sufficient space is given over within the development to facilitate safe, clean, and efficient deliveries and servicing and to comply with Policies T5, T6, T6.1, & T7 of the 2021 London Plan.

Construction Management/Logistics Plan

- 6) Prior to above ground works, a Construction Management/Logistics Plan shall be submitted to and approved in writing by the local planning authority. The CLP shall be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
- i. Details of key phases of the construction programme, corresponding site layout, number of staff including modes of travel, parking provision (vehicles and cycles);
 - ii. Arrangements for management of construction material deliveries / removal, material storage, skip storage;
 - iii. Daily number and size of construction vehicles expected, vehicular swept paths (with 300mm error margins) to demonstrate largest construction vehicles arriving, parking in loading/unloading area, manoeuvring and departing in forward gear;
 - iv. Details of all temporary traffic management and parking restrictions required;
 - v. Details of any highway licences required due to the crane oversailing the public highway;
 - vi. Wheel washing facilities to keep highway clean of mud etc;
 - vii. Arrangements for management of Health and safety;
 - viii. Arrangements for dealing with complaints;
 - ix. Hours of operations;
 - x. Monitoring and joint working arrangements, where appropriate;
 - xi. Site access and car parking arrangements;

- xii. Delivery booking systems (allocated delivery slots for site management);
- xiii. A swept path analysis for crane vehicles carrying the necessary equipment;
- xiv. Agreed routes to/from the site;
- xv. Confirmation that all vehicles are recognised in the Fleet Operators Recognition Scheme (FORS) or similar;
- xvi. Timing of deliveries to and removals from the site by construction vehicles (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- xvii. Travel plans for staff/personnel involved in construction works to detail the measures to encourage sustainable travel to the site during the construction phase; and
- xviii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking, and consolidation of facilities such as concrete batching; and
- xix. Temporary obstructions during the construction and delivery must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the TLRN.

Reason: In order to ensure that the proposal is consistent with 2021 London Plan Policy T7 and to safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with DMDPD Policy DM23: Environmental Protection.

Energy Strategy

- 7) The development shall be constructed in accordance with:
- the Carbon Reduction Statement – ModulHaus Ermine Road prepared by Volumetric Modular Ltd (dated December 2020);
 - Overheating, MVHR, ASHP Technical Information Report prepared by Hill (dated 5 October 2020); and
 - the TM59 Overheating Study prepared by The Richards Design Partnership (dated November 2020).

and

the energy efficient materials and air source heat pumps shall be maintained for the lifetime of the development except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: To ensure the development can comply with the Energy Hierarchy in line with 2021 London Plan Policy SI 2 and Local Plan Policy SP4.

Carbon Offset Contribution

- 8) The development hereby approved shall not be occupied until a payment of £7,454.65 towards carbon reduction measures in Haringey has been paid to the Council's Carbon Management Team to bring the level of carbon reduction from the site in line with the London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10, and 5.11; The Publication London Plan (2020) Policy SI 2; and Local Plan Policy SP4.

Reason: To ensure the development can comply with 2021 London Plan Policy SI2 and Local Plan Policy SP4.

Land Contamination

- 9) Prior to any further work on site:
- a) Using the information already acquired from the submitted Phase I Geo-Environmental Assessment with reference DS-21906G-20-420 proposed by IDOM Merebrook Limited dated October 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 and to comply with the 2021 London Plan and DMDPD Policy DM23.

Unexpected Contamination

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

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously

unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

CEMP

- 11) Prior to above ground works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority.

The following applies to above:

- a) The CEMP shall include an Air Quality and Dust Management Plan (AQDMP).
- b) The CEMP shall provide details of how 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 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> where applicable;
 - 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.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with the 2021 London Plan and DMDPD Policy DM23: Environmental Protection.

Drainage / Flooding (FRA)

- 12) Prior to above ground works, a revised FRA shall be submitted to and approved in writing by the local planning authority. The revised FRA shall provide new rainfall data using Flood Estimation Handbook (FEH) rainfall theory, in accordance with Haringey guidance.

The FRA shall include a completed London Sustainable Drainage pro-forma, as well as evidence that Thames Water have given consent to connect to their network and capacity exists to receive the surface water.

Reason: In order to comply with Policies DM24, 5, 6, & 9 of the Haringey Development Management DPD (2017), policy SP5 of the Local Plan.

