

Appendix 1 Planning Conditions and Informatives

CONDITIONS

1) Development begun no later than three years from date of decision

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) In accordance with approved plans

The approved plans comprise drawing nos; Design and Access Statement, July 2021; 'MLM Group' Sustainability Statement REV.01 dated 21/07/2021'; 'MLM Group' Noise Impact Assessment Report REV.C03 dated 27/05/2021; 'MLM Group' Air Quality Assessment REV.C03 dated 25/05/2021; TH 2674 (Arboricultural Impact Assessment, Method Statement & Tree Protection Plan) dated 03/06/2021; Outline Construction Logistics Plan, July 2021; 21152/E1 ('Indigo Surveys' Preliminary Ecological Appraisal Report); 'MLM Group' Energy Statement REV.03 dated 23/06/2021'; 'Ellis + Moore' Flood Risk Assessment dated 05/10/2020; Statement of Community Involvement, July 2021; Planning Statement, July 2021; Landscape Proposals & Play Space Strategy, 28 June 2021; 'MLM Group' Energy Statement REV.03 dated 23/06/2021'; 'MLM Group' Summer Overheating Assessment in Dwellings - CIBSE TM59 Compliance for Partridge Way, Haringey, REV.01 dated 14/12/2020; 'JOMAS Engineering Environmental' Desk Study/Preliminary Risk Assessment Report, V2.0 dated 07/10/2020 and accompanying appendices and drawings; Daylight and Sunlight Study (Neighbouring Properties), 8 December 2020; Daylight and Sunlight Study (Within Development), 1 June 2021; Transport Statement, June 2021; TX 141445 (Issue 05) 'London Plan Fire Statement' dated 09/07/2021; TX 141445 (Issue 04) 'Fire Safety Strategy Report, RIBA Stage 3' dated 09/07/2021; ; 'JOMAS Engineering Environmental' Exploded Ordnance Desk Top Risk Assessment; BRE Client Report ref: P118564, Issue 3, dated 01/06/2021; 0187_100 REV.A; 0226-001 REV.P02; 0226-002 REV.P01; 0226-008 REV.P01; 0226-009 REV.P01; 0226-010 REV.P01; 0226-121 REV.P01; 0226-101 REV.P01; 0226-104 REV.P01; 0226-103 REV.P01; 0226-104 REV.P01; 0226-106 REV.P02; 0226-109 REV.P01; 0226-107 REV.P02; 0226-105 REV.P01; 0226-102 REV.P01; 0226-110 REV.P01; 0226-108 REV.P01; 0226-120 REV.P01. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission

indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3) Materials submitted for approval

Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for 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.

4) Details of hard and soft landscaping

No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. any existing trees to be retained.
- b. any existing trees to be removed.
- c. any existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Any new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

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

5) SUDS Maintenance and Management

Prior to the occupation of the development, management maintenance schedules, including details of who is responsible for maintenance, for each SuDS element of the development, shall be submitted to and approved in writing by the local planning authority. The SuDS shall remain in place for the lifetime of the development.

To manage and mitigate flood risk impacts in accordance with Policy SP5 of the Haringey Local Plan 2017 and Policy DM24 of the Haringey Development Management DPD 2017.

6) Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Statement (dated 23 June 2021) prepared by MLM, delivering a minimum 64% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 13% reduction), air source heat pumps (ASHPs) and minimum 8.4 kWp solar photovoltaic (PV) energy generation.

(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:

- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;

- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV 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;
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

(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.

(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

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 accordance with London Plan (2021) Policy SI2, and Local Plan Policy SP4 and DM22.

7) Biodiversity measures

a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures 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).

8) Overheating measures

Prior to occupation of the development, the following overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Overheating Statement (dated 14 December 2020), prepared by MLM:

- Openable windows;
- Glazing g-value of 0.46;
- MVHR with summer bypass (1.5 ACH) and integrated heat pump during the summer.

These approved measures must be retained for the lifetime of the development.

Reason: In the interest of reducing the impacts of climate change, to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

9) Land contamination

Prior to the commencement of the development other than for investigative work:

- a) Using the information already submitted on Desk Study/Preliminary Risk Assessment with reference P2794J2049/JWT prepared JOMAS Associates Ltd dated 25th September 2020, 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 in accordance with Policy SD1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

10) Unexpected contamination

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 accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

11) Demolition/Construction Environmental Management Plans

No demolition works associated with the approved development shall take place until; A); a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority, and; B); development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts A and B above:

- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

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

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

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

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality in accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 and SI 1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

12) Interim Travel Plan

An Interim Travel Plan Statement for the future residents and visitors of the development, based on the principles set out in the Travel Plan Statement, shall be submitted to and approved in writing by the local planning authority within a period of no less than three months prior to occupation of the approved development. Without the prior agreement of the Council, the owner shall not allow the development to be occupied until the Interim Travel Plan Statement has been approved by the Council.

Following approval of the Interim Travel Plan Statement, the owner and all residents of the development shall comply with the approved Interim Travel Plan Statement.

Reason: To ensure the Travel Plan Statement 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, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan 2017.

13) Full Travel Plan

Following approval of the Interim Travel Plan Statement, unless otherwise agreed with the Council, the owner shall submit to the Council a Full Travel Plan Statement for the residents and visitors of the development (including a baseline resident travel survey and updates to the mode share targets) no later than six months after first occupation or as soon as 75% of the dwellings become occupied, whichever is sooner.

Following approval of the Full Travel Plan Statement, the owner and all residents of the development shall comply with the approved Full Travel Plan Statement.

The owner shall undertake a review of the Full Travel Plan Statement annually to be submitted to the Council no later than the anniversary of the approval of the Full Travel Plan Statement or on a reasonable alternative date requested or approved by the Council and notified to the owner.

The owner shall have regard to any reasonable recommendations made by the Council upon the operation of the Travel Plan Statement following each annual review and discussion of the same with the Council.

The review and monitoring of the implementation of the Travel Plan Statement will span over a period of five years starting from the submission of the Full Travel Plan Statement (including the baseline staff travel survey).

Reason: To ensure the Travel Plan Statement 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, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan 2017.

14) Cycle parking

No above-ground development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 39 long-stay and 2 short-stay cycle parking spaces for users of the 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 sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

15) Construction Logistics Plan

Prior to the commencement of development, a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated peak number and type of vehicles per day and week;
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

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.

16) Secured by Design

Prior to above ground works, 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.

17) Social Rent

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

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

18) Car-free

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

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

19) Car club membership

Prior to first occupation, evidence of entering into or establishing membership of a car club scheme, which includes the provision of two years' free membership for all residents, shall be submitted to and approved in writing by the local planning authority.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

20) Highway works

The approved development shall not be occupied until the associated highway works as set out in the approved details have been completed.

Reason: To ensure that the development includes accessible parking and does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway.

21) Employment and skills plan

The approved development shall not be implemented, carried out, or occupied except in accordance with an approved employment and skills plan, the details of which shall first be submitted to and approved in writing by the local planning authority.

Reason: In the interests of the local and economic development of the borough.

22) Energy Strategy

The approved development shall not be carried out or occupied except in accordance with the energy strategy 66201764-MLM-ZZ-XX-RP-SU-0001-EnergyStatement-03a the details of which shall first be submitted to and approved in writing by the local planning authority.

Reason: To contribute towards sustainable development, energy reduction measures, and climate change mitigation.

23) Energy performance indicators

The approved development shall not be implemented unless and until verified estimates of the 'be seen' energy performance indicators have been submitted via the GLA portal and a metering strategy submitted to the Council for approval.

Reason: To contribute towards sustainable development, energy reduction measures, and climate change mitigation.

24) Considerate Contractors

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

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

25) Construction Management and Logistic Plans

The approved development shall not be carried out except in accordance with an approved construction management plan and construction logistic plan to be submitted to and approved in writing by the local planning authority.

Reason: To ensure that the development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway.

26) Telecommunications / Broadband

The approved development shall not be occupied until details of a telecommunications plan is submitted to and approved in writing by the local planning authority.

Reason: In the interests of visual amenity of the area.

27) Architect retention

The existing architects or other such architects as approved in writing by the Local Authority acting reasonably shall undertake the detailed design of the project.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2017

Reason: To ensure a high quality design.

INFORMATIVES

1) Co-operation

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

2) CIL liable

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £125,762 (2077 residential sqm x £60.55 and the Haringey CIL charge will be £477,502 (2077 sqm x £229.90). 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

3) Hours of construction

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm	Monday to Friday
8.00am - 1.00pm	Saturday

and not at all on Sundays and Bank Holidays.

4) Party Wall Act

INFORMATIVE: Party Wall Act

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

5) Street Numbering

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

6) Fire safety and sprinklers

The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

7) Surface water drainage

INFORMATIVE: The development offers limited opportunity to have above ground SuDS. The SuDS techniques have been included in the scheme including permeable paving throughout the site, will need be lined to prevent infiltration and the possibility of mobilising contaminants that may be present. In satisfying the requirements of the relevant SuDS planning condition, the applicant will need to complete a pro-forma available from the Council's SuDS Officer, Pankit Shah, on Pankit.shah@haringey.gov.uk

8) Thames Water

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

9) Asbestos

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

10 Secured by Design advice

Prior to above ground works, 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.

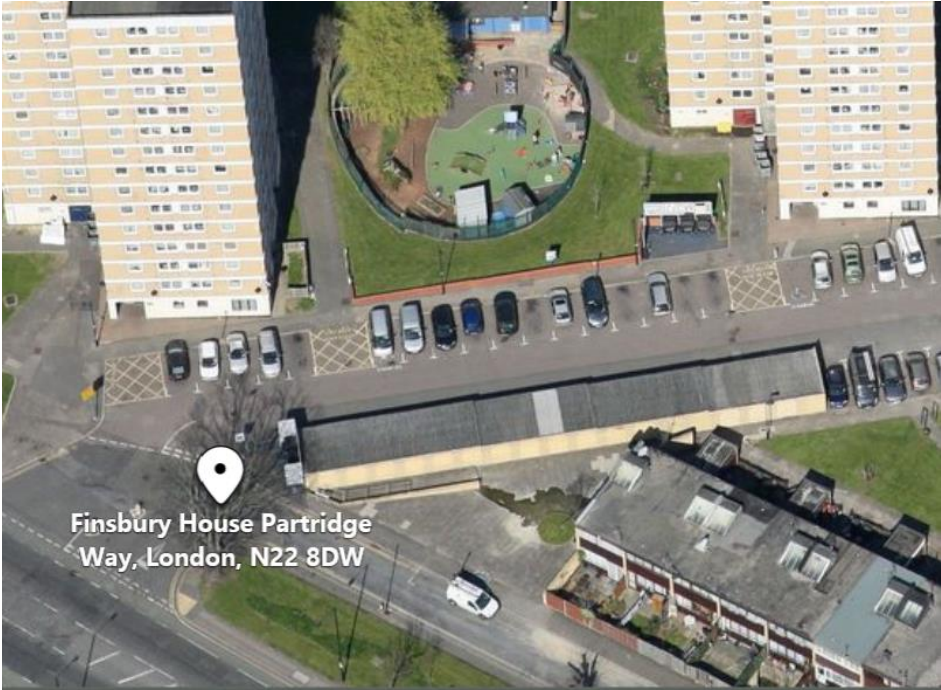
Appendix 2 Plans and Images

Location Plan



01 EXISTING LOCATION PLAN
001 1-1/50

Existing context



3.2 Aerial photograph with the site boundary

Site photos



5.1 View of the bin storage area and the level change from Trinity Road to the rear of the site.



5.3 View of the west facing side of the site at the junction of Trinity Road and Partridge Way.



5.2 View of the bricked up garage doors along Trinity Road.



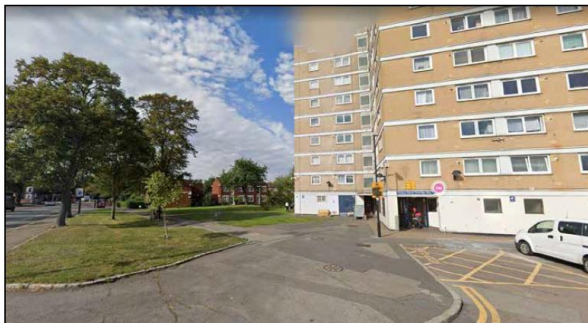
5.4 View of the garage fronts along Partridge Way.



