

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/0723

**Ward:** Bruce Grove

**Address:** 551B High Road N17 6SB

**Proposal:** Proposed part-demolition of, and first floor extension to the existing building (551B High Road) and erection part 3 and 4 storey extensions to deliver flexible workspaces (Use Class E(g)(i) above a new ground floor café/community hub (Use Class E(b) F1(a) and F2(b)) with creation of two new community yard spaces and associated cycle storage.

**Applicant:** Haringey Council

**Ownership:** Council

**Case Officer Contact:** Roland Sheldon

**Site Visit Date:** 06/05/2021

**Date received:** 02/03/2021 **Last amended date:** 19/05/2021

1.1 This application is being considered at Planning Sub-Committee, as the Council is the applicant.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of providing additional employment floor space and a community café in a sustainable town centre location is welcomed
- The innovative and contemporary design would complement and enhance the existing locally listed building and preserve the character and appearance of the Bruce Grove Conservation Area
- The loss of trees would be compensated by the introduction of well-landscaped courtyards and an improved public realm
- The impact on neighbouring amenity is considered to be acceptable

### 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 (PBSS) is authorised to issue the planning permission and impose conditions and informatives.

- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director PBSS to make any alterations, additions or deletions to the recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

**Conditions** (the full text of recommended conditions is contained in part 9 of this report).

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Further details of materials and design submitted for approval
- 4) Renovation of existing façade statement
- 5) Building management plan
- 6) Soft and hard landscaping scheme and details of boundary treatment
- 7) Arboricultural Method Statement and Tree Protection Method Statement
- 8) Restriction on use class
- 9) Waste and recycling storage and collection management plan
- 10) Contamination I
- 11) Contamination II
- 12) Cycle parking
- 13) Delivery and servicing plan
- 14) Construction management plan
- 15) Wheelchair accessible parking
- 16) Details of lighting
- 17) Designing out crime
- 18) Piling
- 19) Energy Statement
- 20) Details of green / living roof
- 21) Ecology details
- 22) Details of SUDS

#### Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) London Fire Brigade
- 7) Thames Water informative (groundwater risk management permit)
- 8) Thames Water informative (discharge to public sewer)
- 9) Thames Water informative (water pressure)

- 10) Network Rail informatives
  - 11) Asbestos clearance
  - 12) Avoid clearance works during bird breeding season
- 2.3 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

## **CONTENTS**

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION
9. PLANNING CONDITIONS & INFORMATIVES

## **APPENDICES:**

Appendix 1	Consultation Responses – Internal and External Consultees
Appendix 2	Plans & Images
Appendix 3	QRP Reports

### **3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS**

#### **Proposed development**

- 3.1 This is a proposal for the part-demolition of, and first floor extension to the existing building (551B High Road) and erection part 3 and 4 storey extensions to deliver flexible workspaces (Use Class E(g)(i) above a new ground floor café/community hub (Use Class E(b) F1(a) and F2(b)) with creation of two new community yard spaces and associated cycle storage.

#### **Site and Surroundings**

- 3.2 The application site contains land to the rear of 547-557 Tottenham High Road, N17. The site boundary stretches from the High Road up to the existing building on site, from where it tapers to the north and south. The site currently contains a single storey building no. 551b High Road, which has been in use most recently as a church. The building is Locally Listed. To the north of the site is the locally listed historic former brewery building, accessed via Morrison Yard. The west of the site is bound by the embankment of the overground rail track under Network Rail ownership. This embankment is an ecological corridor as designated in the Local Plan.
- 3.3 The rear of adjacent 3-storey properties on the western side of Tottenham High Road form the eastern boundary of the site. In close proximity to no. 551B itself is the rear of no. 549 High Road, which is in use as a café at ground floor level with residential use at upper floor levels. The south of the site is a largely disused section of car park.
- 3.4 There is a cluster of Locally Listed buildings both within and surrounding the site, with nos. 551, 551a, 551b and 549 all being Locally Listed. Across the street from the site on the eastern side of Tottenham High Road, nos. 554 to 538 form a terrace of locally listed buildings. The site is located within the Bruce Grove Conservation Area and is also located to the rear of the Bruce Grove/Tottenham High Road Primary Shopping Area.

#### **Relevant Planning and Enforcement history**

##### 551b High Road, London, N17

OLD/1986/0546: 17/7/86 Change of use of single storey building from office to church and day nursery – Granted

### **4.0 CONSULTATION RESPONSE (SUMMARY)**

Internal:

- 1) LBH Pollution: No objections subject to conditions
- 2) LBH Carbon Management: No objections subject to conditions
- 3) LBH Thames Water: No objection subject to conditions and informatives
- 4) LBH Conservation: No objections subject to conditions requiring further details of materials and detailing
- 5) LBH Transportation: No objection subject to conditions
- 6) LBH Lighting: No information was submitted regarding lighting

External:

- 1) TFL: Transport for London: Following the submission of additional information from the applicant, if the Council are satisfied that a delivery servicing plan can be handled by condition, no objection to the proposal.
- 2) Network Rail: The applicant has been engaging in discussions with Network Rail. No objections to the development.
- 3) Thames Water: No objection subject to recommended condition and informatives

### **Quality Review Panel**

- 4.1 The scheme has evolved through the pre-application process in conjunction with the Quality Review Panel (QRP). It has been presented at 2 QRP meetings, the first in July 2019 and the second in December 2020.
- 4.2 The QRP commended the overall initiative to exploit the potential of the Gatehouse (The Locally Listed Building) and whilst some concern was raised with regards to number of contrasting materials, the broad approach to the massing, with a more informal, lighter-weight structure above the solid base of the existing building was supported, with the garden areas likely to provide a great asset for the development and local community. The amended massing allows views of the tree line to the rear of the site to be retained and was supported.
- 4.3 The notes from the QRP are set out in Appendix 3.

## **5. LOCAL REPRESENTATIONS**

- 5.1 The following were consulted:
  - 182 neighbouring properties
  - Bruce Grove Residents Network
  - Tottenham CAAC
  - 2 x site notices were erected close to the site
  - Press notice published

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

No of individual responses:

Objecting: 0

Supporting: 2

Others: 1

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- Overall support for the scheme
- Support for scheme, but suggestions put forward for how they considered the design could be improved

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development;
2. Design and heritage;
3. Inclusive access;
4. Impact on the amenity of adjoining occupiers;
5. Parking and highway safety;
6. Trees, ecology and landscaping;
7. Energy and sustainability;
8. Flood risk and drainage; and
9. Waste and recycling.

### **Principle of the development**

#### *New employment facility*

6.2 Paragraph 80 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

6.3 London Plan 2021 (LP) Policy GG2 outlines that those involved in planning and development must enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites. They should also prioritise sites which are well-connected by existing or planned public transport, and proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in

locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. The site is public sector land and a 'small site'.

- 6.4 LP policy E1 (Offices) states that improvements to the quality, flexibility and adaptability of office space of different sizes (for micro, small, medium-sized and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development. The diverse office markets of inner and outer London should be consolidated and – where viable – extended, focusing new development in town centres and other existing office clusters supported by improvements to walking, cycling and public transport connectivity, including amongst others in locally-orientated, town centre office provision to meet local needs.
- 6.5 LP policy GG5 requires those involved in planning and development to plan for sufficient employment and industrial space in the right locations to support economic development and regeneration.
- 6.6 LP Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.
- 6.7 Policy SP8 of Haringey Local Plan states that it is an aspiration of the Council to provide an additional 23,800m<sup>2</sup> of Class B floor space within the Borough by 2026. The policy states this can be achieved through the provision of B1(a)/(b) floorspace as part of mixed-use development on suitable sites, including town centre sites. Policy SP8 also states that the provision of new and improved Class B floor space can support the Council's local employment and regeneration aims.
- 6.8 Part A of DM policy DM40 states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development.
- 6.9 The proposed development would provide approximately 700m<sup>2</sup> of useable office space over 4 floors, with a community café/hub located on the ground floor with flexible workspaces above. At ground level, 2 landscaped courtyards are proposed to the north and south providing amenity and service spaces. The proposal would provide rental rates for the café and offices set below market rates, which is aimed to encourage local businesses to stay in the area. Whilst this would not be controlled through the planning permission, it is understood the grant funding for the scheme will require this. The scheme will specifically target small and new businesses with its accessible workspace.
- 6.10 The principle of the proposed development would comply with the above policy objectives, as it would serve to exploit the potential of the site to support regeneration and diversify the local economy of Bruce Grove, introducing flexible



employment workspace to the area, in addition to introducing appropriate ancillary uses to the site and improvements to the public realm.

- 6.11 The project is jointly funded by the Mayor of London's Good Growth Fund and Haringey Council. It has also been conditionally funded by Future High Streets Fund on behalf of the Department for Digital, Culture, Media & Sport to support the regeneration of high streets.

*Loss of existing community facility*

- 6.12 DM policy DM49 states that the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. The Council will consider supporting the consolidation of equal or enhanced provision to meet an identified need. Whilst the existing community facility – most recently used as a place of worship – would be lost as part of the proposal, it would be replaced by a community café/hub. The community café/hub would be available at a discounted rate that would serve to provide employment opportunities for local residents. A community exhibition space/gallery is envisaged as being provided on the ground floor which could be used for co-working during the day and community activities in the evening. As such, officers consider that the development is in general compliance with DM49 in delivering a replacement facility of significant community value.

**Design and heritage**

- 6.13 The site is located within the Bruce Grove Conservation Area. When considering the impact of a proposed development on the significance of a designated heritage asset (in this case the conservation area and locally listed buildings), great weight should be given to the asset's conservation. London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 6.14 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

- 6.15 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.
- 6.16 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account.

*Massing and design*

- 6.17 As noted above, Haringey's QRP supported the scheme and stated that the broad approach to the massing, with a more informal, lighter-weight structure above the solid base of the existing building was supported.
- 6.18 The proposed development would see a part single, 2, 3 and 4 storey building introduced to the site that incorporates the existing historic façade of the locally listed building. The scale, massing and design of the development results from a detailed analysis of the constraints of the site and attempts to respond sympathetically to the heritage assets within and surrounding the site and the wider conservation area. A small recessed single storey element would be erected above the retained historic building with two primary 4 and 3 storey volumes placed at the southern and northern end of it. To respect the neo-classical façade, the first floor element would be set back 3 metres with a lightweight glazed frontage. The two larger elements would be clad in a bronzed anodised mesh. The ground floor of the extensions would have a light lime washed brickwork which would blend harmoniously with the historic façade of the retained building.
- 6.19 The division of massing of the building would ensure the existing historic building would not be overwhelmed by the extensions when viewed from the High Road entrance to the site, and are sufficiently set-back to ensure that their bulk, massing and height would not result in them having a visually dominant appearance when viewed from the High Road or other wider surrounding vantage points, and would not exceed the height of the adjacent Tottenham Brewery building to the north of the site.
- 6.20 Further details of the specific materials to be used for the development in addition to further details, including detailed sectional drawings showing junctions between the existing and proposed building and fenestration detailing will be required by condition, in order to ensure that a satisfactory standard of design is achieved. A method statement for the renovation of the retained façade will also be conditioned.

- 6.21 Subject to compliance with these conditions, the development would introduce an innovative contemporary development that imaginatively responds to the constraints of the site and its surroundings, that would respect the heritage assets within and surrounding the site and would preserve the character and appearance of the conservation area and have minimal adverse impacts on locally listed buildings. The NPPF para 200 advises that proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

#### *Layout and access*

- 6.22 The layout seeks to balance the semi-public and private nature of the development. Entrance into the ground floor would be into the café space. Co-working workspace alongside meetings rooms would also be provided at ground floor level, with access to the upper floors provided by a central lift and staircases located at the northern and southern wings of the building.
- 6.23 The public realm around the building would be improved with 2 landscaped courtyards. One would be available for users of the community café/hub to the north. The southern courtyard would have restricted access to be used in conjunction with the office space within the development.
- 6.24 Responsibility for security and access within the site would be the responsibility of the eventual occupiers of the development. Full compliance and accreditation with Secured By Design Standards will be required to be confirmed by condition prior to first occupation of the development.

#### **Inclusive access**

- 6.25 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.26 Level sheltered access would be provided via the northern ground floor entrance with the provision of a lift to all upper floors from the central area of the ground floor. A fully accessible toilet with shower facility would also be provided on the ground and first floor, with a wheelchair access toilet also provided on the third floor. The proposed development would provide an acceptably inclusive development for all future users and visitors.