Provision & Retention of SuDS

- 13) Prior to above ground works, Section 4 (Sustainable Drainage Maintenance Strategy) & Appendix B (Proposed Drainage Strategy Drawings) of 'Design Note – Ermine Rd Drainage & Flood Risk 16/12/2020' and the SuDS options it proposes (namely Below Ground Cellular Attenuation & Permeable Paving) shall be provided, maintained in accordance with the associated Maintenance Schedules, and retained for the lifetime of the development except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

For the avoidance of doubt, all hardstanding areas shall be permeable.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the development and comply with Policies DM24, 5, & 6 of the Haringey Development Management DPD (2017), policy SP5 of the Local Plan.

No Light Spill into SINC (Bats)

- 14) Light from external lighting in the development shall not spill to a harmful extent into the adjacent ecological asset (Tottenham Railsides SINC). Any lighting located near the northwest boundary of the site shall have directional shading to ensure

that light spillage into the SINC does not have an undue impact on foraging bats and their habitats.

Reason: In order to ensure bats and their habitats are suitably protected and comply with Policies DM19 (Nature Conservation) of the Haringey Development Management DPD (2017) and Policy G6 of the 2021 London Plan.

Tree protection (SINC/Bats)

- 15) The existing trees adjacent to the northwest boundary of the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to ensure bats and their habitats are suitably protected and to safeguard trees in the interest of visual amenity of the area consistent with the 2021 London Plan, Policy SP11 of the Haringey Local Plan 2017 and Policies DM1 and DM19 of The Development Management DPD (2017).

Waste storage delivered and made accessible

- 16) The waste storage shown on the approved plans shall be delivered and retained for the lifetime of the development except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

On occupation of the development - the codes, keys, transponders or any other type of access equipment to the waste store shall be provided to the Council and access to the waste store shall remain unobstructed and within 10m from Ermine Road on collection day.

Reason: In order to ensure waste storage is suitably accessible and to comply with Policy DM4 of The Development Management DPD (2017).

Secured by Design

- 17) Prior to occupation of the development, details of full Secured by Design' Accreditation shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter for the lifetime of the development.

Reason: To ensure safe and secure development and reduce crime and to comply with 2021 London Plan Policy D11 and DMDPD Policy DM2.

Culvert Protection

- 18) Prior to any above ground works, a ground penetrating radar (GPR) survey of the site and within 4m of the northern boundary shall be carried out to ascertain if the Stonebridge Brook (culvert) is located under or near to the site.

If the GPR survey finds the culvert under, or within 4m of, the site then no further development shall be carried out until a condition survey has been completed and a strategy put in place to protect the culvert. The strategy shall be submitted to and approved in writing by, the local planning authority (in consultation with the Environment Agency) and shall be implemented as approved. The strategy shall include the following components;

- Details of the location, depth, and structural condition of the culvert.
- Plans to repair any damage the culvert to ensure structural stability for the lifetime of the development.
- Details of how work would be carried out on site without damaging the structure, or impeding the function of, the culvert (including loading calculations).

If the GPR survey does not locate the culvert, then the results shall be shared with the EA and works can proceed in accordance with the other conditions of the permission.

Reason: To reduce the risk of flooding to the proposed development and future occupants, ensure the structural integrity of the existing flood defences and reduce the risk of flooding from blockages to any existing culvert in accordance with Policy DM28: Protecting and Enhancing Watercourses and Flood Defences.

Building colour

- 19) The external elevations to be used for the proposed modular units shall be a grey colour, with an orange front door and retained as such for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with the 2021 London Plan, Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

Accommodation to be used only as supported housing and occupied in accordance with approved Management Plan

- 20) The accommodation shall only be occupied by people who have been street homeless in accordance with a Management Plan that shall be submitted to and

approved in writing by the Local Planning Authority prior to occupation. The Management Plan must include the following:

- Procedures for addressing complaints and concerns from neighbouring residents;
- Measures to minimise any noise and disturbance from the development;
- Further details of the role of the night concierge and the 24 hour on site presence throughout the life of the development;
- Details of the referral process and the assessment of suitability for occupants; and
- Details of the support services available to residents.

Reason: In order to ensure the public benefits of the proposal are realised for the lifetime of the development and to prevent the accommodation being used as other forms of housing or causing undue harm to the amenity of neighbouring occupiers.