5.5 View of the level change between Trinity Road and Partridge Way.



5.7 View of existing landscaped area to the east of the site.

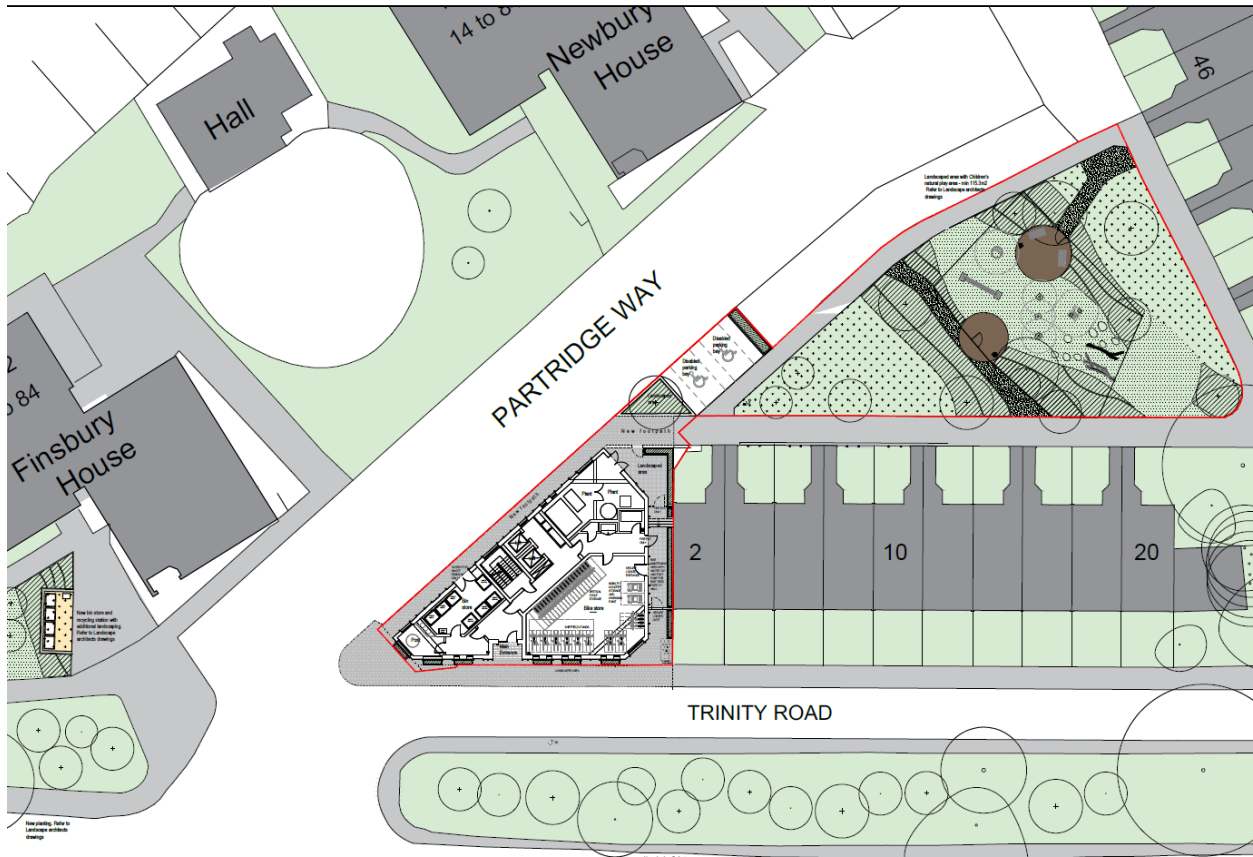


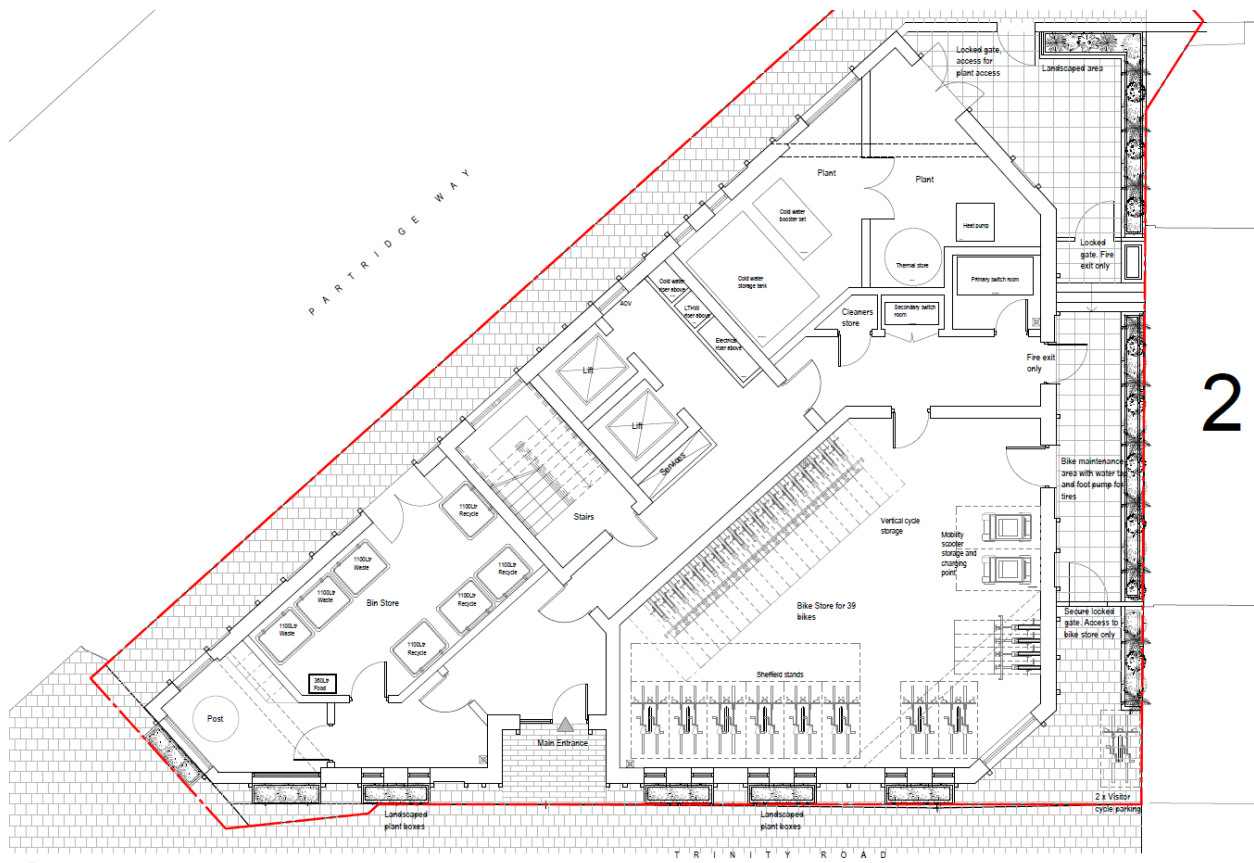
5.6 View of the entrance to Finsbury House