#### **Impact on the amenity of adjoining occupiers**

- 6.27 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.28 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.
- 6.29 The residential properties in closest proximity to the proposed development are the first and second floor rear flats in no. 549 High Road, that have rear facing kitchen windows. The kitchen windows would be within close proximity to the proposed 4-storey extension and outlook and light from them would inevitably be reduced by the introduction of the new building. Whilst it is acknowledged that there would be a reduction in daylight and outlook received in these kitchens, the outlook from the primary living spaces are within the living rooms which have windows orientated towards the north and therefore would be largely unaffected by the proposal. As such a satisfactory outlook would be maintained from the principal habitable room of each of these flats.
- 6.30 In terms of privacy these first and second floor windows would also be in close proximity to a first floor window serving part of the open plan first floor office. However, these windows would not be directly aligned with the windows of the new development and mesh panelling would be affixed to the first floor window of the office to limit views between the affected windows. The floor plans of these 2 flats show that a stairwell obscures approximately half the width of these windows, and therefore views out of the windows for users of the flats are already restricted. Taking into consideration that the windows are not directly aligned with each other, the application of mesh panelling, the limited views from these neighbouring windows, officers do not consider the development would result in an unacceptable impact on privacy levels of these neighbouring occupants.
- 6.31 In terms of the impact on other buildings the proposed 4 storey element to the south would not interfere with outlook of the residential occupants of no. 545 High Road, which are located further south of this part of the proposed building. No. 547 High Road to the south does not contain residential accommodation so there would be no impact on residential amenity at this property.
- 6.32 The narrow scale, siting and massing of the 3-storey element of the building is set an adequate distance away to ensure that its bulk, massing and scale would

not result in an unacceptable loss of light, outlook or create visually overbearing impact on the occupants of flats within the upper floors of nos. 551-557 High Road.

- 6.33 In terms of shading, given the 3-storey L-shape massing and scale of no. 549 High Road, the west and north facing windows serving the residential units within this property are already overshadowed by no. 549 itself throughout the day as evidenced by the shadow analysis provided within the design and access statement submitted with the application. The submitted shading study demonstrates that the development would have a limited impact on overshadowing of adjacent buildings on the High Road itself.
- 6.34 As such, while accepting that the development would have some impact on the outlook, aspect, light and shading of the rear facing units of no. 549 High Road and to a lesser degree other flats set further away from the development, officers do not consider that it would have a significant adverse impact so as to warrant refusal.
- 6.35 The proposal would also provide scope to hold community events and activities in the evening. A restriction on the hours of use of the building, including the courtyards and roof terrace, will be imposed by a management plan condition, to ensure that any events or functions that may be proposed to take place in the café, ground floor courtyards or upper floor terrace can be undertaken without giving rise to unacceptable levels of noise or general disturbance on neighbouring occupants.
- 6.36 While the proposed development would be located close to a number of existing residential units, which would have an impact on residential amenity, officers consider that due to orientation and design of the building, this would be limited and is considered acceptable in amenity terms.

### **Parking and highway safety**

- 6.37 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.38 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good

access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

- 6.39 The site is located within an area with excellent public transport accessibility (PTAL) with a PTAL level of 6a, with 1 being the lowest level and 6b being the highest. Vehicular and footpath access to the site is via an adopted access road off the High Road. According to the submitted transportation statement, there are 5 spaces currently within the red line of the site within the southern courtyard, plus 3 in the access area, with a further 28 spaces located within the wider Morrison Yard itself outside of the site. Parking in the yard is controlled with permits. Deliveries and servicing of the site are understood to be currently undertaken from within Morrison Yard, although there is scope to make deliveries from the loading bay outside the site on the High Road.
- 6.40 A Transport Statement by Lillington Consultancy Ltd has been submitted as part of the submission which outlines that a parking survey was commissioned at 551b High Road during May 2019 which recorded parking levels within the site and in Morrison Yard. The survey found that the South Yard spaces had the lowest levels of parking within the site and wider Morrison Yard, with only 2 cars regularly present and the remaining spaces not used. The 3 parking spaces within the access road area were in regular use throughout the time of the survey.
- 6.41 Vehicular access into the site and into Morrison Yard would be unaffected by the development, and the existing 3 parking spaces in the site adjacent to the access road would be retained for existing leaseholders. 3 of the 5 parking spaces within the southern yard would be lost to make way for the landscaped southern courtyard, but the spaces that were in regular use during the parking survey period would be retained. Taking the results of the parking survey into account, the retention of all parking spaces that were in regular use within the site, and the fact that the development is car free, the proposal would not give rise to an adverse impact on parking conditions within the site or wider locality.
- 6.42 No additional off-street parking is proposed in association with the development, which given the excellent PTAL of the locality and the relatively small scale of the development is considered to be appropriate to be a car-free scheme. 24 cycle parking spaces are proposed which would be divided with 12 allocated for short-stay and 12 for long-stay users of the development. The level of provision comfortably exceeds minimum London Plan cycle parking requirements when applied to the development. A condition will be imposed that requires full details of secure and covered cycle parking spaces in accordance with London Cycling Design Guidelines being approved by the Local Planning Authority, prior to occupation of the development.
- 6.43 Conditions will also be imposed on the development that require the submission of a delivery and servicing plan and a construction management plan. The

conditions will be required in order to demonstrate that delivery and servicing activities and the construction process are adequately managed to minimise disruption to the local community, the pedestrian, cycle and highway networks and that other highway users experience minimal disruption and disturbance.

- 6.44 The constraints of the site have not allowed for a wheelchair-accessible parking bay to be provided within the red line boundary. The submitted Transport Statement indicates that disabled parking bay provision would be negotiated and provided within the 28-space car park of Morrison Yard.
- 6.45 Transportation officers have recommended that a Grampian condition is applied that requires an agreement to be made to accommodate a wheelchair-accessible parking bay elsewhere within Morrison Yard – given the constraints of the site itself do not allow for one to be provided within the red line of the site.
- 6.46 Subject to conditions, the development is considered to be acceptable with regards to parking and highway safety considerations.

### **Trees, ecology and landscaping**

#### *Trees and landscaping*

- 6.47 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.
- 6.48 DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.
- 6.49 In support of the application, an Arboricultural Implications Assessment produced by ROAVR Environmental has been submitted. The report identifies 20 individual trees within or surrounding the site. The majority of these trees are located within or along the Network Rail embankment to the immediate west of the site. This embankment is densely populated with trees, with trees adjacent to the development largely categorised as Category C (low quality) specimens.
- 6.50 The report highlights that it would be necessary to remove 4 trees and 2 small groups of trees in order to allow the development to be carried out. These trees are largely located on the western boundary of the site and have been subject to mechanical damage (being within Network Rail land) and the health has been impacted. An ornamental palm tree within the northern courtyard and further north a category U Poplar, require removal. The trees that are proposed to be removed, individually (with the exception of the Palm tree), are of limited amenity value, and the group value of the trees along the embankment would still be

retained following the development and continue to provide a verdant relief from their otherwise built up surroundings. Works to raise or reduce the crowns of some surrounding trees would also be required in order to allow the development to be carried out.

- 6.51 The loss of trees is considered to be offset by significant improvements to the landscape and public realm. At present, the site and the wider surroundings of the yard are largely tarmac hard surfacing. The proposal would see the introduction of two landscaped courtyards at ground level, to the north and south of the building and a café visible from the High Road that would serve to attract more passing trade and bring more activity within the yard.
- 6.52 The north and south yards would see the introduction of a detailed soft landscaping scheme that would screen the existing Network Rail fencing as well as hard surfacing improvements to replace the existing tarmac treatment. In addition to this, a landscaped terrace at first floor level is proposed, alongside green roof treatments. Taking the landscaping and public realm improvements that are proposed into consideration, officers consider that the loss of the existing trees can be mitigated. A detailed soft and hard landscaping scheme will be imposed on the development that requires details of porous hard surfacing, soft landscaping within the site and details of boundary treatments to be submitted to and approved by the Local Planning Authority (LPA).
- 6.53 A condition will also be imposed on the development that requires details of the method of construction to be set out within an Arboricultural Method Statement alongside a tree protection plan, which will set out how trees will be protected during the construction period.
- 6.54 Overall the proposal is considered to be acceptable with regards to trees and landscaping considerations.

### *Ecology*

- 6.54 London Plan Policy G1 states London's network of green and open spaces/green features should be protected and enhanced. Policy G6 states development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 6.55 DM19 states that development that has a direct or indirect adverse impact upon important ecological assets will only be permitted where the harm cannot be reasonably avoided and it has been demonstrated that appropriate mitigation can address the harm caused.
- 6.56 A Preliminary Ecological Assessment Report produced by ROAVR Environmental has been submitted as part of the planning application.



- 6.57 As part of the submitted report, a site specific survey was carried out in February 2021. The report found no evidence of protected species on site, with the potential for any protected species to be present on site or to provide a suitable habitat to be negligible to moderate. The report concludes that the site has a low nature conservation interest.
- 6.58 The report did however find the site to have moderate potential for the nesting of birds, and therefore it recommends that any such clearance works should be undertaken outside of the breeding season, generally outside of March – October. An informative shall be included to this effect to advise that clearance works are carried outside this period if possible, to avoid impact on any potential nesting birds. Taking the above into consideration, the proposal would not have an unacceptable impact on the ecology value of the site.

### **Energy and sustainability**

- 6.59 The NPPF and London Plan Policies GG6, SI2 and SI3, and Local Plan Policy SP4 sets out the approach to energy and climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.60 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) requires obligations to futureproof a potential connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.
- 6.61 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan or pay an offset payment. The applicant has submitted an Energy Assessment by EDP Environmental, a Sustainability Strategy with Passive House Principles, additional details of solar PV panels on the roof of the development.
- 6.62 The proposal has been assessed by a Council Carbon Management Officer who has found it to make a 76% predicted reduction in CO2 emissions. The development will incorporate a number of sustainability measures including the use of solar PV roof panels, an air source heat pump, and the application of green roofs on different sections of the building. Conditions will be imposed that require further refining of the Energy Strategy details and details of the green roof. Subject to compliance with these conditions, the proposal development is acceptable with regards to energy and sustainability considerations.

## **Flood Risk and Drainage**

- 6.63 Policy S1 13 (Sustainable Drainage) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Policy SP5 (Water Management and Flooding) requires developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy. This policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme. The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding.
- 6.64 The applicant has submitted a Planning Drainage/SUDS Strategy Statement alongside the submission, produced by Haswell Associated Limited, which suggests potential sustainable drainage system (SUDs) components that may be suitable for the site. The development will incorporate features to minimise flood risk from drainage, including the application of permeable hard surfacing, green roofs and additional soft landscaping within the courtyards. A detailed SUDS strategy shall be required to be submitted to and approved by the Local Planning Authority prior to the commencement of works on site.

## **Waste and Recycling**

- 6.65 Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 requires development proposals make adequate provision for waste and recycling storage and collection.
- 6.66 The waste storage will be located towards the northern boundary of the site, where waste for Morrison Yard is currently understood to be collected from. Further details of waste and recycling storage and the management of refuse/recycling collections for the development shall be required to be submitted to and approved by the LPA by condition.

## **Conclusion**

- 6.67 The proposed development would provide additional flexible employment floor space and a community café/hub at discounted rates for future occupants, that would serve to benefit the local community and diversify employment in the area. The building would have an innovative and contemporary design with a number of sustainable features that works within the constraints of the site, that would respect the character and appearance of the locally listed building and would preserve the character and appearance of the Bruce Grove Conservation Area.

The development would not result in unacceptable harm to neighbouring amenity or parking, highway or transportation conditions within the locality.

- 6.68 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 £30,759.4 (508sqm x £60.55). The Haringey CIL charge is £0, as the type of floorspace proposed carries a Nil rate. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATION**

GRANT PERMISSION subject to conditions as per below

## **9.0 CONDITIONS**

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

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

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

- Built Heritage Statement by rpsgroup JCH01306
- Planning Drainage/SUDS Strategy Statement by Haswell Associates Limited Ref SH/2106/Rev P01
- Phase 1 Contaminated Land Assessment report reference 74355R1 prepared by EnviroSmart Ltd dated February 2021
- Energy Assessment Issue 3 by EDP Environmental 5185-EDP-RP-EN-4000-2 19.05.21
- Mixed-Use Development Desktop Noise Impact Assessment by Nova Acoustics 10/02/2021
- Framework Travel Plan by Entran Ltd May 2021
- Transport Statement by Lillington Consultancy Ltd ID03 May 2021

- Arboricultural Implications Assessment by ROAVR Environmental 20\_5837\_12\_24
- Design and Access Statement by IF\_DO March 1st 2021
- Sustainability and Passive House Principles by IF\_DO 13th May 2021

Demolition and existing:

DM\_01, DM\_05, DM\_06, DM\_07, DM\_09, DM\_10, S\_01, S\_02, EX\_01, EX\_05, EX\_06, EX\_07, EX\_08, EX\_09, EX\_10, EX\_12

Proposed:

PL\_01, PL\_02, PL\_03, PL\_04, PL\_05 A, PL\_06, PL\_07 A, PL\_08, PL\_09, PL\_10, PL\_11, PL\_12, S\_03, S\_04

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

3. Prior to commencement of all above ground works on site, further details of the materials to be used for the proposed development and design detailing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Details shall include:

- A full schedule of exact product references for all external materials for the proposed development, including the mesh cover, cladding material beneath the mesh cover, bricks, metal cladding, windows and door frames and safety railings.
- A material samples palette board shall also be provided for review on site with a Council Design Officer.
- Cross-sectional drawings detailing the proposed junctions between the new and existing buildings' façade, windows and door reveals within the proposed development and details of roof package.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used and finish of the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017. Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. Prior to commencement of all above ground works on site, a materials specification and a method statement for the renovation of the existing façade shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order for the Local Planning Authority to ensure a satisfactory standard of development in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

5. Prior to the first occupation of the development hereby approved, a management plan for the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The management plan shall include hours of use for the community/hub and an event management plan for events held in association with the community café/hub facility.