Landscaping and boundary treatments

- 21) Prior to occupation of the development, details of all enclosures between the site and the public realm (fencing, walling, openings etc.) and all hard and soft landscaping to the public realm, all at a scale of at least 1:20, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height, materials, and species. The approved works shall be completed prior to occupation of the development and shall be permanently retained and maintained thereafter for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and good planning.

Informatives:

- 1) **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.
- 2) **INFORMATIVE : CIL**
Based on the information given on the plans, the Mayoral CIL charge will be £54,720 (912sqm x £60.55) and the Haringey CIL charge will be £19,061 (912sqm x £20.90). This would be charged in accordance with the CIL Charging Schedule and any eligible relief and includes indexation in line with the RICS CIL Index.
- 3) **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.
- 4) **INFORMATIVE :** Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.
- 5) **INFORMATIVE :** 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.
- 6) **INFORMATIVE :** The London Fire Brigade strongly recommends that sprinklers are considered for new developments. 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.
- 7) **INFORMATIVE :** With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the

removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

- 8) 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.
- 9) INFORMATIVE : A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 10) 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
- 11) INFORMATIVE : The applicant should be aware that the application site is identified as an Area of Surface Interest in the 2015 Crossrail 2 Safeguarding Directions. In the event of a decision to progress the Crossrail 2 project the land may be subject to compulsory purchase in order to provide a worksite for the future delivery of the Crossrail 2 scheme.
- 12) INFORMATIVE : The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available Free of Charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
- 13) INFORMATIVE : The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

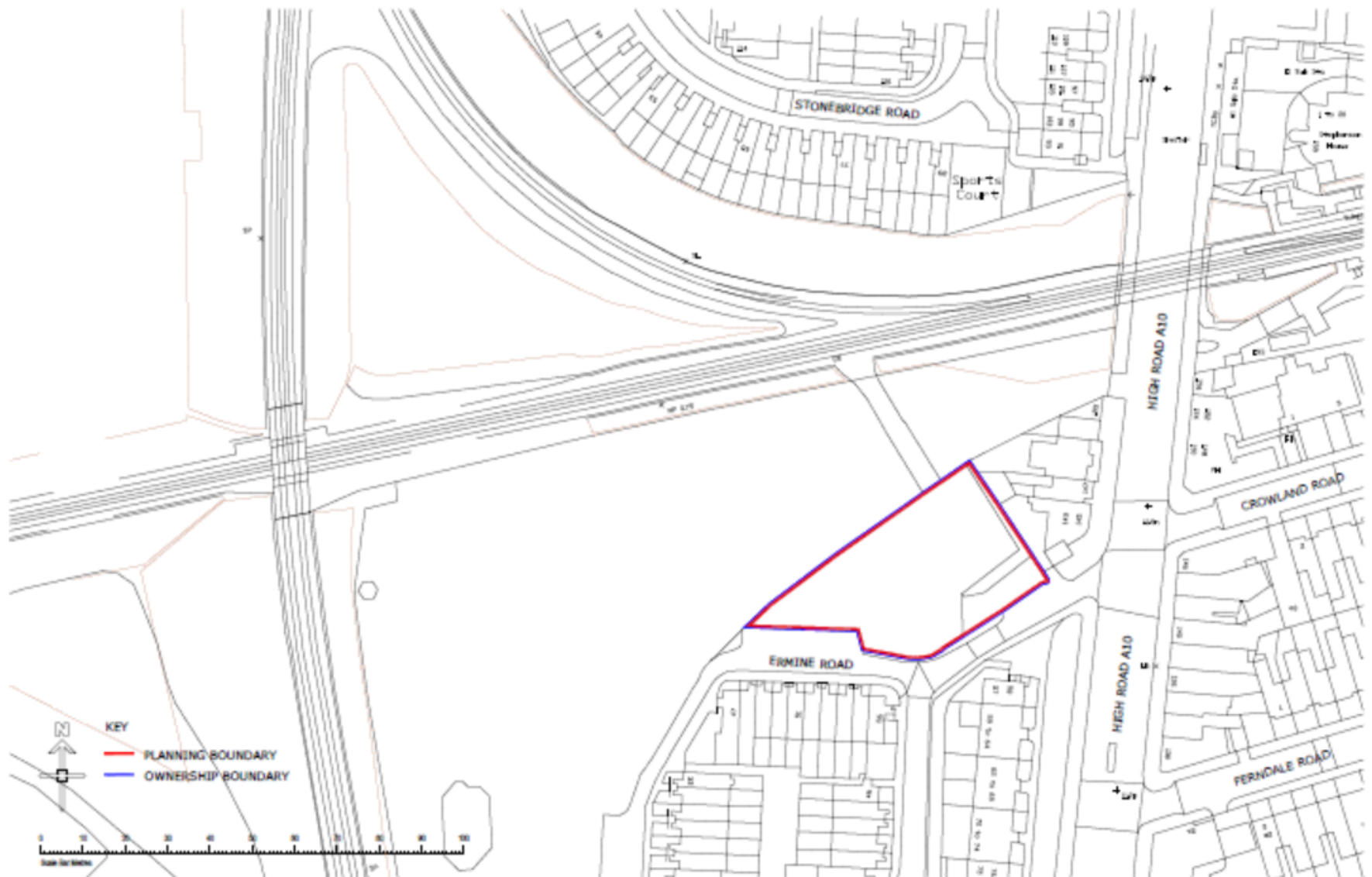
- on or within 8 metres of a main river (16 metres if tidal);
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal);
- on or within 16 metres of a sea defence;
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert; or
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you do not already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