5.8 View of the green central verge between Bounds Green Road and Trinity Road

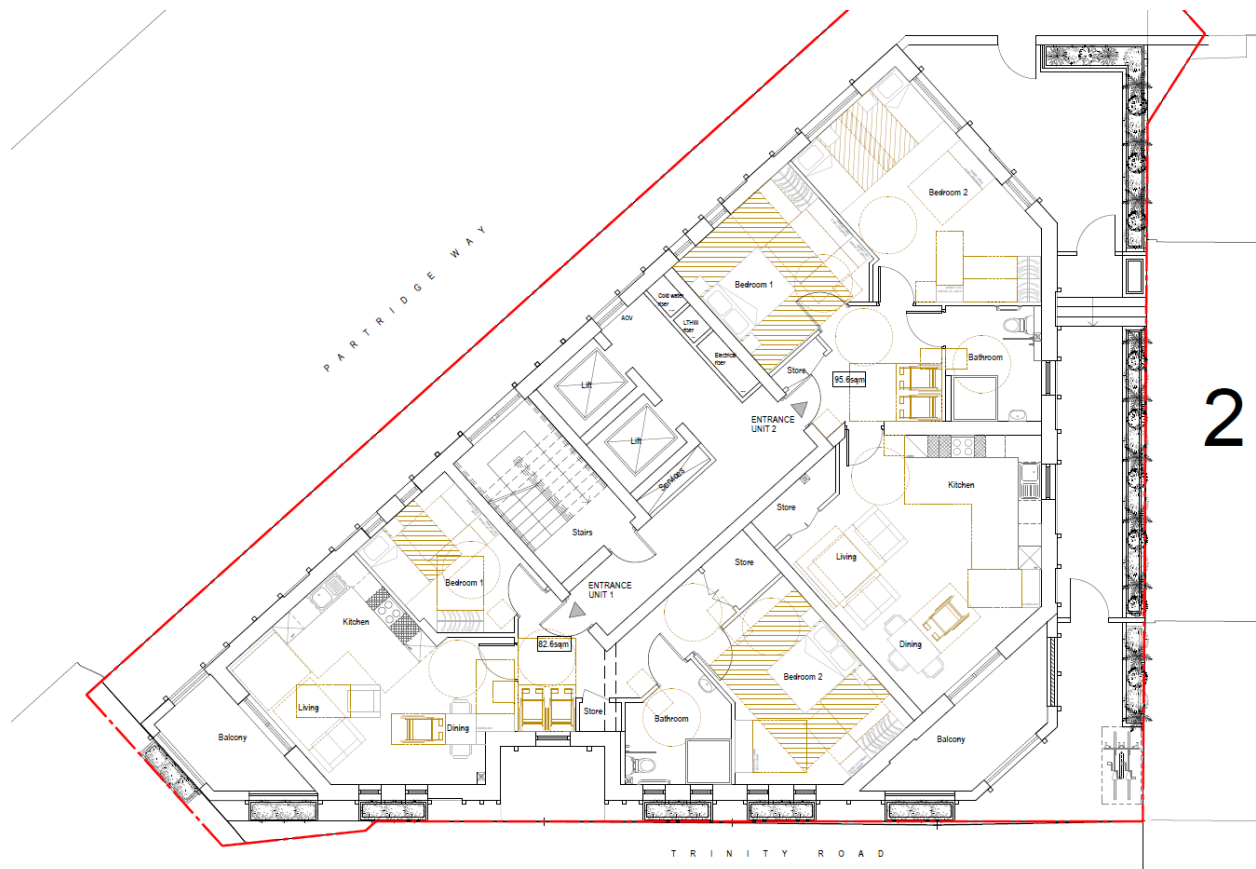
Proposed site plan and floor plans



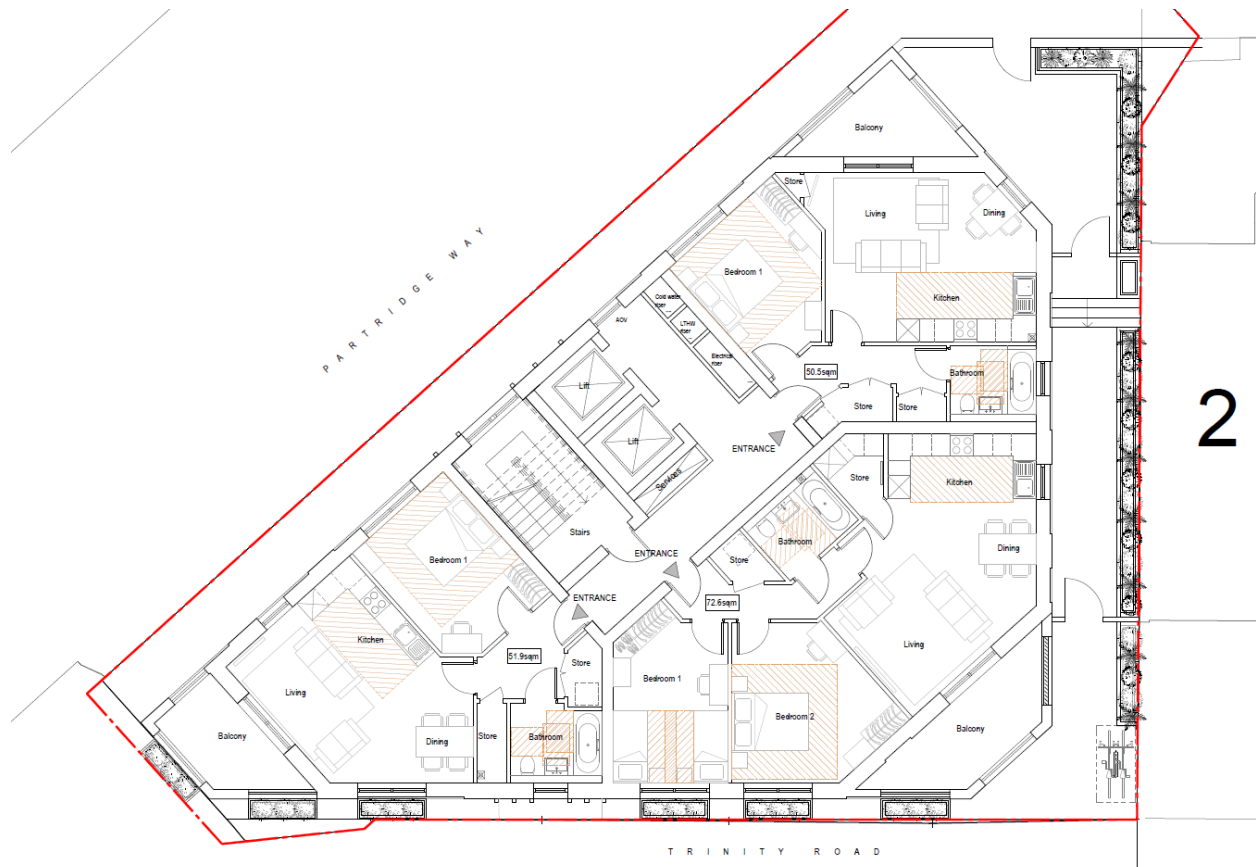


2

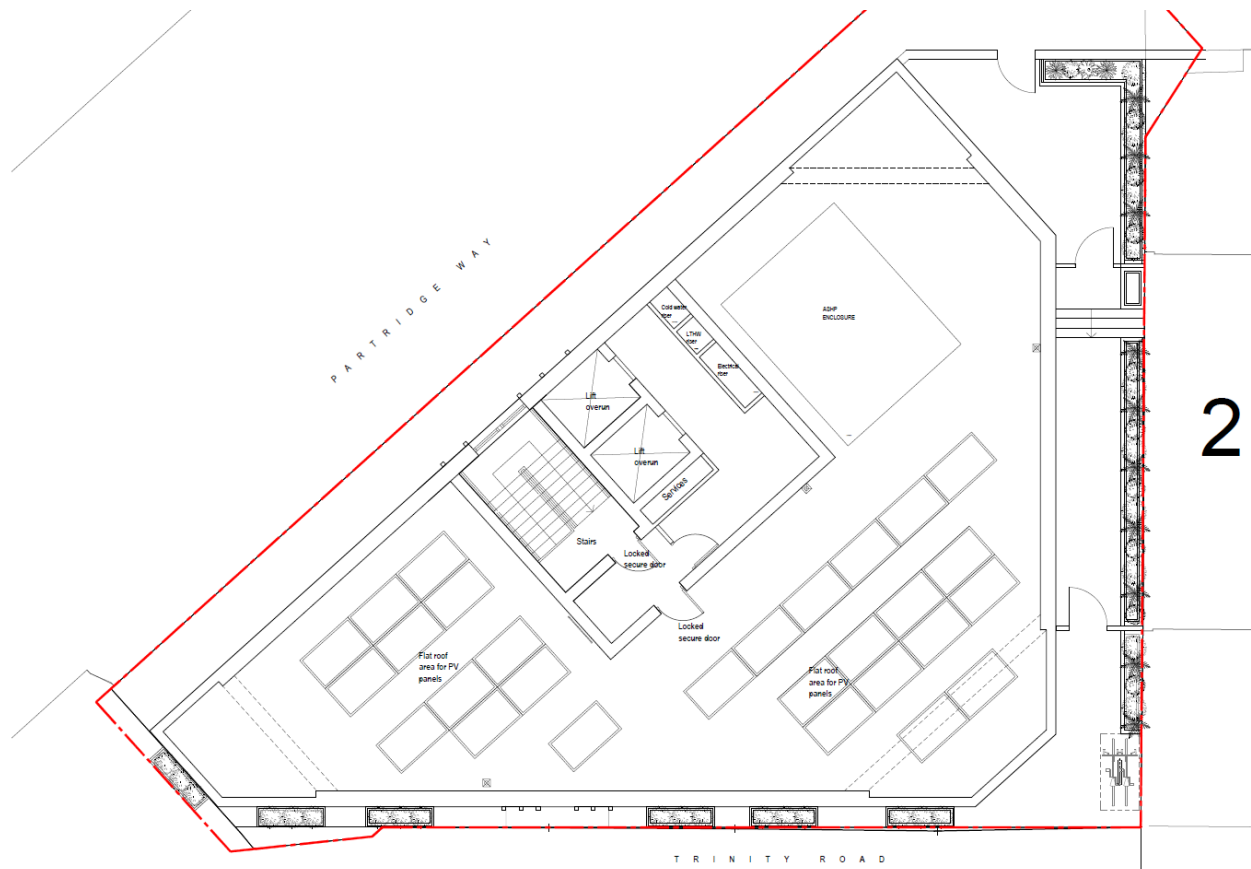
01 PROPOSED GROUND FLOOR PLAN
103 1:100



01 PROPOSED FIRST FLOOR PLAN
 104 / 1:100



01 PROPOSED SECOND TO EIGHTH FLOOR PLAN
105 1:100



01 PROPOSED NINTH FLOOR PLAN
106 / 1:100

Proposed materials

1. BRICKWORK

Colour: Buff coloured stock brick
 Size: 65mm x 215mm x 102.5mm
 Bond: Stretcher bond and stacked where indicated
 Mortar: light buff or light grey



2. WINDOWS

Manufacturer: Idealcombi or approved similar
 Range: Futura+ I – 53mm frame
 Type: Tilt and turn
 External Frame Colour: Anthracite/black
 Finish type: Matt



3. ENTRANCE DOOR

Manufacturer: Idealcombi or approved similar
 Range: Nation IC
 Type: External grade entrance door
 External Frame Colour: Anthracite/black
 Finish type: Matt



4. SLIDING DOOR

Manufacturer: Idealcombi or approved similar
 Range: Futura+ 53mm frame
 Type: Push out single sliding door
 External Frame Colour: Anthracite/black
 Finish type: Matt



5. BALCONY BALUSTRADE

Material: Metal
 Colour: Anthracite or black to match window frames
 Type: 50mm flat slats
 Height: Min 1100mm from finish floor level



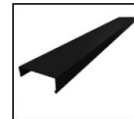
6. SIGNAGE

Name of building for main entrance signage to be cut out from sheet metal and mounted to masonry with luminance behind.



7. CAPPING AND TRIMMINGS

To be aluminium PPC in colour to match windows.



Proposed details, including louvers to deflect views away from No.2

FLAT BAR BALUSTRADE SLATS AND SCREENS



50mm flat steel bar to be used for the balustrades and louvred screening. Louvred screening to be angled to control views away from existing residential properties. Colour to be black to form a strong contrast against the buff brick.

FLAT BAR BALUSTRADE SLATS AND SCREENS



The site gate which allows residents into the bike store will be in black to match the window/door frames and planting boxes, and will be a flat bar gate which will match the balcony railings.

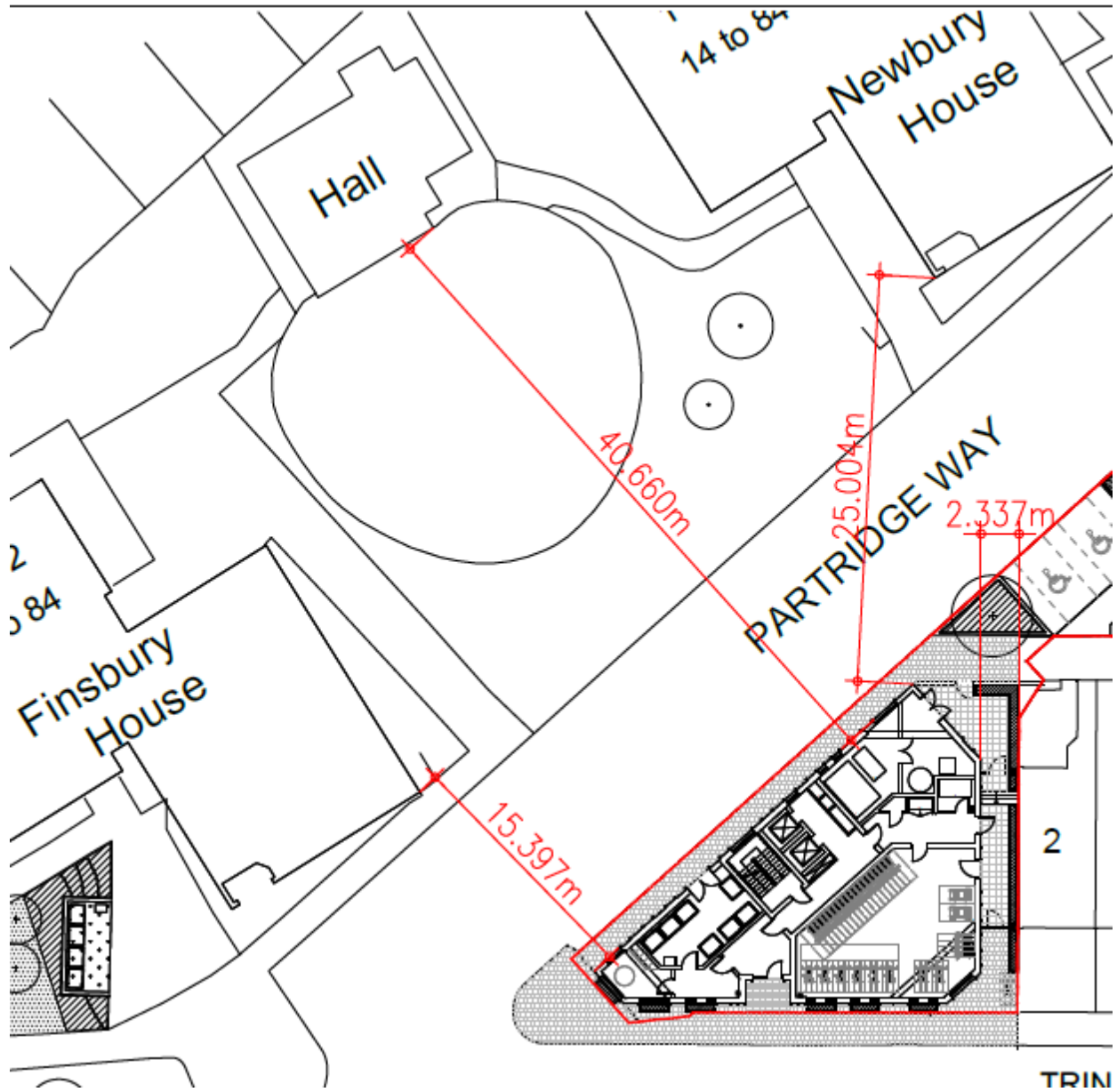
Relative height and massing visualisations