Reason: To ensure that use of the facility can be controlled, in the interests of protecting the amenities of neighbouring residential occupants, in accordance with policy DM1 of the Haringey Development Management Plan DPD

6. Prior to commencement of all above ground works, full details of both hard and soft landscaping, including access into the site, the north and south courtyards and the second-floor roof terrace, shall be submitted to and approved in writing by the local planning authority.

Soft landscape works shall include planting plans of plants, shrubs and trees, that include species, plant sizes and proposed numbers/densities where appropriate with an implementation programme.

These hard and soft landscaping works shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy G7 of the London Local Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

7. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, an arboricultural method statement and a Tree Protection method statement shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and

the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and wellbeing of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

8. 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 premises shall be used as a café/community hub (Use Class E(b), F1(a) and F2(b)) and offices (Use Class E (g)(i)) as set out in the plans and information hereby approved only, and shall not be used for any other purpose unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

9. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

10. Before development commences other than for investigative work:
  - a. Using the information already submitted in Phase 1 Contaminated Land Assessment report with reference 74355R1 prepared by EnviroSmart Ltd dated February 2021, an intrusive site investigation shall be conducted 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.

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

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

12. No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 12 long-stay and 12 short-stay cycle parking spaces for the users of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

13. Prior to the first occupation of the development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:
- a) Identifying where safe and legal loading and unloading can take place;
  - b) Ensuring delivery activities do not hinder the flow of traffic on the public highway and do not come into conflict with legally parked vehicles;
  - c) Managing deliveries to reduce the number of trips, particularly during peak hours;
  - d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and
  - e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

14. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors
  - b) loading and unloading of plant and materials
  - c) storage of plant and materials
  - d) programme of works (including measures for traffic management)
  - e) provision of boundary hoarding behind any visibility zones
  - f) wheel washing facilities:
- have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

15. Prior to the first occupation of the development, details of the wheelchair-accessible parking space within the adjacent Morrison Yard car park, as well as scaled drawings showing the location and dimensions of said parking space, shall be submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until signing and lining works have been undertaken.

Reason: To ensure that the development proposals provide car parking for disabled users, in line with London Plan (2021) policy and parking standards, as well as Policy DM32 of the Council's Development Management DPD.

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



Reason: In the interests of protecting the amenities of neighbouring residential occupants, in accordance with policy D6 of the London Plan 2021 and policy DM1 of the Haringey Development Management DPD 2017

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

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

18. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

19. The development hereby approved shall be constructed in accordance with the Energy Assessment (Issue 3, dated 19 May 2021), prepared by EDP Environmental, delivering a minimum 76% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 17% reduction), air source heat pumps and minimum 9.6kWp solar photovoltaic (PV) energy generation. The development will adhere to the passive house principles as set out in the Sustainability Strategy with Passive House Principles (Rev A, dated 13 May 2021), prepared by IF\_DO, with u-values between 0.10-0.15W/m<sup>2</sup>K, a combination of natural ventilation and mechanical ventilation with heat recovery (MVHR).
  - (a) Prior to above ground construction, an Updated Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:
    - Design Stage calculations of carbon reduction in line with the Energy Hierarchy and the shortfall in emissions with the calculation of the carbon offset contribution due and a copy of the Passive House Planning Package spreadsheet;
    - The ventilation strategy, setting out how and where natural ventilation will be utilised, where MVHR will be utilised, the location of the MVHR units and their rigid or semi-rigid pipework, and the specification and efficiency of the MVHR units;
    - Confirmation of the proposed u-values and g-value of building elements, and air tightness levels in line with passive house principles;

- Calculation of thermal bridges in PHPP and show how thermal bridging has been reduced for a set of typical junction details;
- Specification and efficiency of the proposed ASHP (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP units and pipework and proposed noise and visual mitigation measures;
- Maximum possible solar energy to be generated on the roof, with a minimum of 9.6kWp; with details including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy if this has increased;
- A metering strategy.

(b) Prior to the occupation of development, confirmation that the development has been built in accordance with the details as approved shall be submitted and approved by the LPA:

- evidence to demonstrate the solar PV array, its monitoring equipment and the ASHPs have been installed correctly and in line with Microgeneration Certification Scheme Requirements;
- evidence to demonstrate the approved air tightness levels have been achieved with an air tightness test;
- confirmation of the achieved Energy Use Intensity and space heating/cooling demand.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The PV array shall be maintained for the lifetime of the development.

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

20. Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with native flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- ii) A plan showing details of the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- iv) Details of the location of log piles / flat stones for invertebrates;
- v) Details on the range of native species of (wild)flowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Relationship with photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.

The approved living roofs shall be provided before the development is first occupied and shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

21. (a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures in relation to the Ecological Corridor shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.
- (b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

Development shall accord with the details as approved and retained for the lifetime of the development.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

22. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with London Plan Policy SI 13, Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017 and Policy DM24 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 : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London CIL. Based on the information given on the plans, the Mayoral CIL charge will be £30,759.4 (508sqm x £60.55). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

INFORMATIVE :

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

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

INFORMATIVE : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE : A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. 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](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

INFORMATIVE : Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 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:

### Network Rail

#### Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

### Overhead Line Equipment

No works may be carried out where there is a risk of any plant or element, temporary or permanent, coming within 3.5m of the Overhead Live Electricity. Please also note that the 'track support zone' is defined in NR standard NR/L2/CIV/177 and any proposal which may require works to be conducted within this zone must be identified by the outside party and subsequent consultation with NR must take place. Should criteria be met within this standard, a track monitoring plan will have to be agreed with NR.

### Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon NR's adjacent land and airspace. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from NR's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilize NR land and air-space to facilitate works as well as adversely impact upon NR's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to NR's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the NR Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, NR is not required to grant permission for any third-party access to its land.

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

**INFORMATIVE:** The applicant is advised that in the interests of the avoidance the potential for interference with any birds nesting within or adjacent to the site, it would be beneficial to avoid any clearance works occurring during the breeding season between March and October.

## Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
Transportation	<p>The applicant submitted a Transport Statement and Framework Travel Plan, which were subsequently revised to take account of initial comments made by the Council's transport planning team in relation to trip generation methodologies, cycle parking and car parking provisions, Travel Plan mode share targets and proposed delivery, and servicing and refuse collection arrangements. At the Council's request, additional information was submitted, included vehicle tracking and details of the proposed cycle parking on site.</p> <p>The revisions and additional material submitted have largely responded to the queries raised by the Council and made the scheme overall acceptable on transport grounds. On that basis a number of planning conditions have been set out, which are detailed below.</p> <p>There however remains uncertainty around the feasibility of accommodating one wheelchair-accessible car parking space outside the application site, in the adjacent Morrison Yard car park, which is private land but on which the Council has a leasehold. The applicant has indicated that no provision could be accommodated on site due to the constrained footprint of the proposed development, and has suggested that two existing spaces within that car park could be converted into a single disabled persons' parking space, due to sufficient spare capacity in the car park. It has been suggested that early negotiation discussions had taken place to deliver it. As a result, it is proposed to use a Grampian condition to secure the off-site works on land not controlled by the applicant in order to ensure the space is provided.</p>	The conditions have been included as recommended.

Stakeholder	Question/Comment	Response
	<p><b>Planning conditions:</b></p> <p>1) <u>Cycle Parking</u></p> <p>No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 12 long-stay and 12 short-stay cycle parking spaces for the users of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.</p> <p><u>Reason:</u> To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.</p> <p>2) <u>Delivery and Servicing Plan</u></p> <p>Prior to the first occupation of the development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:</p> <p>a) Identifying where safe and legal loading and unloading can take place;</p> <p>b) Ensuring delivery activities do not hinder the flow of traffic on the public highway and do not come into conflict with legally parked vehicles;</p> <p>c) Managing deliveries to reduce the number of trips, particularly during peak hours;</p> <p>d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and</p>	



Stakeholder	Question/Comment	Response
	<p>e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).</p> <p><u>Reason:</u> To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.</p> <p>3) <u>Wheelchair-Accessible Parking (Grampian condition)</u></p> <p>No development shall take place until details of the successful negotiation to secure sufficient space within the adjacent Morrison Yard car park to accommodate a wheelchair-accessible parking space, as well as scaled drawings showing the location and dimensions of said parking space, have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until signing and lining works have been undertaken.</p> <p><u>Reason:</u> To ensure that the development proposals provide car parking for disabled users, in line with London Plan (2021) policy and parking standards, as well as Policy DM32 of the Council's Development Management DPD.</p> <p>4) <u>Interim Travel Plan</u></p> <p>The owner shall no later than three months prior to occupation submit to the Council for approval an Interim Travel Plan for</p>	

Stakeholder	Question/Comment	Response
	<p>the employees of the office and café elements of the scheme, based on the principles set out in the Framework Travel Plan. Without the prior agreement of the Council, the owner shall not occupy the development until the Interim Travel Plan has been approved by the Council.</p> <p>Following approval of the Interim Travel Plan, the owner and all tenants and occupiers of the development shall comply with the approved Interim Travel Plan.</p> <p><u>Reason:</u> To ensure the Travel Plan is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.</p> <p>5) <u>Full Travel Plans</u></p> <p>Following approval of the Interim Travel Plan, unless otherwise agreed with the Council, the owner shall submit to the Council Full Travel Plans for the employees of the office and café elements of the scheme respectively (including a baseline staff travel survey and updates to the mode share targets) no later than six months after first occupation.</p> <p>Following approval of the Full Travel Plans, the owner and all tenants and occupiers of the development shall comply with the approved Full Travel Plans.</p> <p>The owner shall undertake a review of the Full Travel Plans annually to be submitted to the Council no later than the anniversary of the approval of the Full Travel Plans or on a reasonable alternative date requested or approved by the Council and notified to the owner.</p>	

Stakeholder	Question/Comment	Response
	<p>The owner shall have regard to any reasonable recommendations made by the Council upon the operation of the Travel Plan following each annual review and discussion of the same with the Council.</p> <p>The review and monitoring of the implementation of the Travel Plan will span over a period of five years starting from the submission of the Full Travel Plans (including the baseline staff travel survey).</p> <p><u>Reason:</u> To ensure the Travel Plan is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.</p>	
Carbon Management		
Pollution	<p>Having considered all the supportive information especially the Design and Access Statement dated 1<sup>st</sup> March 2021 and Phase 1 Contaminated Land Assessment report with reference 74355R1 prepared by EnviroSmart Ltd dated February 2021 taken note of sections 2.5 (Preliminary Risk Assessment) and 2.6 (Recommendation/Next Steps), please be advise that we have no objection to the proposed development but planning conditions concerning land contamination, plant and machinery and demolition/construction Environmental Management Plans should be included if planning permission is granted.</p>	Conditions have been added as recommended
Conservation	<p>There is no objection to the proposed development which has been sensitively designed through an extensive design exploration carefully discussed with the council officers. The scheme has been informed by sound conservation-led approach and imaginatively developed in full respect and with maximum enhancement of the heritage assets involved.</p>	Conditions have been included regarding the materials and detailing as recommended by the Conservation Officer.