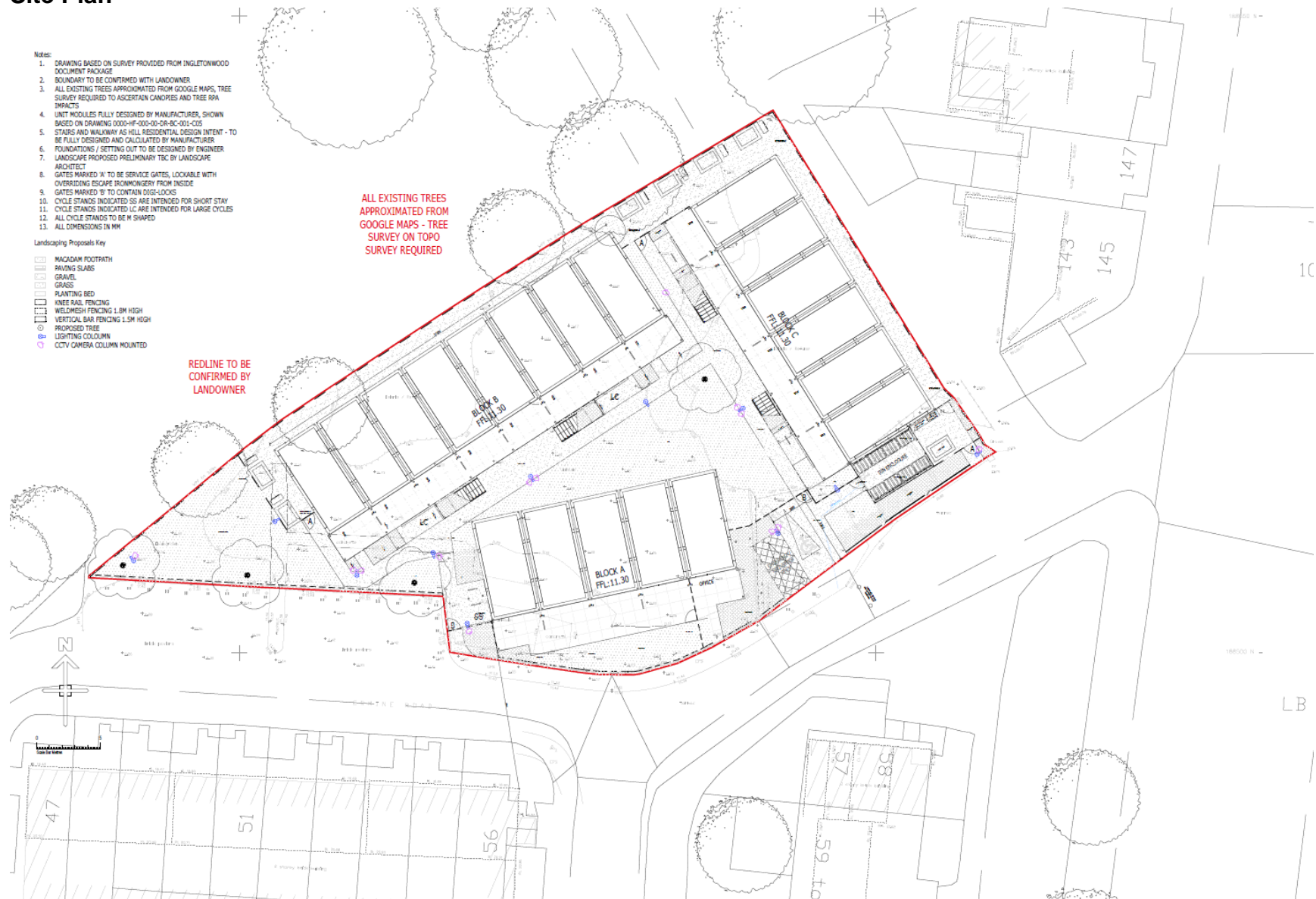
The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Appendix 2 Plans and Images