KEY	
Yellow	15 Storey height
Blue	9 Storey height
Green	2 Storey height

45.2 Storey heights within immediate context

Distances from neighbouring buildings



Proposed visualisations









Appendix 3 Consultation Responses – Internal and External Consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation Group	<p>Transport Statement</p> <p><u>Development Proposals</u></p> <p>The development is intended to provide 23 new units (14 x 1 bed and 9 x 2 bed) on the site at Partridge Way (currently occupied by 18 lock-up garages). Car parking would comprise 2 on-site wheelchair-accessible bays, alongside on-site cycle parking.</p> <p><u>Existing Garages</u></p> <p>The Transport Statement states that it has not been possible to establish whether all of the 18 lock-up garages are being in active use, therefore the assessment has been undertaken on the presumption that they are, in order to be robust.</p> <p><u>Revised PTAL Calculation</u></p> <p>Whilst WebCAT indicates that the site’s PTAL is 4, the transport consultant has identified that the online tool ignored some pedestrian shortcut routes to local public transport access points which would reduce the actual distances to specific bus stops and services. As the result, the revised manual calculation shows the PTAL would be 5. The calculation has been reviewed and is accepted.</p> <p><u>Parking Stress Survey</u></p>	<p>Comments noted.</p> <p>Further details of the delivery and servicing, arrangements, including in relation to waste/refuse requirements, have been requested from the applicant and this will be reported in an addendum.</p> <p>The requirements suggested to be secured by condition/obligations (cycle parking/access arrangements, ineligibility to obtain an on-street car parking permit, car club membership measures for future occupiers, detailed construction logistics plan, and</p>

Stakeholder	Question/Comment	Response
	<p>A parking stress survey has been undertaken in accordance with the Lambeth methodology within 200m of the site, for both 5m and 6m car bay lengths, respectively as per the methodology and LBH Transport's request. The results show that the occupancy of resident permit-holder spaces in the Wood Green Outer CPZ around the site varied between 69% and 77% (depending on the bay length considered) at the time of the survey in June 2020. Within the housing estate along Partridge Way, the occupancy of the marked estate parking spaces (managed by Homes for Haringey and to be used by residents of the estate only) was found to be over capacity, at 104%. This was due to cars parking outside marked bays. Cars were also found to be parked in front of the lock-up garages which are subject to demolition as part of this application, as well as on sections of 'unsuitable' kerbside space (corners and where that would block vehicle access).</p> <p>On-street parking pressures within the local CPZ are therefore under the 85% threshold, beyond which it is usually considered that parking becomes difficult and on-street parking highly stressed. Anything above the 90% threshold means there are virtually no spaces left for parking on street and kerbside parking space becomes fully utilised. With current stress levels comprised between 69% and 77%, it is considered that the local area still has capacity to accommodate a number of additional parked vehicles.</p> <p><u>Proposed Cycle Parking</u></p> <p>Based on the proposed unit mix (14 x 1 bed and 9 x 2 bed), a total of 39 long-stay and 2 short-stay cycle parking spaces are proposed, which accords with the London Plan (2021) minimum residential cycle parking standards.</p> <p>The long-stay spaces would be provided in the form of 8 Sheffield stands (16 spaces) and 23 vertical cycle spaces in an internal cycle store. The short-stay spaces would be provided as a Sheffield stand externally, in the public realm. A cycle maintenance room would also be provided adjacent to the cycle store.</p>	<p>travel plan details) are noted and these have been secured by condition and/or arrangement as appropriate.</p>

Stakeholder	Question/Comment	Response
	<p>Access to the cycle store would be segregated with a dedicated secure locked gate leading to the internal cycle store.</p> <p>Cycle parking should follow the principles set out in the London Cycling Design Standards (LCDS). Cyclists should not have to pass through more than two doors to access the internal cycle storage area (which appears to be the case on the plan), and access to cycle parking should avoid obstacles such as narrow doorways and passages of less than 1.2m in width. Access to the long-stay cycle store should be granted by means of a fob, pass or keypad for security and management reasons.</p> <p>The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.</p> <p><u>Proposed Car Parking</u></p> <p>Car parking would comprise 2 on-site wheelchair-accessible bays, provided from the outset (which equates to the 10% of units which would be wheelchair-accessible).</p> <p>The site is located in the Wood Green Outer CPZ operating Monday-Saturday, 08:00-18:30. As established before, the PTAL is 5. As such, in line with Policy DM32: Parking of the Development Management DPD, the proposed development would qualify for a car-free status. The Council would not issue any occupiers of the proposed units with on-street resident parking permits due to their car-free nature. The Council would use legal agreements to require the landowners to advise all occupiers of the car-free status of the new units.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="447 272 821 305"><u>Proposed Trip Generation</u></p> <p data-bbox="447 347 1545 602">The person trips associated with the proposed development have been derived from TRICS. The transport consultant has used the 03-Residential C-Flats Privately Owned category, which is incorrect as all flats would be managed by Homes for Haringey as council housing. The 03-Residential D-Affordable/Local Authority Flats category should have been selected instead. In addition, 32 sites have been selected in this first category, some of which are not even in Greater London, which is not supported.</p> <p data-bbox="447 644 1549 1045">The proposed modal split has been derived from 2011 Census ‘method-of-travel-to-work’ data. Considering the size of the scheme, this is considered acceptable although not all trips would be related to commuting. The modal split has then been adjusted to reflect the proposed development’s characteristics. However, the car driver mode share has been adjusted to 0% on the assumption that there would be no car driver trips to and from the proposed development. This is incorrect as there would be 2 wheelchair-accessible spaces associated with eligible residents. Additionally, making a scheme car-free or car-capped does not mean it would not generate any other car trips – visitors to future residents would still be able to apply for visitor vouchers to park in the local CPZ, Wood Green Outer Zone.</p> <p data-bbox="447 1088 1545 1230">Notwithstanding the above selection of data, considering the low volume of trips that the proposed development would generate, the car-free nature of the proposed flats and the site’s high PTAL, it is not considered necessary to refine the assessment further.</p> <p data-bbox="447 1273 915 1305"><u>Proposed Delivery and Servicing</u></p>	

Stakeholder	Question/Comment	Response
	<p>There is no indication of what the proposed delivery and servicing arrangements would be, with the exception refuse and recycling collections. This should be covered in the Transport Statement.</p> <p><u>Proposed Refuse and Recycling Storage and Collection</u></p> <p>A waste store would be located in the western corner of the building and bins collected as per the existing arrangements along Partridge Way. It is stated that there would be a transfer distance of 15m between kerbside and the refuse vehicle. In the case of eurobins, the maximum pull distance is 10m between the door to the waste store and the rear of the waste collection vehicle. Advice should be sought from the Council's waste officer on any departure from the recommended standards.</p> <p><u>Impact upon On-Street Parking</u></p> <p>The impact of the proposed development upon local on-street parking is analysed in the Transport Statement. First of all, as mentioned before, the worst-case scenario has been considered, where all of the 18 existing garages are actually used for parking, which means up to 18 cars would be displaced on street in the Wood Green Outer CPZ. It is assumed that any existing garage holders actively using their garages for parking would be provided with CPZ resident parking permits, but that would depend on negotiations between lessees and Homes for Haringey willing to pay for the cost of those permits.</p> <p>Parking stress levels would therefore increase to between 81% and 91% at most (whether a 5m or 6m bay length is considered for the purpose of the assessment). It is likely that the actual effect of the displacement of the vehicles associated with the 18 existing garages is somewhere in between these two figures, with an average post-development stress of 85% in the worst-case scenario. It is estimated that the spare capacity would range between 13 and 30 spaces, but likely around 21-22 spaces.</p>	

Stakeholder	Question/Comment	Response
	<p>In light of the above results, it is considered that the impact upon on-street parking is acceptable and there would remain some residual capacity in the local CPZ. Although the new units would be designated car-free by legal agreement, there would still be a chance of on-street parking demand by visitors to these units, but the volume of such demand would likely be low.</p> <p><u>Car Club Provision</u></p> <p>A number of car club bays are in the vicinity of the site, the nearest of which is located on Finsbury Road, some 260m to the northeast of the site.</p> <p>Future residents of the proposed development would be offered car club memberships in a drive to provide an alternative to car ownership, and this would be secured by legal agreement.</p> <p><u>Travel Plan Statement</u></p> <p>As part of the Transport Statement, a chapter is dedicated to the Travel Plan Statement. It is found to be satisfactory. Travel surveys would be carried out as soon as 75% of dwellings are occupied or within 6 months of first occupation/being brought into use (whichever is sooner).</p> <p>As this is Council scheme, the Travel Plan would be secured by means of planning conditions.</p> <p><u>Outline Construction Logistics Plan</u></p> <p>An Outline Construction Logistics Plan has been provided as a standalone document and is satisfactory. A Detailed Construction Logistics Plan in line with Construction Logistics Planning Guidance (2021) by TfL and CLOCS would be secured by planning condition.</p>	

Stakeholder	Question/Comment	Response
	<p>It is noted that the temporary closure of a section of the footway along Trinity Road would be required. Any licences to enable the works would have to be agreed with the Council's Network Manager. Additional licences would be needed, including for hoarding, and a number of other applications may need to be submitted, including for yellow-line dispensations and parking suspensions. This could be covered in the Detailed Construction Logistics Plan.</p> <p>We would not object to the planning application being granted permission on transport grounds, subject to planning conditions and planning obligations.</p> <p>Planning Conditions</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 39 long-stay and 2 short-stay cycle parking spaces for the residents 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>	

Stakeholder	Question/Comment	Response
	<p>2) <u>Detailed Construction Logistics Plan</u></p> <p>Prior to the commencement of development, a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway; b) The estimated peak number and type of vehicles per day and week; c) Estimates for the number and type of parking suspensions that will be required; and d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. <p><u>Reason:</u> To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.</p> <p>3) <u>Interim Travel Plan Statement</u></p> <p>The owner shall no later than three months prior to occupation submit to the Council for approval an Interim Travel Plan Statement for the future residents and visitors of the development, based on the principles set out in the Travel Plan Statement. Without the prior</p>	

Stakeholder	Question/Comment	Response
	<p>agreement of the Council, the owner shall not allow the development to be occupied until the Interim Travel Plan Statement has been approved by the Council.</p> <p>Following approval of the Interim Travel Plan Statement, the owner and all residents of the development shall comply with the approved Interim Travel Plan Statement.</p> <p><u>Reason:</u> To ensure the Travel Plan Statement 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>4) <u>Full Travel Plan Statement</u></p> <p>Following approval of the Interim Travel Plan Statement, unless otherwise agreed with the Council, the owner shall submit to the Council a Full Travel Plan Statement for the residents and visitors of the development (including a baseline resident travel survey and updates to the mode share targets) no later than six months after first occupation or as soon as 75% of the dwellings become occupied, whichever is sooner.</p> <p>Following approval of the Full Travel Plan Statement, the owner and all residents of the development shall comply with the approved Full Travel Plan Statement.</p>	