Stakeholder	Question/Comment	Response
	<p>This development proposal provides a bespoke, harmonious and very positive design response to a unique and very special part of the Bruce Grove Conservation Area.</p> <p>It would be useful to see at condition stage full material specification, two cross sectional detail drawings showing the proposed junctions between new and existing buildings' façade, at least to scale 1:20, details of roof package, fenestration, finishes.</p> <p>It would also be useful to approve at condition stage a material sample board on site, to include all the finishing materials of the proposed new building and paving materials for the surrounding courtyard.</p> <p>Material specification and method statements for proposed improvements to the retained façade should also be submitted at condition stage.</p>	
Lighting	There was no information concerning lighting on this application.	No details of lighting was provided, but a condition requiring full details of lighting for the development is included, requiring details to be approved and installed in accordance with approved details prior to occupation.
Carbon Management	<p><b>Carbon Management Response 12/05/2021</b></p> <p>In preparing this consultation response, we have reviewed the Energy and Sustainability Statement Issue 3 (dated 24 February 2021), prepared by EDP Environmental and relevant supporting documents.</p> <p><b>Summary</b></p> <p>The development achieves a reduction of 62% carbon dioxide emissions on site. The remaining emissions need to be offset to comply with Policy SI2 and Policy SP4. Some clarifications must be provided with regard to the Energy Strategy.</p> <p>Appropriate planning conditions will be recommended once</p>	Conditions have been included as recommended by the Carbon Management Officer

Stakeholder	Question/Comment	Response
	<p>this information has been provided.</p> <p><b>Energy – Overall</b>  Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 62% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 8 tonnes of CO<sub>2</sub> from a baseline of 13 tCO<sub>2</sub>/year.</p> <p>The reduction in emissions is 33% when based on SAP2012 carbon factors.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> <li>- Please submit BRUKL sheets for Baseline, Be Lean, Be Clean and Be Green stages as evidence behind the modelled carbon reductions.</li> </ul> <p><b>Energy – Lean</b>  The applicant has proposed a saving of 6 tCO<sub>2</sub> in carbon emissions (51%) through improved energy efficiency standards in key elements of the build with SAP10 carbon factors, and 12% under SAP2012 carbon factors. This goes beyond the minimum 15% reduction set in London Plan Policy SI2, but it is unclear how such a high reduction can be achieved. During pre-application discussions, it was mentioned that the Passive House standard would be sought, but no evidence to this effect has been provided.</p> <p><u>Actions:</u></p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- Demonstrate how a 51% reduction in emissions can be achieved.</li> <li>- Please report on the % improvement in the fabric energy efficiency (FEE), and the space heating requirement in kWh/m<sup>2</sup>/year.</li> <li>- Report details of the proposed u-values, g-value, air permeability rate.</li> <li>- Report efficiency of MVHR.</li> <li>- Confirm that sub-metering will be installed for separate units.</li> <li>- Please demonstrate the cooling hierarchy has been followed, with details of the measures of the fabric performance and natural ventilation, and what measures have been rejected for this scheme.</li> </ul> <p><b>Energy – Clean</b> 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><b>Energy – Green</b> As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 2 tCO<sub>2</sub> (11%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 4 kWp, which would</p>	

Stakeholder	Question/Comment	Response																											
	<p>cover around 30m<sup>2</sup> of roof space. The air-to-water ASHP system will provide hot water and heating to the dwellings through underfloor heating.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Please demonstrate how the available roof space will be maximised to install solar PV to achieve a zero-carbon development, as it currently is not.</li> <li>- In what direction will the PVs be tilted?</li> <li>- Please clarify where the air source heat pumps will be located, what their COP and efficiency will be and how the units will be mitigated in terms of visual and noise impact.</li> </ul> <p><b>Carbon Offset Contribution</b>  A carbon shortfall of 8 tCO<sub>2</sub>/year remains, based on SAP10 carbon factors. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years.</p> <table border="1" data-bbox="575 867 1379 1252"> <thead> <tr> <th></th> <th colspan="2">Non-residential</th> </tr> <tr> <th>(SAP10 emission factors)</th> <th>tCO<sub>2</sub></th> <th>%</th> </tr> </thead> <tbody> <tr> <td><b>Baseline emissions</b></td> <td>13</td> <td></td> </tr> <tr> <td><b>Be Lean savings</b></td> <td>6</td> <td>51%</td> </tr> <tr> <td><b>Be Clean savings</b></td> <td>1</td> <td>6%</td> </tr> <tr> <td><b>Be Green savings</b></td> <td>1</td> <td>5%</td> </tr> <tr> <td><b>Cumulative savings</b></td> <td>8</td> <td>62%</td> </tr> <tr> <td><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td>5</td> <td></td> </tr> <tr> <td><b>Carbon offset contribution</b></td> <td colspan="2">£95 x 30 years x 5 tCO<sub>2</sub>/year = £14,250</td> </tr> </tbody> </table> <p><b>Overall Sustainability</b>  Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section</p>		Non-residential		(SAP10 emission factors)	tCO <sub>2</sub>	%	<b>Baseline emissions</b>	13		<b>Be Lean savings</b>	6	51%	<b>Be Clean savings</b>	1	6%	<b>Be Green savings</b>	1	5%	<b>Cumulative savings</b>	8	62%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	5		<b>Carbon offset contribution</b>	£95 x 30 years x 5 tCO <sub>2</sub> /year = £14,250		
	Non-residential																												
(SAP10 emission factors)	tCO <sub>2</sub>	%																											
<b>Baseline emissions</b>	13																												
<b>Be Lean savings</b>	6	51%																											
<b>Be Clean savings</b>	1	6%																											
<b>Be Green savings</b>	1	5%																											
<b>Cumulative savings</b>	8	62%																											
<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	5																												
<b>Carbon offset contribution</b>	£95 x 30 years x 5 tCO <sub>2</sub> /year = £14,250																												

Stakeholder	Question/Comment	Response
	<p>in the report sets out the proposed measures to improve the sustainability of the scheme.</p> <p>The part-reuse of the façade and proposed timber structure and CLT panel infills are supported and a good example of low-carbon materials. The biodiversity improvements and proposed cycle storage are also supported.</p> <p><u>Non-Domestic BREEAM Requirement</u> Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has not prepared a BREEAM Pre-Assessment Report. Following pre-application discussions, it was agreed that designing the scheme in line with Passive House standards and principles would be an adequate replacement for BREEAM. However, no mention has been made in the documents to this design strategy and sufficient detail has not been provided to demonstrate that it may comply in terms of passive design measures.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Provide a document that demonstrates how the scheme has been designed in line with Passive House design measures, including outputs from the PHPP spreadsheet, fabric performance, approach to thermal bridging, air tightness and ventilation.</li> <li>- Alternatively, provide a BREEAM Pre-Assessment at planning condition stage and a BREEAM certificate following completion.</li> </ul> <p><b>Living Roofs</b> All development sites must incorporate urban greening within</p>	



Stakeholder	Question/Comment	Response
	<p>their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs on three parts of the building. It is not clear whether the middle roof will be intensively planted with access to occupants. The other two roofs are assumed to be maintenance access only. Living roofs are supported in principle, subject to detailed design. Sedum roofs are not supported as the species that grow on such roofs are not native to the UK. Details for both roofs will need to be submitted as part of a planning condition. Appropriate conditions will be recommended.</p> <p><b>Conclusion</b> Overall, it is considered that the application <b>cannot currently be supported</b> from a carbon management and sustainability point of view, unless evidence can be provided to the proposed energy and sustainability strategy.</p> <p><b>Obligations</b></p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Carbon offset contribution (and associated obligations) of £14,250 (indicative), plus a 10% management fee</li> </ul> <p><b>Carbon Management Response 21/05/2021</b></p> <p>The applicant submitted further information in support of the application on 17<sup>th</sup> and 19<sup>th</sup> May:</p> <ul style="list-style-type: none"> <li>- Energy Assessment (Issue 3, dated 19 May 2021), prepared by EDP Environmental</li> <li>- Sustainability Strategy with Passive House Principles (Rev A, dated 13<sup>th</sup> May 2021), prepared by IF_DO</li> <li>- Roof plan as proposed, ref. 2010-PL-05A-210513 Rev A</li> <li>- Design Team Response to points raised on</li> </ul>	

Stakeholder	Question/Comment	Response																		
	<p>13/05/2021</p> <ul style="list-style-type: none"> <li>- Typical external wall build-ups (Draft 210511)</li> <li>- Typical floor build-ups (Draft 210511)</li> <li>- Typical roof build-ups (Draft 210511)</li> <li>- GLA Carbon emissions spreadsheet</li> <li>- BRUKL sheets: Baseline, Be Lean, Be Clean, Be Green</li> </ul> <p><b>Energy – Overall</b> The overall predicted reduction in CO<sub>2</sub> emissions has increased to 76% with SAP10 carbon factors (56% based on SAP2012 carbon factors). The overall increased reduction in emissions is supported.</p> <p><b>Energy – Lean</b> The Energy Strategy now uses the GLA’s standard approach to a gas boiler heating system under Be Lean. It proposes a saving of 2 tCO<sub>2</sub> in emissions (14% with SAP2012 carbon factors).</p> <p>The following fabric efficiencies have been proposed:</p> <table border="1" data-bbox="575 967 1289 1317"> <tbody> <tr> <td>Floor u-value</td> <td>0.10 W/m<sup>2</sup>K</td> </tr> <tr> <td>External ground floor wall u-value</td> <td>0.12 W/m<sup>2</sup>K</td> </tr> <tr> <td>External upper floor walls u-value</td> <td>0.15 W/m<sup>2</sup>K</td> </tr> <tr> <td>Roof u-value</td> <td>0.12 W/m<sup>2</sup>K</td> </tr> <tr> <td>Door u-value</td> <td>1.20 W/m<sup>2</sup>K</td> </tr> <tr> <td>Window u-value</td> <td>1.00 W/m<sup>2</sup>K</td> </tr> <tr> <td>G-value</td> <td>0.4-0.5</td> </tr> <tr> <td>Air permeability rate</td> <td>Targeting 3 m<sup>3</sup>/hm<sup>2</sup> @ 50Pa</td> </tr> <tr> <td>Mechanical ventilation with heat recovery</td> <td>90% efficiency SPF of 1.1 W/l/s</td> </tr> </tbody> </table> <p>The scheme shows a 15.3% improvement in the fabric energy efficiency (FEE), from 90.6 to 76.6 MWh/year. The space</p>	Floor u-value	0.10 W/m <sup>2</sup> K	External ground floor wall u-value	0.12 W/m <sup>2</sup> K	External upper floor walls u-value	0.15 W/m <sup>2</sup> K	Roof u-value	0.12 W/m <sup>2</sup> K	Door u-value	1.20 W/m <sup>2</sup> K	Window u-value	1.00 W/m <sup>2</sup> K	G-value	0.4-0.5	Air permeability rate	Targeting 3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa	Mechanical ventilation with heat recovery	90% efficiency SPF of 1.1 W/l/s	
Floor u-value	0.10 W/m <sup>2</sup> K																			
External ground floor wall u-value	0.12 W/m <sup>2</sup> K																			
External upper floor walls u-value	0.15 W/m <sup>2</sup> K																			
Roof u-value	0.12 W/m <sup>2</sup> K																			
Door u-value	1.20 W/m <sup>2</sup> K																			
Window u-value	1.00 W/m <sup>2</sup> K																			
G-value	0.4-0.5																			
Air permeability rate	Targeting 3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa																			
Mechanical ventilation with heat recovery	90% efficiency SPF of 1.1 W/l/s																			

Stakeholder	Question/Comment	Response																											
	<p>heating requirement is 22.2 kWh/m<sup>2</sup>/year.</p> <p><b>Energy – Clean</b> The proposed ASHPs (with a COP of 4.05) have now been allocated under Be Clean measures, which demonstrates a 46% reduction in emissions. This is supported.</p> <p><b>Energy – Green</b> The proposed solar PV array has been increased from 4 kWp to 9.6 kWp, on an area of 40m<sup>2</sup> using 400W panels facing south. This is supported. Both the ASHPs and PV meet the policy requirement of 20% reduction in emissions from renewable energy technologies, with a total reduction of 59%.</p> <p><b>Carbon Offset Contribution</b> A carbon shortfall of 8 tCO<sub>2</sub>/year remains, based on SAP10 carbon factors. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years.</p> <table border="1" data-bbox="575 867 1379 1252"> <thead> <tr> <th></th> <th colspan="2">Non-residential</th> </tr> <tr> <th>(SAP10 emission factors)</th> <th>tCO<sub>2</sub></th> <th>%</th> </tr> </thead> <tbody> <tr> <td><b>Baseline emissions</b></td> <td>13</td> <td></td> </tr> <tr> <td><b>Be Lean savings</b></td> <td>2</td> <td>17%</td> </tr> <tr> <td><b>Be Clean savings</b></td> <td>6</td> <td>46%</td> </tr> <tr> <td><b>Be Green savings</b></td> <td>2</td> <td>13%</td> </tr> <tr> <td><b>Cumulative savings</b></td> <td>10</td> <td>76%</td> </tr> <tr> <td><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td>3</td> <td></td> </tr> <tr> <td><b>Carbon offset contribution</b></td> <td colspan="2">£95 x 30 years x 3 tCO<sub>2</sub>/year = £8,550</td> </tr> </tbody> </table> <p><b>Sustainability</b> The submitted information now demonstrates how the Passive House principles have informed the design proposal to date and have been developed since the submission. The</p>		Non-residential		(SAP10 emission factors)	tCO <sub>2</sub>	%	<b>Baseline emissions</b>	13		<b>Be Lean savings</b>	2	17%	<b>Be Clean savings</b>	6	46%	<b>Be Green savings</b>	2	13%	<b>Cumulative savings</b>	10	76%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	3		<b>Carbon offset contribution</b>	£95 x 30 years x 3 tCO <sub>2</sub> /year = £8,550		
	Non-residential																												
(SAP10 emission factors)	tCO <sub>2</sub>	%																											
<b>Baseline emissions</b>	13																												
<b>Be Lean savings</b>	2	17%																											
<b>Be Clean savings</b>	6	46%																											
<b>Be Green savings</b>	2	13%																											
<b>Cumulative savings</b>	10	76%																											
<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	3																												
<b>Carbon offset contribution</b>	£95 x 30 years x 3 tCO <sub>2</sub> /year = £8,550																												