Location Plan



Site Plan



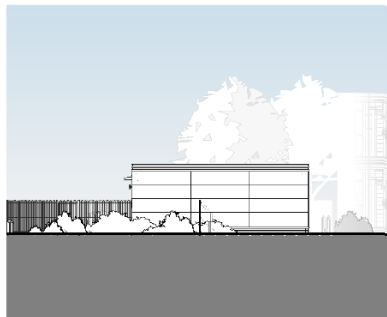
Indicative room layout



Block A Elevation



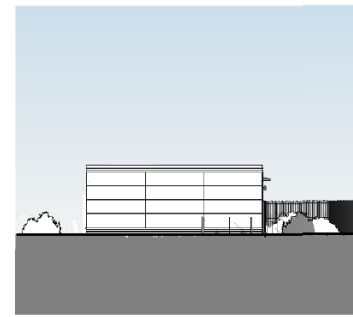
① Block A Front Elvation / Ermine Rd Section
1 : 100



② Block A Right Elevation
1 : 100



③ Block A Rear Elevation
1 : 100



④ Block A Left Elevation
1 : 100



First floor Plan

Notes:

1. DRAWING BASED ON SURVEY PROVIDED FROM INGLETONWOOD DOCUMENT PACKAGE
2. BOUNDARY TO BE CONFIRMED WITH LANDOWNER
3. ALL EXISTING TREES APPROXIMATED FROM GOOGLE MAPS, TREE SURVEY REQUIRED TO ASCERTAIN CANOPIES AND TREE RPA IMPACTS
4. UNIT MODULES FULLY DESIGNED BY MANUFACTURER, SHOWN BASED ON DRAWING 0000-HF-000-00-DR-BC-001-C05
5. STAIRS AND WALKWAY AS HILL RESIDENTIAL DESIGN INTENT - TO BE FULLY DESIGNED AND CALCULATED BY MANUFACTURER
6. FOUNDATIONS / SETTING OUT TO BE DESIGNED BY ENGINEER
7. LANDSCAPE PROPOSED PRELIMINARY TBC BY LANDSCAPE ARCHITECT

Landscaping Proposals Key

- PROPOSED TREE
- LIGHTING COLUMN
- CCTV CAMERA COLUMN MOUNTED

ALL EXISTING TREES
APPROXIMATED FROM
GOOGLE MAPS - TREE
SURVEY ON TOPO
SURVEY REQUIRED

REDLINE TO BE
CONFIRMED BY
LANDOWNER

Rev. No.	Date	Amendment	Issue
A	2020-11-20	Adjust to suit updated PCD drawings @ JG Request	JA
B	2020-12-14	Adjust to suit planning comments / EP email 2020-12-10	JA
C	2020-12-18	Add Comments Lighting/CCTV	JA
D	2020-12-18	Add Camera @ MC Request	JA
E	2021-02-10	Block A First Floor Removed @ EP Request	JA



Client:			
Hill Residential Limited The Courtyard, Abbey Barns, Ickleton, CB10 1SX			
Project:			
Foundation 200 Homeless units			
Drawing:			
Proposed First Floor Plan Emmie Road, Tottenham 38 Unit Scheme			
Scale:			
1:100@A1			
Date:			
September 2020			
Drawn By:			
JA			
Checked By:			
PD			
Drawing No:			
100-08-PS-011			
Rev. No:			
E			

Appendix 3

Committee Report for 08 February 2021 and Addendum to Report for Committee 08 February 2021

Within separate document.