Stakeholder	Question/Comment	Response
	<p>The owner shall undertake a review of the Full Travel Plan Statement annually to be submitted to the Council no later than the anniversary of the approval of the Full Travel Plan Statement or on a reasonable alternative date requested or approved by the Council and notified to the owner.</p> <p>The owner shall have regard to any reasonable recommendations made by the Council upon the operation of the Travel Plan Statement 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 Statement will span over a period of five years starting from the submission of the Full Travel Plan Statement (including the baseline staff travel survey).</p> <p><u>Reason:</u> To ensure the Travel Plan Statement 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>Planning Obligations / Unilateral Undertaking</p> <p>5) <u>Car-Capped Development</u></p> <p>The owner is required to enter into a Unilateral Undertaking to ensure that the proposed development is defined as “car-free” and therefore no residents therein will be entitled to apply for a resident’s parking</p>	

Stakeholder	Question/Comment	Response
	<p>permit or visitor permit voucher under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.</p> <p><u>Reason:</u> To ensure that the development proposals are car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>6) <u>Car Club Membership</u></p> <p>The owner is required to enter into a Unilateral Undertaking to establish a car club scheme, which includes the provision of two years' free membership for all residents and £50 (fifty pounds in credit) per year for the first 2 years.</p> <p><u>Reason:</u> To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p>	
Carbon Management	<p>First comment, summary: "The development achieves a reduction of 64% carbon dioxide emissions on site, which is supported. Some clarifications must be provided with regard to the energy strategy and overheating."</p> <p>"Conclusion: Overall, it is considered that the application can be supported from a carbon management and sustainability point of view. "</p>	<p>Comments noted. Details were discussed at pre-application stage so the details are in-line with earlier advice.</p>

Stakeholder	Question/Comment	Response
	<p>A subsequent follow-up commentary confirmed that the scheme is not dependent on the technical clarifications sought under numbers topics in the initial submission, as these “are minor requests, [the Carbon Management Team] does not] foresee any issues with supporting the scheme anyway though as the overall principles are acceptable and the scheme is policy compliant”.</p> <hr/> <p>Initial commentary in full:</p> <p>Carbon Management Response 11/08/2021</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement (dated 23 June 2021), prepared by MLM • Overheating Statement (dated 14 December 2020), prepared by MLM • Sustainability Statement (dated 21 July 2021), prepared by MLM • Relevant supporting documents. <p>Summary The development achieves a reduction of 64% carbon dioxide emissions on site, which is supported. Some clarifications must be provided with regard to the energy strategy and overheating.</p> <p>Energy – Overall 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 CO₂ emissions for the development shows an improvement of approximately 64% in carbon emissions (assumed with SAP10 carbon factors), from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 14.7 tonnes of CO₂ from a baseline of 23 tCO₂/year.</p>	<p>An energy strategy, carbon contribution, and further details including biodiversity and overheating matters will be secured by conditions and/or agreement as appropriate.</p> <p>The further submission of an energy strategy can clarify any outstanding, but non-essential queries, which the carbon team Officers may have, hence their support for the scheme based on the submitted details.</p>

Stakeholder	Question/Comment	Response																						
	<p><u>Action:</u></p> <ul style="list-style-type: none"> - Please submit the GLA's Carbon Emission Reporting Spreadsheet and also clarify within the main body of the report which carbon factors are being reported. - Please report the modelled unregulated emissions for the scheme. <p>Energy – Lean</p> <p>The applicant has proposed a saving of 3 tCO₂ in carbon emissions (13%) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% reduction set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="449 789 1577 1351"> <tbody> <tr> <td>Floor u-value</td> <td>0.13 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td>0.18 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td>0.12 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.00 W/m²K</td> </tr> <tr> <td>Window u-value</td> <td>0.90 W/m²K</td> </tr> <tr> <td>G-value</td> <td>0.46</td> </tr> <tr> <td>Air permeability rate</td> <td>3 m³/hm² @ 50Pa</td> </tr> <tr> <td>Mechanical ventilation with heat recovery (Specific Fan Power)</td> <td>SPF of 0.5 W/l/s</td> </tr> <tr> <td>Thermal bridging</td> <td>Bespoke Psi modelling, with example heat loss values</td> </tr> <tr> <td>Low energy lighting</td> <td>100%, 75 lumens/W average</td> </tr> <tr> <td>Heating system (efficiency / emitter)</td> <td>Communal gas boiler, 90% efficient (Be Lean only)</td> </tr> </tbody> </table>	Floor u-value	0.13 W/m ² K	External wall u-value	0.18 W/m ² K	Roof u-value	0.12 W/m ² K	Door u-value	1.00 W/m ² K	Window u-value	0.90 W/m ² K	G-value	0.46	Air permeability rate	3 m ³ /hm ² @ 50Pa	Mechanical ventilation with heat recovery (Specific Fan Power)	SPF of 0.5 W/l/s	Thermal bridging	Bespoke Psi modelling, with example heat loss values	Low energy lighting	100%, 75 lumens/W average	Heating system (efficiency / emitter)	Communal gas boiler, 90% efficient (Be Lean only)	
Floor u-value	0.13 W/m ² K																							
External wall u-value	0.18 W/m ² K																							
Roof u-value	0.12 W/m ² K																							
Door u-value	1.00 W/m ² K																							
Window u-value	0.90 W/m ² K																							
G-value	0.46																							
Air permeability rate	3 m ³ /hm ² @ 50Pa																							
Mechanical ventilation with heat recovery (Specific Fan Power)	SPF of 0.5 W/l/s																							
Thermal bridging	Bespoke Psi modelling, with example heat loss values																							
Low energy lighting	100%, 75 lumens/W average																							
Heating system (efficiency / emitter)	Communal gas boiler, 90% efficient (Be Lean only)																							

Stakeholder	Question/Comment		Response
	Cooling	Small amount provided through the MVHR system during summer (integral heat pump)	
<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Confirm that sub-metering will be installed for all dwellings. - Provide the energy demand summary, delivered energy requirement at point of use – MWh/year – by use - Provide the average space heating requirement in kWh/m²/year. - Confirm the average % improvement in the fabric energy efficiency (FEE). <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean 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>Energy – Green 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 11.7 tCO₂ (51%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 8.4 kWp. The array of 28 panels would be mounted on the roof at a 30° angle, facing south.</p>			

Stakeholder	Question/Comment	Response																								
	<p>The communal air-to-water VRF ASHP system (min. SCOP of 2.5) will provide hot water and heating to the dwellings through underfloor heating with individual programmers and two room thermostats per flat. This will provide 80% of demand (with an electric immersion heater providing the remaining 20%).</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - What is the estimated amount of electricity that is modelled to be generated by the solar PV per year? - A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. <p>Carbon Offset Contribution A carbon shortfall of 8.3 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years (not at £60!).</p> <table border="1" data-bbox="449 971 1444 1354"> <thead> <tr> <th></th> <th colspan="2">Residential</th> </tr> <tr> <th>(SAP10/2012 emission factors - TBC)</th> <th>tCO₂</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>23</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>3</td> <td>13%</td> </tr> <tr> <td>Be Clean savings</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green savings</td> <td>11.7</td> <td>51%</td> </tr> <tr> <td>Cumulative savings</td> <td>14.7</td> <td>64%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td>8.3</td> <td></td> </tr> </tbody> </table>		Residential		(SAP10/2012 emission factors - TBC)	tCO ₂	%	Baseline emissions	23		Be Lean savings	3	13%	Be Clean savings	0	0%	Be Green savings	11.7	51%	Cumulative savings	14.7	64%	Carbon shortfall to offset (tCO ₂)	8.3		
	Residential																									
(SAP10/2012 emission factors - TBC)	tCO ₂	%																								
Baseline emissions	23																									
Be Lean savings	3	13%																								
Be Clean savings	0	0%																								
Be Green savings	11.7	51%																								
Cumulative savings	14.7	64%																								
Carbon shortfall to offset (tCO ₂)	8.3																									

Stakeholder	Question/Comment	Response		
	<table border="1" data-bbox="451 233 1444 305"> <tr> <td data-bbox="451 233 884 305">Carbon offset contribution</td> <td data-bbox="890 233 1444 305">£95 x 30 years x 8.3 tCO₂/year = £23,655</td> </tr> </table> <p data-bbox="451 349 632 386">Overheating</p> <p data-bbox="451 391 1535 565">London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p data-bbox="451 609 1556 824">In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. It is noted that the south-western façade faces a road with medium to high noise risk in the daytime and night-time. Results are listed in the table below.</p> <p data-bbox="451 868 1556 938">All rooms pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be delivered built based on:</p> <ul data-bbox="499 943 1556 1198" style="list-style-type: none"> - Mechanical ventilation (infiltration of 0.25 ACH), windows are openable but for the assessment windows have been assumed closed due to medium to high noise risk when opened for longer periods. Occupants will still be able to open windows if they wish. - Glazing g-value of 0.46, - MVHR with summer bypass (1.5 ACH) and integrated heat pump during the summer. <p data-bbox="451 1242 1507 1312">It is noted that the applicant modelled the performance with horizontal fins and acoustic louvres. Both options were discounted.</p>	Carbon offset contribution	£95 x 30 years x 8.3 tCO ₂ /year = £23,655	
Carbon offset contribution	£95 x 30 years x 8.3 tCO ₂ /year = £23,655			

Stakeholder	Question/Comment					Response
		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	% of habitable rooms pass	% of corridors pass	
DSY1 2020s						
DSY2 2020s						
DSY3 2020s						
DSY1 2050s						
DSY2 2050s		100%	100%	100%	100%	
DSY3 2050s						
DSY1 2080s						
DSY2 2080s						
DSY3 2080s						
	Total number of homes / habitable rooms / corridors modelled	9 homes 26 habitable rooms (16 bedrooms) 1 corridor (L5)				
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - The applicant discounted the use of horizontal fins. Please demonstrate what options were considered and why these have been discounted. - Please confirm the energy demand per year for active cooling to each apartment. This should set out the space cooling (not energy used) area-weighted average demand in MJ/m² and total MJ/year, and the efficiency of equipment. - Please confirm who will own the overheating risk. - What heat losses from the pipework have been assumed? - The u-values for the windows are reported as 0.90 W/m²K in the Energy Strategy and 1.3 W/m²K in the Overheating Report – please clarify/amend. 					