Stakeholder	Question/Comment	Response
	<p>conditions listed below are recommended to secure the benefits of the scheme and to ensure that the passive house standards continue to inform the detailed design and construction of the development.</p> <p>Based on the additional information provided, it is considered that the application <b>can be supported</b> from a carbon management and sustainability point of view.</p> <p><b>Conditions</b></p> <p><u>Energy Strategy</u></p> <p>The development hereby approved shall be constructed in accordance with the Energy Assessment (Issue 3, dated 19 May 2021), prepared by EDP Environmental, delivering a minimum 76% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 17% reduction), air source heat pumps and minimum 9.6kWp solar photovoltaic (PV) energy generation. The development will adhere to the passive house principles as set out in the Sustainability Strategy with Passive House Principles (Rev A, dated 13 May 2021), prepared by IF_DO, with u-values between 0.10-0.15W/m2K, a combination of natural ventilation and mechanical ventilation with heat recovery (MVHR).</p> <p>(a) Prior to above ground construction, an Updated Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</p> <ul style="list-style-type: none"> <li>- Design Stage calculations of carbon reduction in line with the Energy Hierarchy and the shortfall in emissions with the calculation of the carbon offset contribution due and a copy of the Passive House Planning Package spreadsheet;</li> <li>- The ventilation strategy, setting out how and where</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>natural ventilation will be utilised, where MVHR will be utilised, the location of the MVHR units and their rigid or semi-rigid pipework, and the specification and efficiency of the MVHR units;</p> <ul style="list-style-type: none"> <li>- Confirmation of the proposed u-values and g-value of building elements, and air tightness levels in line with passive house principles;</li> <li>- Calculation of thermal bridges in PHPP and show how thermal bridging has been reduced for a set of typical junction details;</li> <li>- Specification and efficiency of the proposed ASHP (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP units and pipework and proposed noise and visual mitigation measures;</li> <li>- Maximum possible solar energy to be generated on the roof, with a minimum of 9.6kWp; with details including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy if this has increased;</li> <li>- A metering strategy.</li> </ul> <p>(b) Prior to the occupation of development, confirmation that the development has been built in accordance with the details as approved shall be submitted and approved by the LPA:</p> <ul style="list-style-type: none"> <li>- evidence to demonstrate the solar PV array, its monitoring equipment and the ASHPs have been installed correctly and in line with Microgeneration Certification Scheme Requirements;</li> <li>- evidence to demonstrate the approved air tightness levels have been achieved with an air tightness test;</li> <li>- confirmation of the achieved Energy Use Intensity and space heating/cooling demand.</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The PV array shall be maintained for the lifetime of the development.</p> <p>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy S12, and Local Plan Policy SP4 and DM22.</p> <p><u>Living roofs</u></p> <p>Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with native flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</p> <p>i) A roof plan identifying where the living roofs will be located;  ii) A section demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;  ii) A plan showing details of 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;</p>	

Stakeholder	Question/Comment	Response
	<p>iv) Details of the location of log piles / flat stones for invertebrates;</p> <p>v) Details on the range of native species of (wild)flowers 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);</p> <p>vi) Relationship with photovoltaic array; and</p> <p>vii) Management and maintenance plan, including frequency of watering arrangements.</p> <p>The approved living roofs shall be provided before the development is first occupied and shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, S11 and S12 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p><u>Biodiversity measures</u></p> <p>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures in relation to the Ecological Corridor shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</p> <p>(b) Prior to the occupation of development, photographic</p>	

Stakeholder	Question/Comment	Response
	<p>evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</p> <p>Development shall accord with the details as approved and retained for the lifetime of the development.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p>	
<b>EXTERNAL</b>		
Thames Water	<p><u>Waste Comments</u></p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>.</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and</p>	<p>The requirement for a piling method statement to be submitted has been included as a condition. Informatives recommended by Thames water have been included in the recommended conditions/informatives list.</p>



Stakeholder	Question/Comment	Response
	<p>the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures.<a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/ Working-near-or-diverting-our-pipes</a>. Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> 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>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices</a> We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater</p>	

Stakeholder	Question/Comment	Response
	<p>discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.</p> <p>Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section. Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments  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</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p><a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes</a> The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <a href="https://www.gov.uk/government/publications/groundwater-protection-positionstatements">https://www.gov.uk/government/publications/groundwater-protection-positionstatements</a>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="https://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters</p>	

Stakeholder	Question/Comment	Response
	pipes. The developer should take account of this minimum pressure in the design of the proposed development.	
Network Rail	<p><u>Previous NR Involvement</u></p> <p>NR have engaged with the developer on this scheme previously and provided advise on interfaces with the railway.</p> <p><u>Asset Protection and Optimisation</u></p> <p>NR strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect NR's infrastructure.</p> <p><u>Plant &amp; Materials</u></p> <p>All operations, including the use of cranes or other mechanical plant working adjacent to NR's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with NR.</p> <p><u>Scaffolding</u></p> <p>Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.</p> <p><u>Overhead Line Equipment</u></p> <p>No works may be carried out where there is a risk of any plant</p>	<p>Details have been provided by the applicant that confirm that the following principles have been agreed with Network Rail's team:</p> <ul style="list-style-type: none"> <li>• Minimum distance of 5.2m required from electrified wires. Current boundary line is 6m from the wires.</li> <li>• Full access provided to the existing Network Rail plant room and telecoms mast.</li> <li>• Proposed 3m temporary easement to NR boundary with 2.4m tall anti-climb fence to protect operational land during construction. Plan attached.</li> <li>• The existing building is currently less than 2m from the boundary (700mm at closest point). New building is generally 1.7m away from the network rail fence line <b>with no access required for maintenance following completion of the works</b>. Note there is currently two fences on the plan (inner fence owned by Haringey, outer fence owned by NR).</li> <li>• Modular construction using CLT panels and prefabricated cladding above ground floor to avoid any requirement for cranes or structure to overhang Network Rail operational land during construction.</li> <li>• Balcony access to upper levels to allow full maintenance of proposed façade from Haringey's land – no access to Network rail operational land required.</li> </ul>

Stakeholder	Question/Comment	Response
	<p>or element, temporary or permanent, coming within 3.5m of the Overhead Live Electricity. Please also note that the 'track support zone' is defined in NR standard NR/L2/CIV/177 and any proposal which may require works to be conducted within this zone must be identified by the outside party and subsequent consultation with NR must take place. Should criteria be met within this standard, a track monitoring plan will have to be agreed with NR.</p> <p><u>Future maintenance</u></p> <p>The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon NR's adjacent land and airspace. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from NR's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilize NR land and air-space to facilitate works as well as adversely impact upon NR's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to NR's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the NR Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, NR is not required to grant permission for any third-party access to its land.</p>	<ul style="list-style-type: none"> <li>• Mesh cladding proposed to provide secure boundary against Network Rail side of the building.</li> <li>• Windows and cladding specified as anti-glare to avoid distractions for train drivers.</li> <li>• Structural design to follow Network Rail guidance – Forms and Checklists provided by NR attached for reference, to completed and signed off by NR before construction.</li> </ul> <p>The applicant is in ongoing discussions with Network Rail. An informative shall be included to advise that the applicant must continue discussions with them and comply with their procedural requirements and restrictions throughout the design and construction process.</p>

Stakeholder	Question/Comment	Response
Transport for London	<p data-bbox="575 266 1339 297"><i>(Comments prior additional transport info. Being submitted)</i></p> <p data-bbox="575 334 764 365"><b>Cycle parking</b></p> <ul data-bbox="621 370 1360 699" style="list-style-type: none"> <li data-bbox="621 370 1360 496">- The floor space for each use should be provided in GEA (sqm) so TfL can ensure the proposed cycle parking is compliant with policy T5 (Cycling) of the London Plan.</li> <li data-bbox="621 505 1360 699">- All cycle parking facilities and access should be designed in accordance with Chapter 8 of the London Cycling Design Standards (LCDS) and at least 5% of the total cycle parking provision should be able to accommodate larger cycles, including adapted cycles for disabled people.</li> </ul> <p data-bbox="575 704 737 735"><b>Car parking</b></p> <ul data-bbox="621 740 1373 1170" style="list-style-type: none"> <li data-bbox="621 740 1373 867">- Given the high PTAL rating this site benefits from, TfL would expect this site to be car free. The re-provision of existing spaces is not an acceptable reason to retain car parking in such a well-connected location.</li> <li data-bbox="621 875 1373 1170">- It is disappointing to see that disabled persons parking will be located outside of the red line boundary while general car parking spaces will be prioritised and placed on site, which is contrary to policy T6.5 (Non-residential disabled persons parking), part B of the London Plan. TfL urges this to be reviewed, and for the design to be amended to ensure disabled persons parking bays are located as close as possible to the building entrance or facility they are associated with.</li> </ul> <p data-bbox="575 1175 730 1206"><b>Travel plan</b></p> <ul data-bbox="621 1211 1325 1304" style="list-style-type: none"> <li data-bbox="621 1211 1325 1304">- The Framework Travel Plan appears acceptable in principle. The Travel Plan should be secured by condition.</li> </ul> <p data-bbox="575 1308 884 1339"><b>Delivery and servicing</b></p> <ul data-bbox="621 1344 1381 1404" style="list-style-type: none"> <li data-bbox="621 1344 1381 1404">- It is understood deliverers will be undertaken within the Morrison Yard car park. Swept path analysis for</li> </ul>	<p data-bbox="1411 233 2032 532">Additional information was submitted by the applicant to address the concerns of TfL with regards to cycle parking. Clarification was provided in relation to the development being car free, and the 2 parking spaces on plans were needed to be retained by no. 549 High Road due to a legal matter. A vehicle tracking document was provided and a delivery and servicing plan will be required by condition.</p> <p data-bbox="1411 570 2032 800">Whilst London Overground were not formally consulted at the beginning of the consultation process, the applicant confirmed that they have been engaging with the Asset Protection Team and engineers from Network Rail through the design process, who have not raised an objection to this planning application.</p>

Stakeholder	Question/Comment	Response
	<p>delivery and servicing vehicles accessing/egressing this area should be provided to ensure highway safety is maintained throughout the operational period in line with the Mayor's Vision Zero approach, which aims to reduce all deaths and serious injuries on London's transport network by 2041.</p> <ul style="list-style-type: none"> <li>- More information on the servicing and delivery arrangements should be provided in the form of a Delivery and Servicing Plan (DSP), produced in line with TfL guidance. The DSP should identify measures to mitigate the impact of servicing and deliveries and set out how sustainable freight will be encouraged and enabled, for example through the provision of on-site cargo cycle parking</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>- A Construction Logistics Plan (CLP) should be provided and secured by condition, designed in line with TfL guidance:  <a href="https://constructionlogistics.org.uk/wp-content/uploads/2020/03/CLP-Guidance-by-CLOCS-March-2020-v1.5.pdf">https://constructionlogistics.org.uk/wp-content/uploads/2020/03/CLP-Guidance-by-CLOCS-March-2020-v1.5.pdf</a> The following points should be addressed/considered in the CLP: <ul style="list-style-type: none"> <li>o The delivery times and routes of the construction vehicles.</li> <li>o Swept path analysis demonstrating how construction vehicles will access and egress the site in a forward gear.</li> <li>o The use of Fleet Operators Recognition Scheme (FORS) operators or similar.</li> <li>o Temporary obstructions during construction and delivery must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians and cyclists.</li> </ul> </li> </ul> <p><b>London Overground</b></p>	