Stakeholder	Question/Comment	Response
	<p>Overall Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability Statement sets out the proposed measures to improve the sustainability of the scheme.</p> <p><u>Biodiversity</u> The new landscaping strategy and natural play area are supported. The enhancement of biodiversity through the proposed soft landscaping and the proposed installation of bird and bat boxes is also supported.</p> <p><u>Whole Life Carbon</u> Policy SI2 requires developments referable to the Mayor of London to submit a Circular Economy Statement and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement. Some reference has been made to reducing whole-life carbon within the proposed development. The applicant is strongly encouraged to consider using low-carbon materials, sourced as local as possible.</p> <p><u>Circular Economy</u> Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. This application is not required to submit a full statement. However, no reference has been made to consider and integrate circular economy principles within the demolition process and the proposed development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p>Conclusion</p>	

Stakeholder	Question/Comment	Response
	<p>Overall, it is considered that the application can be supported from a carbon management and sustainability point of view.</p> <p>Obligations</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Carbon offset contribution (and associated obligations) of £23,655 (indicative), plus a 10% management fee <p>Draft Planning Conditions</p> <p><u>Energy Strategy</u></p> <p>The development hereby approved shall be constructed in accordance with the Energy Statement (dated 23 June 2021) prepared by MLM, delivering a minimum 64% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 13% reduction), air source heat pumps (ASHPs) and minimum 8.4 kWp solar photovoltaic (PV) energy generation.</p> <p>(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:</p> <ul style="list-style-type: none"> - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures; - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV 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; 	

Stakeholder	Question/Comment	Response
	<p data-bbox="495 240 835 269">- A metering strategy.</p> <p data-bbox="449 310 1560 488">The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.</p> <p data-bbox="449 532 1545 711">(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</p> <p data-bbox="449 755 1520 862">(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 data-bbox="449 906 1556 1195">(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</p> <p data-bbox="449 1239 1556 1382">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.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Overheating</u> Prior to occupation of the development, the following overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Overheating Statement (dated 14 December 2020), prepared by MLM:</p> <ul style="list-style-type: none"> - Openable windows; - Glazing g-value of 0.46; - MVHR with summer bypass (1.5 ACH) and integrated heat pump during the summer. <p>These approved measures must be retained for the lifetime of the development.</p> <p>Reason: In the interest of reducing the impacts of climate change, to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.</p> <p><u>Biodiversity measures</u> (a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures 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 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</p>	

Stakeholder	Question/Comment	Response
	<p>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>	
<p>Environmental Health</p>	<p>We have no objection to the proposed development but the following planning conditions are recommended should planning permission be granted.</p> <p><u>Land Contamination</u> Before development commences other than for investigative work:</p> <p>a) Using the information already submitted on Desk Study/Preliminary Risk Assessment with reference P2794J2049/JWT prepared JOMAS Associates Ltd dated 25th September 2020, 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.</p>	<p>Comments are noted. A suitably worded condition, to secure the matters outlined is attached.</p> <p>An informative is also attached regarding asbestos risk as suggested.</p>

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</p> <p>d) A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>1. <u>Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p><u>Reason:</u> To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>2. <u>NRMM</u></p> <p>a) No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and</p>	

Stakeholder	Question/Comment	Response
	<p>plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b) An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>3. <u>Demolition/Construction Environmental Management Plans</u></p> <p>a) Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b) Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p>	

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

Stakeholder	Question/Comment	Response
	<p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p><u>Reason:</u> To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p><u>Informative:</u></p> <ol style="list-style-type: none"> 1. 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. 	

Stakeholder	Question/Comment	Response
<p>Cleansing (waste)</p>	<p>No objection in principle but raised queries with further information expected to be submitted to address the</p> <p>Having looked at the documents with relevance, comments as follows:</p> <p>a) Note from the drawings of ground floor that application proposes 7x 1100L Eurobins. This meets our recommended capacity for weekly collection from a 23-unit block. We suggest the make-up be 4x general waste +3x mixed recycling. I also note from the drawing that a 240L food waste bin has been included, thank you</p> <p>b) Note from "0219-Partridge Way- DAS - July 2021 (1 of 2).pdf" there is acknowledgement that storage of bulky waste (furniture/white goods) needs addressing. "Haringey and HfH are currently in discussion on how this matter can be resolved". [Officer] cannot find any proposed resolution in the application documents?</p>	<p>Comments noted. Responses. Responses to each point below;</p> <p>a) The applicant has stated that they have followed bin requirements with the previous Cleansing Officer who provided pre-application input, and are due to provide further details/clarification of this information before the application is heard at committee. In any case, these could be secured by condition.</p> <p>b) Applicant to clarify before the application is heard at committee. Officers note that there</p>

Stakeholder	Question/Comment	Response
	<p>c) Note that after initial submission that there was a request for the bin store to be relocated en-route out of building. Whilst the new location rectifies this, the access to it is through 2 separate doorways from the main entrance area. Officer cannot ascertain what the communal area is (ringed yellow in attachment) but presume the two access doors are a fire regulation requirement? If so, the bin store location is fine.</p> <p>d) The transport statement says "Bins will be within the industry standard bin transfer distance of 15m from kerbside to refuse vehicle". Please note our local specification is within 10m (Haringey Supplementary Planning Document, Appendix A3)</p>	<p>are already bins on-site which require vehicles to manoeuvre in this area. The new bin store would not be significantly further away/re-located with vehicles also in the same area.</p> <p>c) Comments noted. However, they do not acknowledge or comment on the main bin store door which opens directly onto Partridge Way for direct access. This also avoids a 10m+ distance, which itself is guidance rather than a fixed requirement. Applicant to provide further commentary before committee meeting.</p> <p>d) As above.</p>

Stakeholder	Question/Comment	Response
	<p>e) Officer cannot find any document detailing the access/egress for waste collection vehicles. [Officer is] assuming [waste services] already make collections from a bin store at Newbury House and that we have previously approved the relocation of the bin store at Finsbury House? However, [Officer is] concerned if there is a need to reverse into or from Bounds Green Rd or Trinity, particularly with parked cars being an obstacle. [Officer] cannot see evidence for safe turning of a rigid long-wheelbase HGV, so please confirm whether vehicle access has already been covered by previous comments and subsequently approved by Waste Client and our contractor?</p> <p>f) General comment on landscaping as note planters will be a feature: Please avoid creating unnecessary litter and detritus traps. From one of the architect's example images (p78, Section D, Proposed Scheme), it looks like a planter is proposed but within a small distance from adjacent backstop/vertical surfaces. Such positioning would create time-consuming barriers to street cleansing operations and render any mechanical cleansing impossible. Please be mindful to consider this within the landscaping design.”</p>	<p>e) Further details of the waste/delivery/ servicing arrangements relation to waste/refuse requirements to follow from applicant before committee meeting. Officers note that bins are already serviced in this area.</p> <p>Noted. However the main bins entrance is via the other side of the building, which Cleaning comments have not commented on.</p>
Design Officer	<p>Partridge Way Design Comments This scheme has developed and evolved in accordance with community feedback, officer advice and the Quality Review Panel. It is a refined, well thought out addition of high quality affordable new homes which also has a positive placemaking impact on an otherwise disused site.</p> <p>Scale and Massing The proposed nine storey building mediates between the Victorian houses across Bounds Green and the 15 storey blocks of Finsbury and Newbury House. The articulation of a double height plinth at the base of the building responds directly to the adjacent terrace of houses, and to the wider context and streetscape across Bounds Green Road.</p>	Noted. Design discussed in report.

Stakeholder	Question/Comment	Response
	<p>Identity and character The recessed balconies, framed by thick brick piers emphasis the strong form of the building, and offer greater privacy for residents. This depth in the facade also helps reduce solar gain, helping to keep the living spaces cool in the summer. The vertical circulation is articulated through the brick detailing and fenestration above the well detailed entrance which is a key architectural feature.</p> <p>Ground floor The main entrance to the building is clearly demarcated with recessed brick detailing and the design of openings on the ground floor facade offers active frontages to Bounds Green Road. The bike stores and post room, the more active ground floor uses in a residential scheme, are locating on the most prominent corner of the site to further activate the street. The location and scale of post room is a positive, forward thinking provision for servicing modern life. The dual entrances to the bike store, with the external entrance away from the street for additional security and useability.</p> <p>Materials The building sits in a context that is architecturally diverse in terms of styles and ages, so the material palette of brick and metal is a restrained and contemporary addition to this eclectic mix. The brick is an understated, muted stock with multi-tonal quality that has visual interest, variation and character. The remaining architectural elements (window frames, balustrades, doors, trims and signage) are in black aluminium which complements and contrasts with the brickwork.</p> <p>Internal layouts The circulation core is dual aspect so the communal areas of the building, creating a well daylight, pleasant and safer journey to each home. Each home is</p>	

Stakeholder	Question/Comment	Response
	well laid out for modern life, with open plan living spaces, from which a private balcony is accessed.”	
Conservation Officer	<p><u>“HGY/2021/2075 - Land at the junction of Partridge Way and Trinity Road, London, N22 8DW</u></p> <p><u>The site</u> The application site sits to the north-east of Bounds Green Road, at the junction between Trinity Road and Partridge Way and is currently occupied by a row of single-storey garages. Just north of the site stand two 15-storey post-war tower blocks, Finsbury House and Newbury House.</p> <p>The application site is not within a conservation area and does not include any statutory or locally listed buildings. However, it is located approx. 65m to the south of the Bowes Park Conservation Area and approximately 100m to the north-west of the Trinity Gardens Conservation Area. Wood Green Common Conservation Area extends approx. 260m to the south and south-east of the application site.</p> <p>With the exception of Myddleton Road, which was established as a shopping street by 1900, Bowes Park Conservation Area is almost exclusively residential, and derives its special interest from the surviving Victorian and Edwardian houses that were built over a period of several decades, in the latter half of the 19th century, as the local transport network expanded. A distinctive feature of the area is the linear open space formed by the land above the New River tunnel, the remains of which are locally listed. The setting of the conservation area is defined by late-Victorian streets laid out as part of the wider development of Bowes Park, with a degree of 20th century rebuilding. The mid-Victorian streets to the south of the conservation area boundary including Commerce Road and the southern section of Finsbury Road were comprehensively redeveloped in the 1960s with a mixed</p>	Noted. Conservation discussed in report.

Stakeholder	Question/Comment	Response
	<p>development of low and high-rise blocks. Given the generally flat nature of the local topology and the dense street network, there are very limited long-distance views from within the conservation area.</p> <p>Trinity Gardens Conservation Area encompasses three principal public open spaces, Trinity Gardens, Crescent Gardens and Nightingale Gardens, each of townscape and historic interest, which together provide the setting for public buildings and places of worship as well as the setting for houses dating from the early to late 19th century. The conservation area includes a number of statutory and locally listed buildings, including the Grade II listed Braemar Avenue Baptist Chapel and the locally listed Prince of Wales Public House (No. 1 Finsbury Road) and Trinity Chapel (St Mary’s Greek Orthodox Cathedral) which are located in the north-western part of the conservation area. The conservation area is largely surrounded by residential development, although much of this has changed radically in the post-war period. The open character of the conservation area, derived from the three open spaces at its heart, produces a variety of views and vistas. These include longer distance views both east and west along Bounds Green Road, visually closed by the prominent spire of St Michael’s Church looking east and the tower of the Braemar Avenue Baptist Church looking west.</p> <p>Wood Green Common Conservation Area is of special interest mainly for the surviving areas of historic common land that were preserved as public open space following the creation of the Wood Green Urban District Council in 1894. The character of the open space is the dominant feature of the conservation area, containing both an informal landscape and formally laid out garden areas, acting as a townscape setting for late-Victorian and Edwardian period terraced houses. Much of the setting of this conservation area is defined by operant, disused or redeveloped railway land. There are a number of longer views within the conservation area, for example looking across the open area of Wood Green Common.</p>	

Stakeholder	Question/Comment	Response
	<p>In summary, the application site falls within the setting of the Bowes Park and Trinity Gardens Conservation Areas. The setting of both conservation areas has been affected by post-war development and includes the 15-storey tower blocks adjacent to the site as well as the also 15-storey blocks to the north of Commerce Road. The tower blocks have affected distant views of both conservation areas, rising on top of low-rise historic houses or impinging in views of local historic landmarks.</p> <p>Railway infrastructure and other development define the setting of the Wood Common Green Conservation Area and act as a distinct separation between the application site and the Wood Common Green Conservation Area.</p> <p>Within this context, it is important for any new development in the application site to respect the surrounding historic built environment and the protected townscape. Consideration should also be given to any historic buildings or structures that are located in the wider area, within or outside of any defined conservation areas.</p> <p><u>Proposal</u></p> <p>It is proposed to redevelop the application site and construct a nine-storey building to accommodate 23 residential units for council rent. The development will include associated cycle and refuse/recycling storage facilities, accessible car-parking spaces, and landscaping and public realm improvements.</p> <p><u>Comments</u></p> <p>Due to the distance of the proposed development from the Wood Green Common Conservation, the intervening infrastructure and development, and taking into consideration the height, mass and scale of the proposed building and its proposed location and context (adjacent to the 15-storey tower blocks), it is not expected that the proposed development would have any</p>	

Stakeholder	Question/Comment	Response
	<p>impact on the significance of the Wood Green Common Conservation Area and associated historic buildings.</p> <p>The proposed scheme would result in a change to the setting of Bowes Park and Trinity Gardens Conservation Areas and it is important to understand the impact of that change on the significance of these conservation areas and historic buildings they enclose. The setting of the Bowes Park and Trinity Gardens Conservation Areas has been affected by late 20th century development comprising mixed development of low and high-rise blocks. This is evident around the application site where the existing 15-storey towers have affected views from within both conservation areas. The proposed building would rise up to nine storeys and would be visible from some parts within these conservation areas, however, within the context of the 15-storey neighbouring tower blocks.</p> <p>Views looking into and out of the Bowes Park Conservation Area are limited and the special interest of the conservation area lies in the surviving Victorian and Edwardian residential development. The proposed development would be only partially visible from limited locations, most notably from Nightingale Road. The proposed development would appear in the context of the existing 15-storey towers and would not appear prominent or overbearing. It is not considered that would further detract considerably from the way the Bowes Park Conservation Area is experienced and appreciated.</p> <p>The Trinity Gardens Conservation Area with its associated open spaces has a more open character and allows for more views out of the conservation area. Views along the Bounds Green Road towards the application site and most notably views from Nightingale Gardens and Trinity Gardens are going to be affected by the proposed development. The proposed scheme would introduce a nine-storey building in the setting of the conservation area which is mostly defined by open spaces, low-rise residential development and some more imposing public buildings and places of worship. However, the new</p>	

Stakeholder	Question/Comment	Response
	<p>building would be visible in the context of the existing 15-storey towers which have already affected views outside of the conservation area, towards the application site. It is expected that there would be some limited harm to the significance of the Trinity Gardens Conservation Area.</p> <p>Overall, the proposed development would be seen in the context of the existing 15-storey Finsbury House and Newbury House and would not appear overly intrusive or overbearing in views from the surrounding heritage assets. The proposed development would have a negligible impact on the historic built environment which is considered acceptable when it is weighted against the public benefits of the proposal.”</p>	
Drainage	<p>The LLFA, has now reviewed application HGY/2021/2075 - Partridge Road, Trinity Road N22 8DW, Redevelopment of the site comprising the demolition of the existing garages and the erection of a nine storey building to accommodate 23 residential units for Council rent (Class 3). Associated cycle and refuse/recycling storage facilities, accessible car-parking spaces and landscaping and public realm improvements including a children's play space. Relocation of existing refuse/recycling facility.</p> <p>The site is located in flood zone 1, which has a low probability of flooding from tidal or river surges, the EA, flood maps also show the site has a low risk of flooding from surface water flooding.</p> <p>The proposed development offers limited opportunity to have above ground SuDS, the London plan SuDS, hierarchy has been followed and the following, techniques have been included, permeable paving throughout the site, this will be lined to prevent infiltration and the possibility of mobilising contaminants that may be present.</p> <p>The surface water will then be conveyed by gravity to below ground attenuation tanks where it will be stored before being discharged using a</p>	Noted. Relevant condition attached.

Stakeholder	Question/Comment	Response
	<p>Hydro-brake control at a rate of 2.5l/s to the Thames Water, public surface water sewer subject to approval from Thames Water.</p> <p>A management maintenance schedule will need to be provided for each SuDS, element that has been chosen, this must be in place for the lifetime of the development to ensure they function efficiently and effectively along with details of who will be responsible for the maintenance”</p>	
Building Control	Comments will be reported as an addendum.	Fire report submitted with outlines safety measures, and requirements to satisfy relevant building regulation requirements (which is a separate regulatory regime this proposal would need to satisfy regardless of planning permission status) in this regard
EXTERNAL		
Metropolitan Police Designing out Crime Officer (DOCO)	We have met positively with the project Architects and Agent to discuss Crime Prevention or Secured by Design (SBD) for the overall site. The Architects have also made mention in the Design and Access Statement with reference to design out crime or crime prevention and have taken the advice of MPS. They have stated that “should it be required, ongoing consultation will take place with a DOCO during the detailed design stage to achieve Secured by Design Accreditation. At this point it can be difficult to design out any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.	Noted. A condition which is standard for such developments is attached to secure necessary details.

Stakeholder	Question/Comment	Response
	<p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects or Managing Agency was to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>(1) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.</p> <p>(2) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention</p>	

Stakeholder	Question/Comment	Response
	<p>drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p>	
<p>London Fire Brigade</p>	<p>Comment to be reported as an addendum when received.</p>	<p>Fire report submitted with outlines safety measures, and requirements to satisfy relevant building regulation requirements (which is a separate regulatory regime this proposal would need to satisfy regardless of planning permission status) in this regard</p>
<p>Thames Water</p>	<p>Comments to be report as an addendum when received.</p>	

Appendix 4 Public representations

Comment (Material Planning considerations)	Response
Design/Appearance/Character	
Excessive scale, height, and proximity relative to surroundings	The principle of the development, including the principle of the proposed density, scale/tall building, and the design merits of the scheme, including how the proposal is acceptable in terms of its contextual response, are addressed in section 6 of the report.
Unattractive design	
Design fails to respond to context	
Excessive/inappropriate density	
Amenity Impacts	
Loss of privacy/overlooking	These issues are discussed in the amenity section (section 6) of the report. In particular, the window orientations and distances from neighbours would avoid harmful privacy/overlooking impacts. The building siting and position would avoid harmful enclosure/overbearing impacts, including to No.2 adjacent due to its location. The angled louvres adjacent to No.2 would deflect vies from the windows/balconies away from No.2's rear garden and towards vistas beyond, avoiding significant overlooking/privacy, or overbearing impacts. Technical reports demonstrate sufficient light provision and the building and its location would not be sufficient to harmfully reduce outlook, particularly in this location adjacent to open space and streets around it. Disturbance form the use of the building would not be sufficient to cause harm that warrants refusal of planning permission – all dwellings have associated comings and goings, and the site is located in an urban context.
Loss of daylight/sunlight/natural light to residents/neighbours	
Sense of enclosure to nearby residents	
Loss of outlook/visible sky	
Light pollution	
Loss of 'peace'/disturbance from additional comings and goings	

Comment (Material Planning considerations)	Response
Construction noise/disturbance/pollution harm to nearby residents	This is temporary and not a reason to refuse permission. Separate legislation governs environmental impacts in this regard such as hours of working and noise limits. In addition, measures are secured by planning condition to manage temporary impacts, including the construction logistics measures to minimise highway disturbance and measures to minimise environmental harm from construction vehicles.
Air pollution	
Transport Impacts	
Loss of parking spaces from garages	<p>Transport impacts are addressed in section 6 of the report. A robust parking analysis has been carried out and the Council's Transport Officers have assessed impacts based on full occupancy/use of the garages as a 'worst-case scenario' whereby the impacts and technical assessments resulted in a conclusion of no demonstrable harm.</p> <p>The units would not be eligible for resident parking permits. They are close to established public transport services. While inevitably some visitor vehicles would park on surrounding streets, this level would not be significant enough to harm capacity, as evaluated by Transportation Officers. The same view is reached regarding deliveries/servicing to the flats.</p> <p>It is not feasible or planning-policy compliant to design residential schemes in London with good access to public transport around car-use and car-parking provision as this results in further car-dependence, congestion, and poorer quality urban environments where public realm and the ability to form sufficiently compact liveable neighbourhoods is compromised.</p>
Parking pressures from additional flats/deliveries/servicing	
Parking interruptions during construction	Managed through construction logistics plan to mitigate and minimise temporary disturbance. Temporary disturbance does not warrant refusal of permission.

Comment (Material Planning considerations)	Response
Suggestion that permit-free restrictions would create a 'two track' Council housing list/allocation	As per comments on car-parking provision above. Permit-free restrictions on new residential dwellings is not linked to Council housing policy. Such restrictions are not tenure-related/assessed and are applied to planning permissions to accord with planning policy requirements at local, and London, level.
Junction with Bounds Green Road difficult for some drivers to manoeuvre	Junction is already in-use. Proposal would remove the garages with direct street frontage/access on to Partridge Way, removing vehicle conflicts there, and would instate a new pedestrian pavement/footpath along there where none currently exists.
Garages are in-demand	Inspection of garages indicates they are not predominantly used for vehicle parking as per their purpose. Housing is a strategic priority whereby this site is considered suitable for accommodate needed new housing, as per the principle of development outlined in Section 6 .
Concerns emergency services could be hindered	Noted. Transportation Officers are satisfied in terms of vehicle movements and their impacts.
Disabled neighbours' road access would be hindered such as by making it harder for ambulances to park in the road	As above.
Child/road user safety risk increased by increased traffic	As per comments above. Note removal of multiple garages opening directly on to Partridge Way and creation of new pavement/footpath there where none currently exists, improving pedestrian safety and removing vehicle conflicts.
Other Impacts	
No need for new housing here	Need is addressed in report (Principle of development, Section 6)
Will over-stretch existing services/infrastructure	Impacts in various respects considered in report – Section 6.
Query what will replace garages for bulk storage	Not proposed. This is not a part of this planning application.

Comment (Material Planning considerations)	Response
Air quality concerns for new residents (proximity to Bounds Green Rd)	Windows can be shut as the units also have mechanical ventilation.
Loss of 'open' space	Site is partly 'open' hardstanding almost entirely enclosed on two sides, partly single storey garages. Site is not subject to any planning designations concerning open space. Proposal acceptable in principle in planning terms.
Crime/fear of crime/security/antisocial behaviour concerns	Addressed in report – Section 6
Rooms too small, bedrooms would have inadequate storage space	All flats meet and/or exceed all relevant space standards – See Section 6
Objection to a children's play area near a main road	It is not on a main road. New pedestrian pavement/footpath would run along Partridge Way serving it. This is already a green space.
Fire Risk: building too close to others, particularly Finsbury House high-rise flats	Fire report submitted with outlines safety measures, and requirements to satisfy relevant building regulation requirements (which is a separate regulatory regime this proposal would need to satisfy regardless of planning permission status) in this regard
Social rent rate: Statement that these are not 'Council homes' at existing council rent levels, because the rent is set at New Homes Rent, which is £51 per week higher than normal council rents for a two bed	Proposed units are classed as Council Rent under the proposed new homes rent level.
Comments on formal pre-application advice process including the absence of public participation	The applicant engaged with the community engagement before the planning application. This is always good practice and welcomed, but such engagement is not part of this formal planning application.

Appendix 5 QRP Note

QRP No.1 – 18th March 2020

CONFIDENTIAL



Haringey Quality Review Panel

Report of Formal Review Meeting: Partridge Way

Wednesday 18 March 2020
video conference

Panel

Peter Studdert (chair)
Marie Burns
Tim Pitman
Wen Quek
David Ubaka

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Conor Guilfoyle	London Borough of Haringey
Ishen Stewart-Dowding	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.