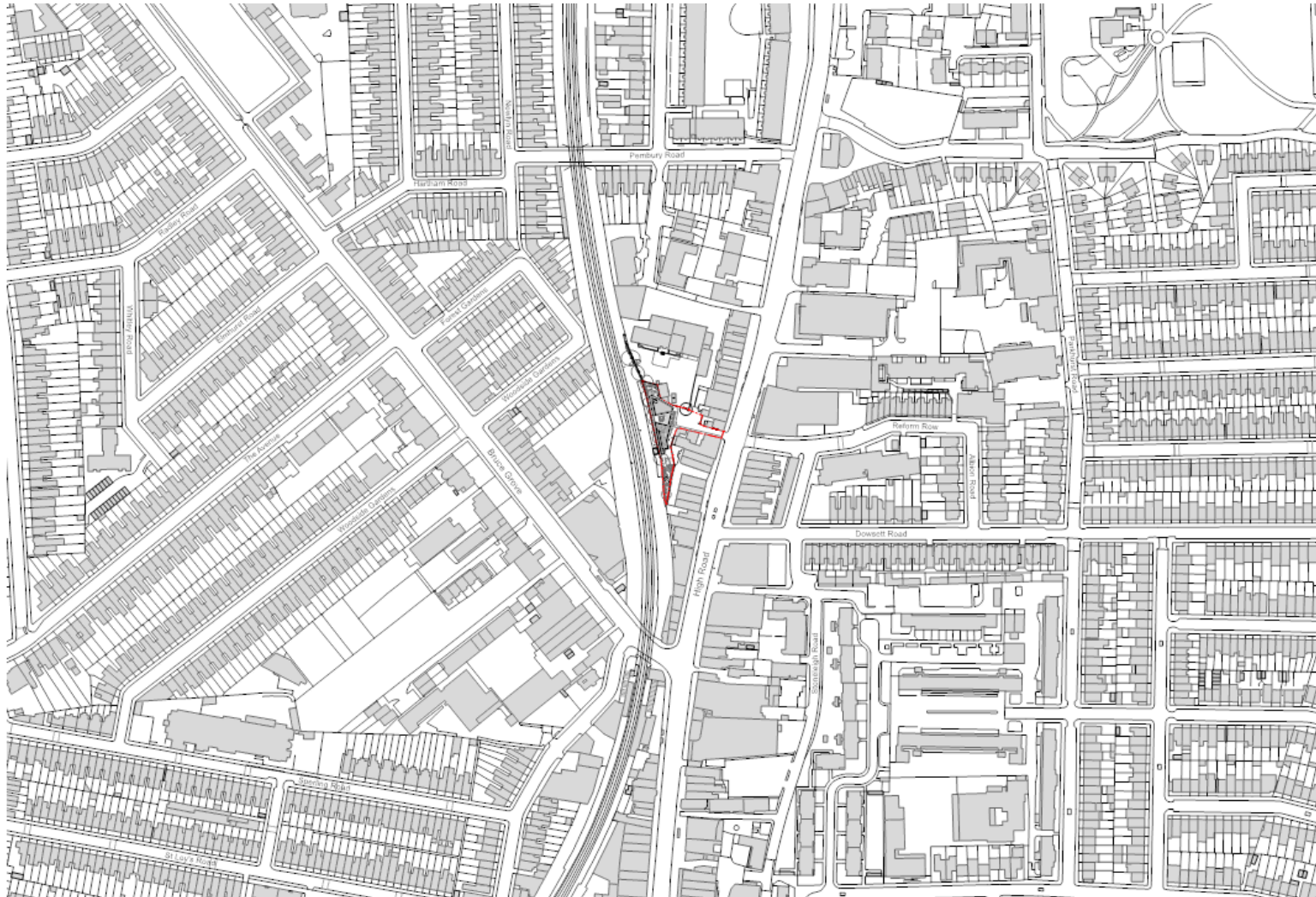
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- It appears the site backs onto London Overground infrastructure. Therefore, London Overground Infrastructure Protection should be consulted on this application and their comments considered prior to determination.</li> </ul> <p><i>(Comments following submission of additional transportation info. Being submitted by the applicant)</i></p> <p>It is encouraging to see our comments addressed, however I note there is no mention of the proposed disabled parking being relocated closer to the building. If this is not possible, then the applicant should ensure the route to the parking is level and on a firm ground surface.</p> <p>Regarding the DSP, it most likely would be easier if the applicant provided a draft DSP so the condition only has to be worded around updating the document. However, if the council are ok with the applicants suggestion to be included within the planning conditions and they are satisfied the expected vehicle numbers can be accommodate on site or in a nearby loading bay, then this should be ok.</p> <p>As the vehicle tracking shows reversing on site, which is not encouraged by TfL due to safety concerns, we recommend trained banksmen to be present at all times when vehicles are on site and contractors with a FORS membership of silver or above to be utilised.</p> <p>In light of the above, TfL have no further on this application.</p>	
<b>NEIGHBOURING PROPERTIES</b>	<ul style="list-style-type: none"> <li>- Overall support for the scheme</li> <li>- Support for scheme, but suggestions put forward for</li> </ul>	The comments regarding the design of the proposal were taken into account in the



<b>Stakeholder</b>	<b>Question/Comment</b>	<b>Response</b>
	how they considered the design could be improved	assessment of the design and heritage merits of the proposal.