1. Project name and site address

Partridge Way, London N22 8DW

2 Presenting team

Anna Blandford	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Christian Pinchin	Unit 1 Architects Limited
Vejay Lal	Unit 1 Architects Limited

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 briefing

The site is an approximately triangular shaped parcel of land located at the junction of Partridge Way and Trinity Road, which runs parallel to Bounds Green Road. It has two main frontages facing these roads. The proximity of the junction to Bounds Green Road to the immediate south-west, and the orientation of that street, results in the site being highly visible when travelling along Bounds Green Road. The east of the site abuts the end of a terrace of two storey mid twentieth century houses.

The site is currently occupied by a row of garages fronting Partridge Way, with paving slabs running up to the adjacent houses. It is not in a conservation area, does not affect the setting of a listed building, and is not subject to any notable planning designations. In terms of parking and transport impacts, the site has a PTAL score of 4 and 6a, with 6a covering the majority. Aside from the requirement to provide 10 per cent 'Blue Badge' parking (which could be provided on-street nearby, dependent on parking stress), development with limited or no on-site car parking will be supported.

The site is one of several that the Council is seeking to develop for council housing. The building design has gone through several iterations, most notably in terms of how to accommodate and treat the balconies. The design also seeks to deal appropriately with the ground floor landscaped area and entrance area underneath the building overhang. The ground floor area and the stair and core layouts are unusually large in footprint because of the unusual plot layout and constraints in accommodating the units. All units meet or exceed relevant space standards. Officers welcome the panel's views on the scheme's design quality.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to comment on the evolving proposals for development at Partridge Way. It supports the broad principles of the scheme, subject to some improvement and refinement. The increase in height of the main block to nine storeys is appropriate to the location. While the panel generally supports the approach taken to the architectural expression, it feels that scope for improvement remains within the northern façade and the two storey link element. Further consideration of the scheme layout – to improve liveability, quality and efficiency – would also be supported.

The panel notes that the proposals are resource intensive, as there are typically only two flats per floor. However, it considers that the existing site is an eyesore and that developing a high quality building will help to transform the perception of the wider area. The panel would encourage the design team to explore how the context might change in the future through further development to ensure that the current proposals are robust and adaptable, while not precluding any future redevelopment options.

Further details on the panel's views are provided below.

Massing and development density

- The panel supports the proposed increase in building height of the main block up to nine storeys, as this will mediate well between the scale of the existing 15 storey towers on Partridge Way and the two storey houses on Trinity Road.
- Breaking the overall massing down into a primary tower and two storey linking element abutting the existing terraced houses is supported. However, to be successful, the new linking element should be visually expressed as part of a two storey plinth to the tower that extends out to meet the existing houses, rather than as an extension of the terrace.
- The panel would encourage removal of the proposed free-standing cycle store at the north of the site, located between Partridge Way and the landscaped open area adjacent to the existing houses. An alternative location - within the footprint of the main building - for overspill cycle storage would be supported (see below).

Place-making, public realm and landscape design

- The panel thinks that the proposals could be a catalyst for future place-making. The existing site is an eyesore and developing a high quality building in this location will help to transform the perception of the wider area.

- Consideration of the design of the public realm and landscape features immediately beyond the red line site boundary is encouraged. The panel would support work to ensure that the public realm has coherence within the immediate vicinity.

Scheme layout, access and integration

- The scheme is potentially resource intensive, due to the shape and scale of the site, which limits accommodation to two flats per floor in the current configuration.
- The panel encourages the design team to reconsider the scheme layout and explore options to adjust the configuration both to improve the quality of accommodation and also to potentially improve the efficiency of the floor plans. Options to explore include shifting the circulation / lift cores towards the north elevation, to 'open up' the living accommodation to the south.
- At a detailed level, the panel would also encourage the design team to remove the second entrance at ground level, and use this space to expand cycle storage to accommodate overspill cycle provision (removing the need for a separate free-standing cycle store). The panel would encourage the creation of secure access to the cycle store from the entrance lobby, to enhance security and liveability.

Architectural expression

- The panel supports the use of brick within the façade; high quality materials and design details will be essential for the architectural expression to be successful. It would like to know more about the contextual references that have influenced the chosen palette of materials.
- The panel considers that the inclusion of cantilevered balconies within the 'prow' of the main building could be successful. It would create a striking dynamic at a prominent corner, and also within views of the building from surrounding streets - both at short range and further afield. It would also allow greater light penetration within living areas, while enabling an open outlook from the balconies.
- Greater articulation of the northern façade of the block would be supported; inserting windows within the kitchen areas overlooking Partridge Way could potentially help to contribute a level of activity into these elevations.
- The panel would encourage the design team to reinforce the concept of a strong two storey plinth within the overall architectural expression of the development. As outlined above, the two storey linking element should adopt

the architectural language of the main block, and should be expressed as part of this plinth.

- Care should be taken with the detailed design and integration of plant at roof level to avoid unsightly intrusions in the roofline; the building is in a very prominent location and will be seen in many long views.

Design for inclusion, sustainability and healthy neighbourhoods

- The panel supports the approach taken to car parking and welcomes the commitment to provide a good level of resident cycle storage.
- The panel would encourage the design team to explore how the site's context might change in the future through further development, to ensure that the current proposals are 'future-proofed', robust and adaptable, while not precluding any future redevelopment options.

Next steps

The Quality Review Panel is confident that the project team will be able to address the points above effectively, in consultation with Haringey officers. It would be happy to consider the revised proposals at a Chair's Review, if required.

QRP No.2 – 26th August 2020

Haringey Quality Review Panel

Report of Chair's Review Meeting: Partridge Way

Wednesday 26 August 2020

Panel

Peter Studdert (chair)

Tim Pitman

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Conor Guilfoyle	London Borough of Haringey
Kyriaki Ageridou	Frame Projects
Sarah Carmona	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Anna Blandford	London Borough of Haringey
Deborah Denner	Frame Projects

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.

1. Project name and site address

Partridge Way, London N22 8DW

2 Presenting team

Peter Exton	London Borough of Haringey
Ishen Stewart-Dowding	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Christian Pinchin	Unit 1 Architects Limited
Malcolm McPherson	Martin Arnold Limited

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 briefing

The site is an approximately triangular shaped parcel of land located at the junction of Partridge Way and Trinity Road, which runs parallel to Bounds Green Road. It has two main frontages facing these roads. The proximity of the junction to Bounds Green Road to the immediate south-west, and the orientation of that street, results in the site being highly visible when travelling along Bounds Green Road. The east of the site abuts the end of a terrace of two storey mid twentieth century houses. The site is currently occupied by a row of garages fronting Partridge Way, with paving slabs running up to the adjacent houses. It is not in a conservation area, does not affect the setting of a listed building, and is not subject to any notable planning designations. In terms of parking and transport impacts, the site has a PTAL score of 4 and 6a, with 6a covering the majority. Aside from the requirement to provide 10 per cent 'Blue Badge' parking (which could be provided on-street nearby, dependent on parking stress), development with limited or no on-site car parking will be supported.

The site is one of several that the Council is seeking to develop for council housing. The building design has gone through several iterations; and since the previous QRP the scheme has evolved in response to feedback received, particularly in terms of the overall footprint, number - and layout - of units per floor, and the layout of the ground floor, while the exterior has also seen adjustments. All units meet or exceed relevant space standards. Officers sought the panel's views on the scheme's design quality, and the adjustments that have been made to the layout and expression of the proposals.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to comment on the evolving proposals for development at Partridge Way. The panel offers warm support for the scheme, subject to further refinement of a number of detailed points. It welcomes the adjustments to the layout and form of the proposals and feels that the scale of the proposals is suitable for the location. Adjusting the footprint and layout of the tower in order to accommodate three units per floor – rather than two as previously proposed – is very successful. The removal of the proposed two-storey terrace and the adjusted location of the tower – pulled away from the adjacent housing – are also supported.

Some scope for further improvement remains within the function and nature of the proposed new yard (between the tower and the adjacent terrace), and the security and access arrangements for the bicycle store. The architectural expression is generally working well, and the panel feels that the scheme will now work well when seen 'in the round'. However, some further consideration of the fenestration at first floor level (within the double-height plinth) would be beneficial, to increase natural light within the accommodation, in addition to an improved outlook. The use of a high-quality brick that will provide texture, 'life' and enable a contrast with the fenestration will be extremely important.

Further details on the panel's views are provided below.

Massing, form and layout

- The panel supports the proposed height of the tower at nine storeys, as it will mediate well between the scale of the existing 15 storey towers on Partridge Way and the two storey houses on Trinity Road. The site is very prominent; and the panel feels that the building will successfully stand up to scrutiny from all angles.
- The creation of a simple block achieved by the removal of the previously proposed two-storey terrace and the adjustment to the tower's footprint and location – now separate from the adjacent housing – works very well. This simplified form will also allow a greater level of flexibility within any future potential redevelopment options.
- The panel feels that the design team has also been very successful at adjusting the footprint and configuration of the floor plans, which has enabled the scheme to accommodate three units in a typical floor, rather than two units as in the previous proposals. This has resulted in a more efficient use of circulation space, improved viability, and an improved three-dimensional form,

which will work well when seen 'in the round', compared to the more constrained and angular block form of the previous scheme.

- Whilst the layout of the adjusted proposals is now generally working well, the panel notes that at a detailed level, scope for improvement remains within the bicycle storage at ground floor level. The panel feels that currently the access arrangements are not secure enough, with the store accessed from a door leading from the pavement. It would encourage the design team to adjust the layout in order to accommodate two layers of secure entry.
- The panel highlights that the new yard located between the tower and the adjacent houses should also be very carefully considered, to avoid the prospect of it becoming an informal residents' waste/storage area. This consideration should extend to the materiality, function and detailed design of the yard.
- It wonders whether one option might be to locate the external entrance to the bike store off the secure yard, thereby achieving two layers of secure entry, while at the same time providing purpose, footfall and natural surveillance of the yard.

Place-making, public realm and landscape design

- The panel thinks that the proposals could be a catalyst for future place-making. The existing site is an eyesore and developing a high-quality building in this location will help to transform the perception of the wider area.

Architectural expression

- The panel supports the use of brick within the façade; high quality materials and design details will be essential for the architectural expression to be successful. The panel notes that the brickwork within the precedent images looks good; however, the brickwork shown within the rendered images of the actual scheme looks much flatter and 'gloomy'. It will be critically important to use a high-quality brick that will provide texture and will visually 'lift' the elevation – while providing a contrast with the fenestration.
- The panel feels that the visual proportions of the scheme look good, while the design of the parapet and the 'flatiron' corner are successful.
- It welcomes the inclusion of a strong, two-storey plinth at the base of the development and feels that this is a positive visual device for the overall scheme, giving both verticality and height to the base. At a detailed level, it would encourage the design team to explore the design of the elevation within the plinth at first floor level and would support adjustments to the double-order visual device to allow the inclusion of larger glazed elements in order to

Appendix 6 Pre-Application Committee Minutes

The Committee considered the pre-application briefing for the demolition of the existing garages and redevelopment of the site to provide a nine storey building comprising of 14 x 1 bedroom flats and 9 x 2 bedroom flats (all for Council rent), with amenity space, associated bin stores, cycle stores and disabled and visitor parking, and provision of play space and landscape improvements in the vicinity of the site.

The Committee commented on the proposal:

- The block was too tall for the area, just because there were tall blocks next to the development did not mean that another one was acceptable.
- The design was disappointing.
- The courtyard would become an unusable space, or a dumping ground for the properties.

Officers commented that the courtyard would be well-lit and secured, and that the one bedroom units would appeal to downsizers wanting to give up bigger family units in exchange for a smaller high quality unit.