## Appendix 2 Plans and Images

### Location plan



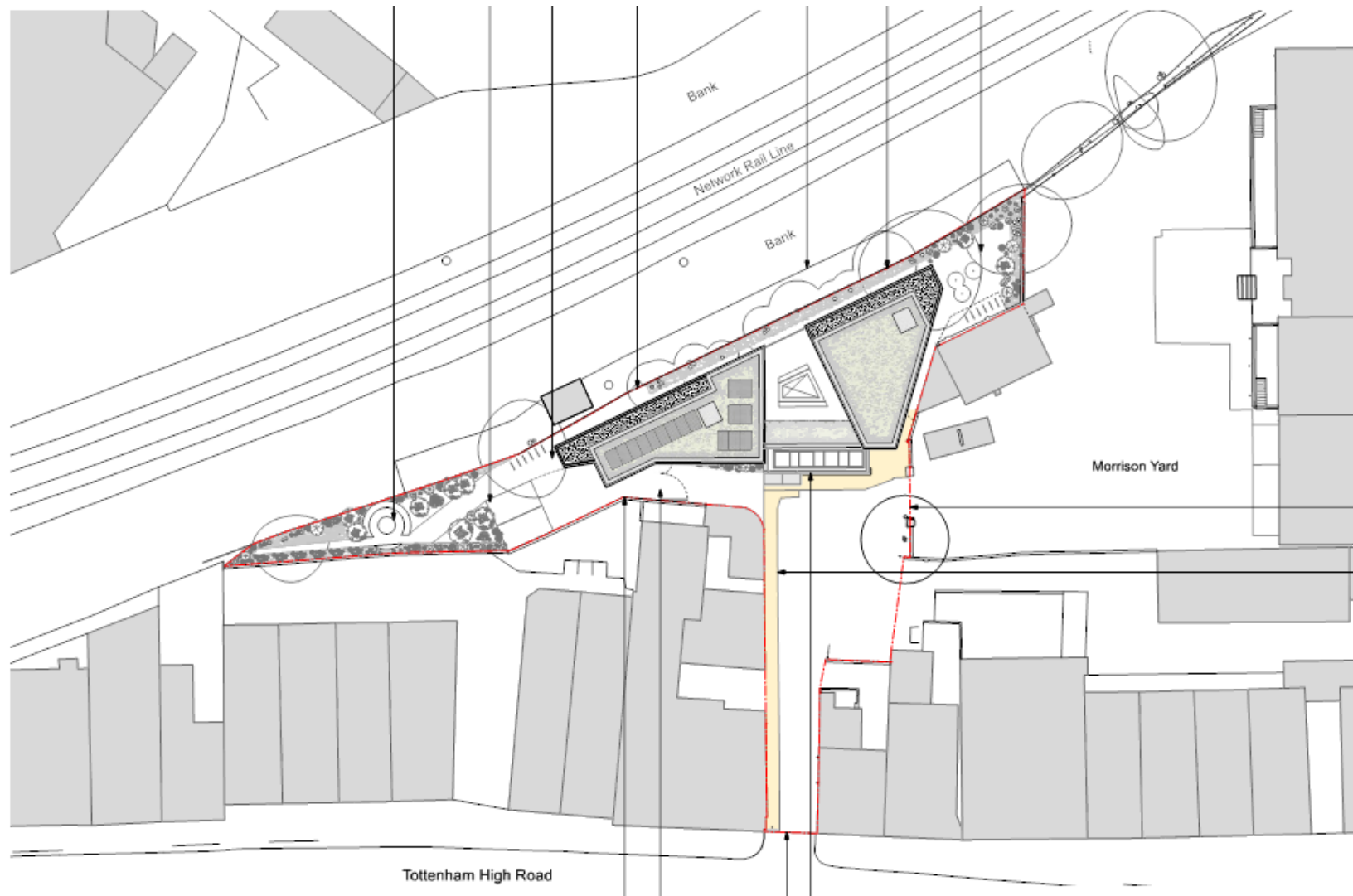
Aerial photograph



# Site layout as existing



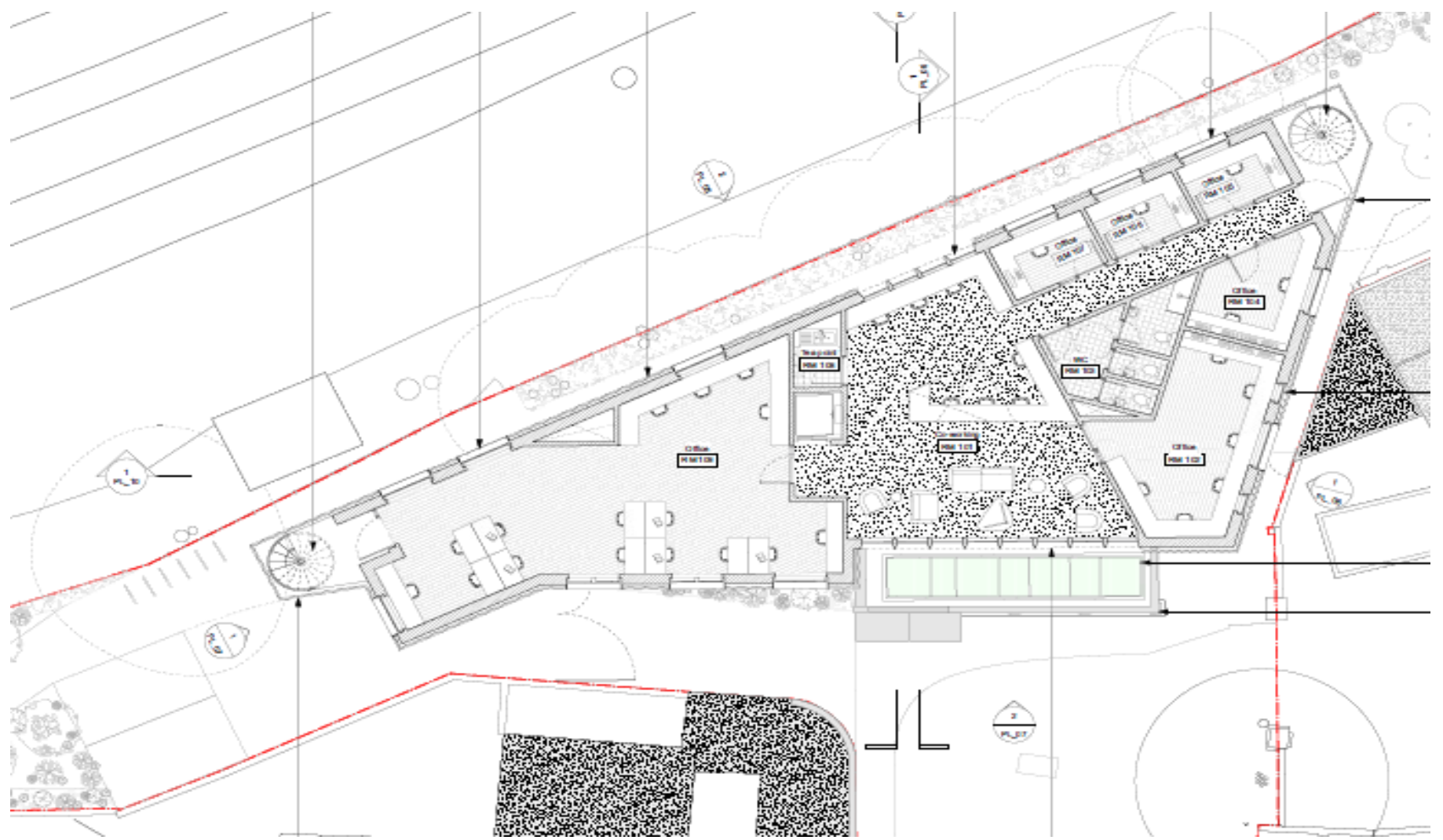
Site layout as proposed



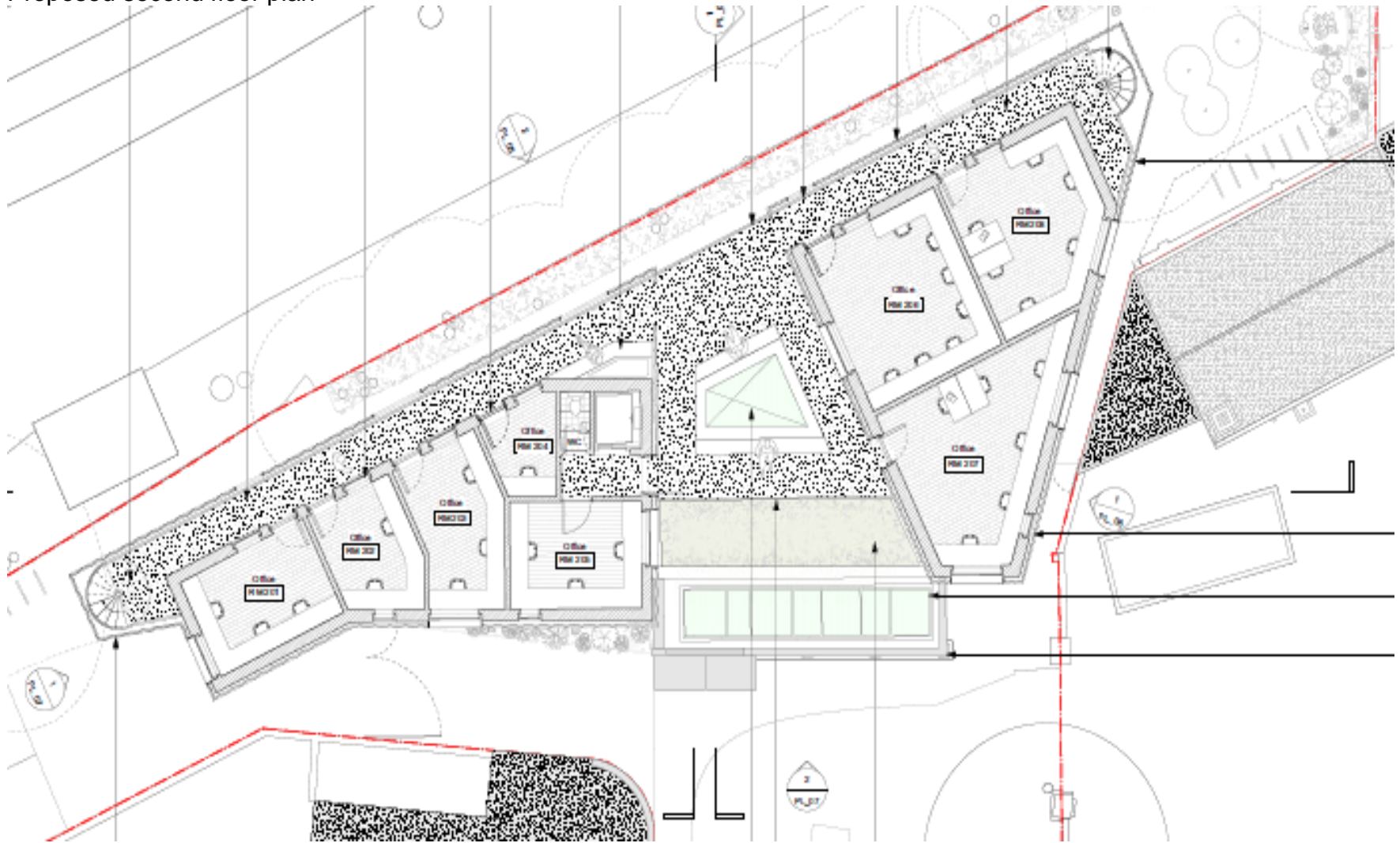
# Proposed ground floor plan



Proposed first floor plan

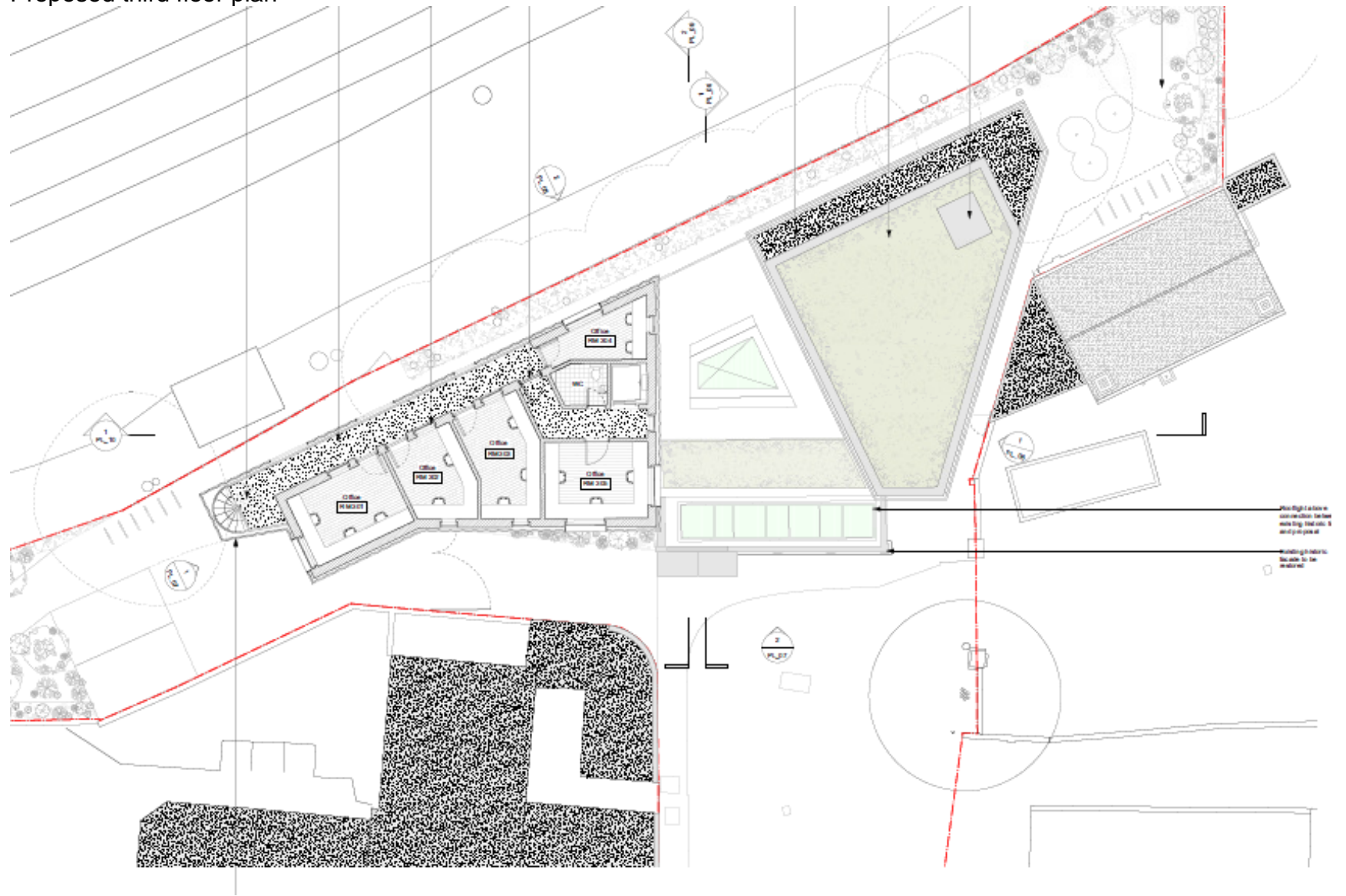


Proposed second floor plan

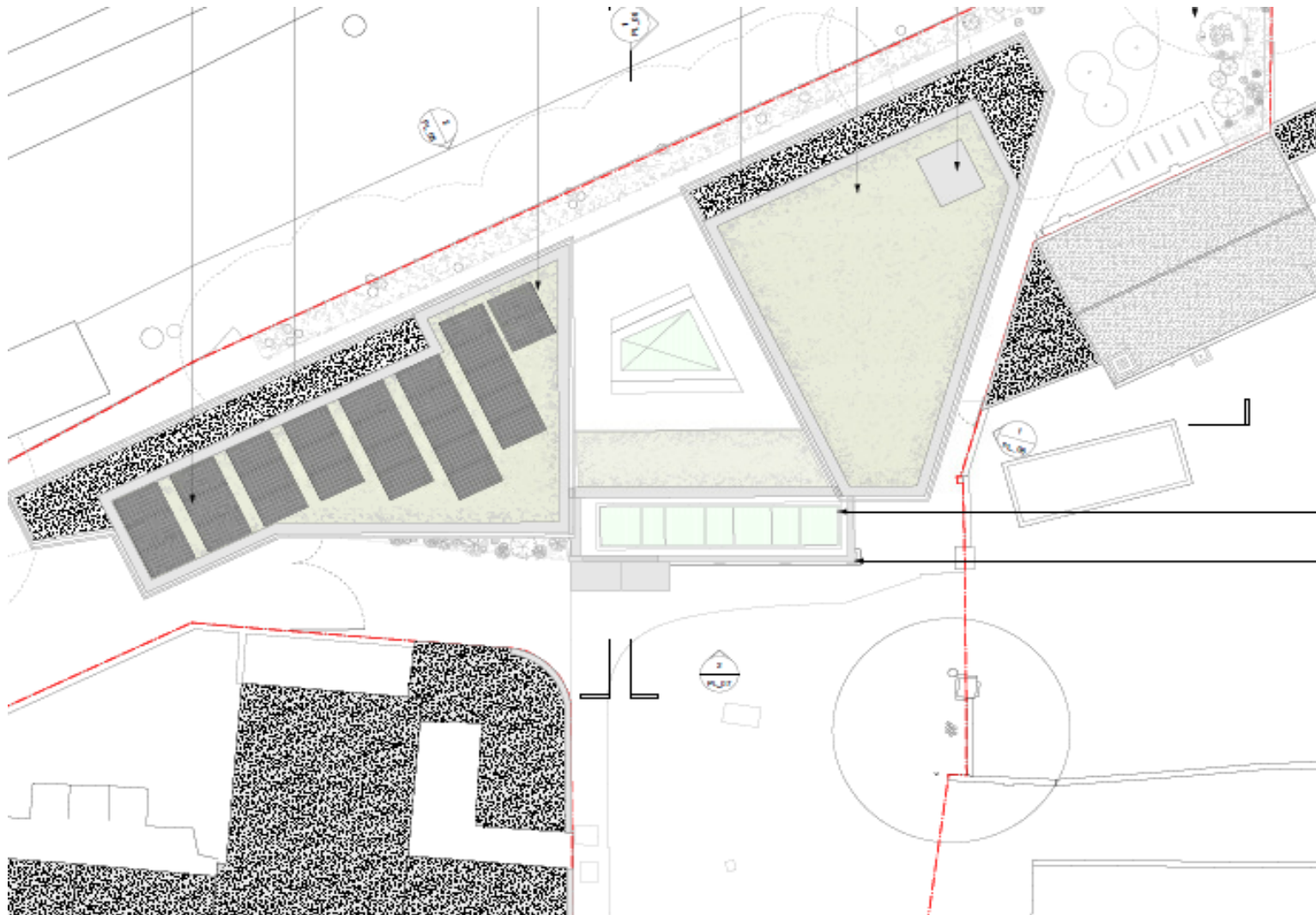




Proposed third floor plan



Proposed roof plan



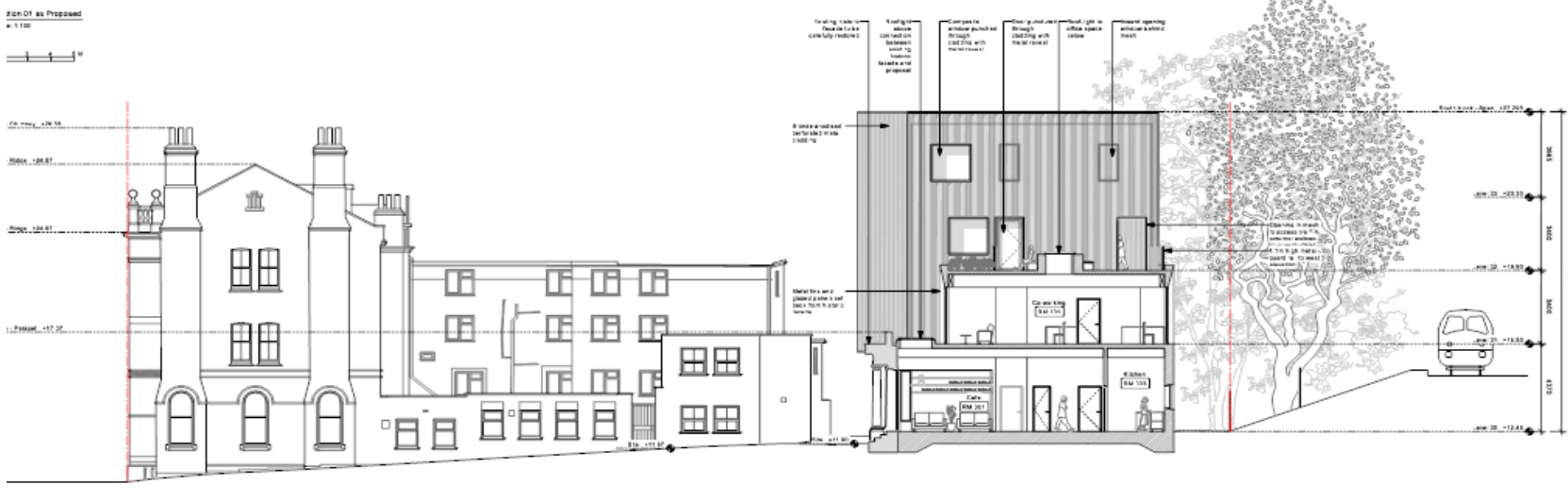
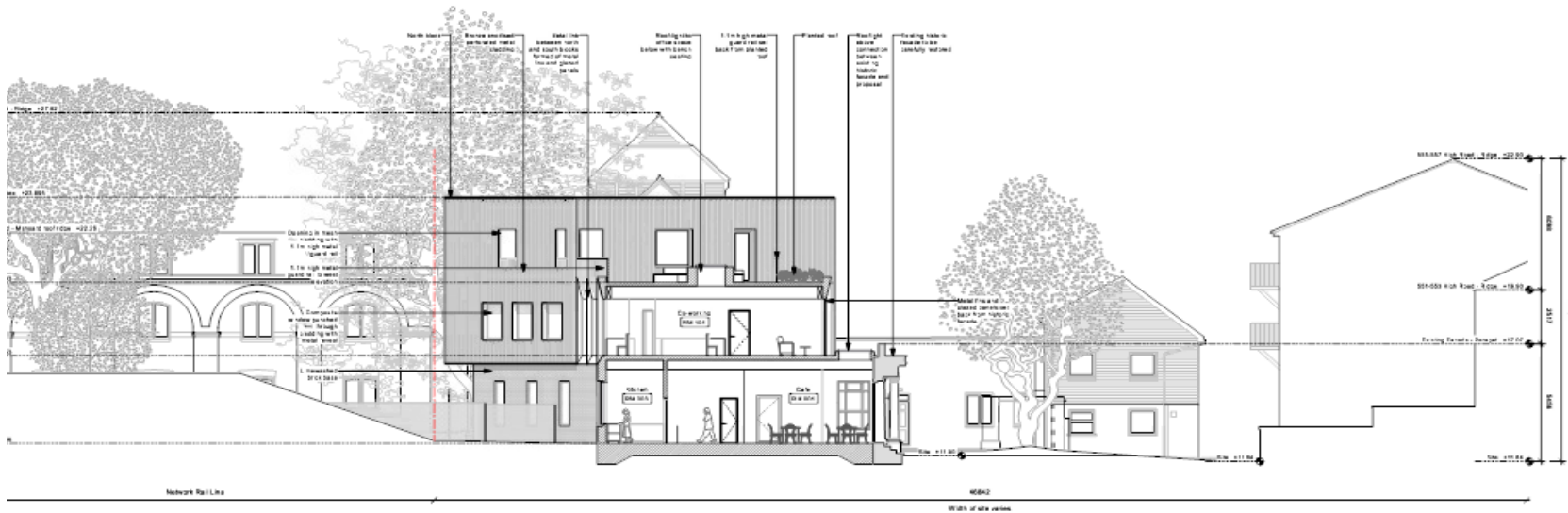




# Proposed elevation from High Road



Section 01 and 02 as proposed



Proposed Computer Generated Image (CGIs): Image of proposed development from the High Road



Inside courtyard





Inside courtyard looking south west



Inside southern courtyard looking north



## **Appendix 3 QRP Notes**

### **CONFIDENTIAL**

#### **1. Project name and site address**

The Gatehouse, 551B High Road, London N17 6SB

#### **2. Presenting team**

Gabriela Martino	London Borough of Haringey
David Knight	DK-CM Architects
James Hills	DK-CM Architects
Tom Copp	RPS

#### **3. Planning authority's views**

Redevelopment of the Gatehouse, within Morrison Yard, presents an excellent opportunity for regeneration – with the potential to enliven the town centre and generate economic activity on and behind the High Road. The challenge will be for the development to respond sympathetically to the distinctive locally listed Gatehouse as well as the wider site context.

The proposed building retains the stone façade of the Gatehouse. There is some concern about the appropriateness of a new building of three to four storeys. Planning officers would also welcome comments on the proposed architectural expression of the building, including materials.

Two pre-application meetings have been held with the applicant.

#### **4. Quality Review Panel's views**

##### *Summary*

The Quality Review Panel commends the initiative to exploit the potential of the Gatehouse to support regeneration, including by stimulating economic activity and improving the public realm. It recommends a rigorous analysis of the site, and the spaces to be created, in order to identify the optimum location, scale and massing of the new building. The panel stresses the importance of existing trees on or bordering the site to the quality of the development. The relationship between the new building and the trees must be carefully considered. The panel considers the proposed scale and massing of the building to be excessive – and out of keeping with its context. It suggests a reduction in height and / or reconfiguration of its footprint. Further work is required on the architectural expression of the building, including to ensure a sympathetic relationship to the retained Gatehouse façade. The panel recommends further interrogation of how each of the proposed yards might be used, and particularly encourages further thought to East Yard as the entrance to the development. It also recommends careful consideration of microclimatic conditions, including sunlight and daylight levels to the building, potential overheating, and noise from the railway line.

These comments are expanded below.

Report of Formal Review Meeting  
24 July 2019  
HQRP84\_551B High Road



### *Strategic approach*

- This project offers exciting opportunities for regeneration – not only to exploit a delightful heritage asset but also to upgrade the rather unloved public realm associated with it. Bringing the ‘back yards’ of the High Road back into use is an initiative to be commended.
- There are, however, significant challenges. The panel suggests that, rather than an initial focus on the new building, a rigorous analysis of the character of the yard spaces and how they might work could be a better starting point.
- A more incisive analysis of the site would then inform the optimum location, scale and massing for the building. There may be a number of ways to accommodate the required amount of office space on this site. The panel therefore encourages the design team to explore alternative approaches to the development of 551B High Road and associated public realm.
- The panel stresses the importance of the existing trees on or bordering the site, including those on its western boundary along the railway line. These trees are critical – offering relief from the more urban character of the High Road and attracting people into the site.
- The proposal includes a temporary ‘host’ space to the north of the Gatehouse and the retained single storey building. This space is intended to host public social events and support activation of the North Yard. The panel suggests that this initiative would be better considered separately from that for 551B High Road, with a separate planning application. (Its inclusion would also result in the loss of existing trees.)

### *Scale and massing*

- The panel considers the proposed scale and massing of the new building to be excessive. It appears to overwhelm the retained façade and also the adjacent existing one storey building. A more modest scale and massing for the new building would also relate better to the renovated brewery building in Morrison Yard.
- A distinctive character of the Bruce Grove Conservation Area is larger buildings along the High Road and smaller ones in the ‘back yards’, more akin to a mews. A change in this character would have to be justified.
- The panel thinks that the balance between old and new has yet to be successfully calibrated. It recommends that the height of the new building be reduced by at least one storey. An equivalent amount of floor space could be achieved by an alternative approach to scale and massing. Reducing the height of the building, and possibly shifting its footprint into the South or East Yards, would also ensure visibility of the trees to its rear – which the panel considers critical.

## CONFIDENTIAL

- New tree planting is proposed for the North Yard. The panel stresses the importance of these being planted in tree trenches, rather than in raised planters which would jeopardise their longevity.

### *Microclimatic conditions*

- It is important to carefully consider the relationship between the new building and the trees on site. Trees along the western boundary of the site will significantly reduce sunlight and daylight to office spaces. If, however, trees are removed, an extensive southwest facing elevation without shade would be vulnerable to solar gain and overheating. Measures to mitigate this – and also noise from the railway – should be explored.
- The panel recommends further work to explore how passive design can be exploited to maximise the site's potential. This could include reconsidering the building's orientation.

### *Next steps*

- The Quality Review Panel encourages the design team to continue to explore different options for development of the site associated with 551B High Road, taking into account the comments above, and in consultation with planning officers.
- It would welcome the opportunity to comment again on the proposal for this site as it is developed further.

## CONFIDENTIAL

### Appendix: Haringey Development Management DPD

#### Policy DM1: Delivering high quality design

##### Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
  - b Make a positive contribution to a place, improving the character and quality of an area;
  - c Confidently address feedback from local consultation;
  - d Demonstrate how the quality of the development will be secured when it is built; and
  - e Are inclusive and incorporate sustainable design and construction principles.

##### Design Standards

###### Character of development

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



**London Borough of Haringey Quality Review Panel**

Report of Formal Review Meeting: 551B High Road

16 December 2020

Video conference

**Panel**

Peter Studdert (chair)

Martha Alker

Phil Armitage

Stephen Davy

Louise Goodison

**Attendees**

Richard Truscott	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

**Apologies / report copied to**

Rob Krzyszowski	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Rodney Keg	London Borough of Haringey
Manmohan Dayal	London Borough of Haringey

**Confidentiality**

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

Report of Formal Review Meeting  
16 December 2020  
HQRP64\_551B High Road

**1. Project name and site address**

The Gatehouse, 551B High Road, London N17 6SB  
Pre-App Reference: PRE/2020/0196

**2. Presenting team**

Gabriela Martino	London Borough of Haringey
Al Scott	IF_DO
Jamie Agnew	IF_DO
Simon Maybury	IF_DO

**3. Aims of the Quality Review Panel meeting**

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and, in addition, may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

**4. Planning authority's views**

The application site is located within the Tottenham High Road/Bruce Grove Conservation Area, and there is a cluster of locally listed buildings both within and surrounding the site. The site includes a large section of land to the rear of 551 High Road, N17, comprising Morrison Yard and 551B High Road. Morrison Yard is a car park serving a range of light industrial and workspace units within the former Morrison Brewery. To the immediate north of 551B (within the site) is a single storey building currently used by a catering company. 551B High Road itself is a single storey, locally listed building currently in use as a church. The south of the site is a car park, largely disused. The west of the site is bounded by the embankment of the rail track under Network Rail ownership, designated as an ecological corridor.

The application proposes the part-demolition and extension of the existing building (551B High Road) to a three/four storey building comprising new workspaces and a mix of community floorspace, a café, communal and private yards for amenity, and service spaces. New planting and improved hardstanding/boundary treatments are proposed.

Officers would value the panel's comments on how the massing, bulk and scale of the development, as well as the indicative materials, relate to its surroundings. Its views on the revised layout, the inclusion of rooftop and communal / private yards, and the overall design quality of the proposals, would also be welcomed.

Report of Formal Review Meeting  
16 December 2020  
HQR84\_551B High Road





## 5. Quality Review Panel's views

### *Summary*

The Quality Review Panel welcomes the opportunity to consider the proposals for 551B High Road. While the site offers tremendous opportunities, it also presents significant challenges to development and the panel applauds the progress that the design team has made. The current proposals represent a huge step forward from the previous scheme.

The panel thinks that the scheme could be very beneficial for the local economy and it hopes that adequate funding is secured to allow the project to be fully realised. As design work progresses, the panel feels that there will need to be a very careful balance struck between the constraints of the site and the viability of the scheme, both in construction and in operation.

The panel welcomes the depth of thinking that has informed the development of the proposals to date. It supports the broad approach to massing, including the inclusion of a more informal, lighter-weight structure above the solid base of the existing building. The garden areas proposed represent a great asset for the development and the local community. As the project continues to evolve, scope for refinement remains, including to the entrance arrangements, the internal circulation and organisation of spaces, as well as the materiality of the light-weight structure, the roofscape, and the approach to daylight, ventilation and cooling. Further details on the panel's views are provided below.

### *Scale and massing*

- The panel broadly supports the current scale and massing of the proposals; the aim of retaining a glimpsed view of the tree line behind is very important and should be retained. It understands that this has informed the decision to split the upper floor plans and the circulation.
- The panel would not support an additional storey on the right-hand (northern) wing of the building, in large part due to accessibility concerns. The provision of a platform lift would not be an acceptable solution.

### *Scheme layout and access*

- The panel would encourage the design team to provide two primary entrances into the main body of the building; one at the side, accessed via a ramp as currently proposed, and the other utilising the existing formal doorway on the front elevation of the building. It will be important to retain the existing entrance, as it will be highly visible from the High Road, and it acts as a visual 'signal' that the building is open, and welcoming. The panel considers that it is an acceptable solution to split the entry ramp and stairs to a historic building,



in this way. Providing - and visually 'celebrating' – both entrances will be very positive.

- Further consideration of the circulation strategy for the building would also be encouraged. Separating the staircase circulation and the lift circulation will result in problems with navigation around the building and reduce the sense of community. Locating the staircases externally at either end of the building would also make them feel like fire escapes. Adjusting the floorplan to bring one of the staircases inside and locating it centrally near the lift, would bring the building's occupants together.
- Bringing the southern stair inside could also reduce the length of the southern corridor and allow a larger room at that end of the building, which could take advantage of the view over the garden to the south.
- The panel would also support further consideration of the upper floor circulation. Accessing small offices from an external corridor will impair the thermal performance of the building and may result in reduced comfort for the occupants. Exploration of options to enclose the corridor would be welcomed. However, the panel understands that a balance will need to be struck between optimising the office accommodation, minimising the impact on the adjacent trees, and achieving a viable scheme.
- Provision of additional meeting space would be encouraged within the office accommodation, in addition to a small kitchenette on each floor.
- Enhancing the flexibility of the layout will be important to ensure that the office accommodation can meet changing requirements over time. Making some of the walls demountable would help achieve this.

#### *Architectural expression and roofscape*

- The panel feels that too many contrasting materials are proposed within the new elevations and that a simpler palette would be more successful.
- The panel feels that a solid brick base at ground floor level, with a lighter-weight expression above, would work well, but questions the practicality of the perforated metal mesh. Maintenance of this mesh, and cleaning the awkward gaps between different layers of the external fabric, may prove very difficult, especially given the close proximity of a tree belt that will shed leaves each year.
- Scope to create a more interesting roofscape remains, through manipulation of the forms and the articulation of the current roof planes.



building, as the proposed elevational materials do not have much thermal mass, so some form of passive or active cooling will likely be needed as the climate gets hotter.

*Next steps*

- The design team, in consultation with Haringey officers, should seek to address the specific points raised at this review. The panel would be happy to consider the evolving proposals at a further Chair’s Review, if required.

**Appendix: Haringey Development Management DPD**

**Policy DM1: Delivering high quality design**

**Haringey Development Charter**

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

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

**Design Standards**

Character of development

B Development proposals should relate positively to their locality, having regard to:

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

