

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/2882

**Ward:** Seven Sisters

**Address:** Land adjoining Remington Road and Pulford Road N15

**Proposal:** Redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.

**Applicant:** Haringey Council

**Ownership:** Council

**Case Officer Contact:** Tania Skelli

**Site Visit Date:** NA

**Date received:** 17/09/2021

1.1 The application has been referred to the Planning Sub-Committee for decision as it is a major application that is on Council land.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward and deliver 46 much needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.

- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new play areas.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.

The proposed development is car free (except for the provision of accessible parking bays) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels
- The proposal 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.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 10/02/2022 or within such extended time as the Head of Development Management or the Assistant Director shall in her/his sole discretion allow; and

- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

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

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Energy strategy
- 5) Overheating
- 6) Living roofs
- 7) Biodiversity
- 8) Land contamination
- 9) Unexpected land contamination
- 10) Non-Road Mobile Machinery (NRMM)
- 11) Demolition management Plan (DMP)/ Construction Management Plan (CMP)
- 12) Drainage/ SuDS
- 13) Drainage/ SuDS – Maintenance
- 14) Telecommunications apparatus/ S Dishes
- 15) Secure by design
- 16) Cycle storage
- 17) Refuse storage
- 18) Hard and soft landscaping including tree replacement
- 19) Electric vehicle charging points (EVCP)
- 20) Obscure glazing
- 21) Servicing and Delivery Plan

### **Informatives**

- 1) CIL liable
- 2) Hours of construction
- 3) Asbestos removal
- 4) Street Numbering
- 5) Thames Water
- 6) Thames Water 2
- 7) Fire safety and sprinklers
- 8) Network Rail
- 9) Secure by design

### **Planning Obligations:**

2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.

2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.

2.7 It is recognised that the Council cannot commence enforcement against itself in respect of breaches of planning conditions and so prior to issuing planning permission measures will be agreed between the Council's housing service and the planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.

2.8 The Council cannot impose conditions on planning permissions requiring the payment of monies and so the Director of Housing, Regeneration and Planning has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

#### **Head of Terms:**

1. Carbon offset contribution
  - Initial and deferred payment of £31,722.90 (50% of expected carbon offset based on the energy report) + any uplift. Payable on implementation including a 10% management fee.
2. Amending TMO
  - The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.
3. Employment skills provision
  - Provision of employment skills and support payment
4. Social Rent
5. Car Club membership
6. Residential Travel Plan
7. Employment and skills plan
8. Considerate Contractors
9. Carbon offset financial contribution (see below)
10. Architect retention

#### **Presumption in Favour of Sustainable Development**

2.5 In the event that members choose to make a decision contrary to the officer

recommendation it will be necessary to consider the presumption in favour of sustainable development in the NPPF. This is because the Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.

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### **APPENDICES:**

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

#### **3.1 Proposed development**

3.2 This is an application for the redevelopment of the site for residential use with associated landscaping and public realm enhancements. The development comprises 46 dwellings (31 apartments and 15 townhouses) for Council rent as follows;

12 x one-bed two-person units (26%)

16 x two-bed four-person units (35%)

14 x three-bed five-person (30%)

4 x four-bed four-person (9%)

3.3 The proposal includes the provision of cycle and refuse/recycling storage facilities, improvement to existing refuse/recycling facilities and provision of five new accessible car-parking spaces on Remington and Pulford Road and 2 additional spaces for general needs. The proposal also involves associated landscaping and public realm improvements which includes upgrading existing public and open spaces and creating new green, pedestrian and play space throughout the site.

3.4 The proposed buildings would be a mix of 2-storey townhouses and taller buildings of 3, 4, 5 and 6 storeys in height. The design reflects the triangular shape of the site and would be finished in textured buff brick with dark windows, panelling and balcony railings. It incorporates framed balconies on each of its three corners and inset brick panelling and detailing.

3.5 The site is one of several identified sites that the Council is seeking to develop for Council housing as part of its 2018 commitment to delivering a thousand new Council homes at Council rents by 2022.

#### **Site and Surroundings**

3.6 The site lies in the north-west corner of an existing Council estate between Remington Road and Pulford Road and a railway line which forms an embankment along its northern boundary. It sits in the Seven Sisters ward.

3.7 The site measures 0.526 hectares and covers three triangular shaped parcels of land encompassing part of Remington Road and Pulford Road and a public pathway connecting to Seven Sisters Road. It comprises a row of 20 old garages and amenity/seating space on its western end, an adjoining area of open grassland and a turning head, footpath and associated public realm on its eastern side. The open grassed area, which forms the central and the larger part of the site, accommodates several trees and is enclosed by a low-level railing with one point of access. The wider site also includes a strip of land/public realm around the perimeter of the existing block at 1-67 Remington

Road. A number of other trees of varying scale and quality are present across the site.

3.8 The surrounding area is urban and predominantly residential in character comprising a wide range of traditional and contemporary post-war residential development. Immediately opposite the site to the south on Remington Road and Pulford Road, sit substantial 5 and 6-storey linear flatted Council blocks and 2-storey Council terraced housing. To the west lies further Council accommodation in 3 and 4-storey linear buildings whilst adjoining the site along its eastern boundary are traditional 3-storey period terraces fronting Seven Sisters Road with commercial ground-floor uses.

3.9 The wider area accommodates a variety of property types/uses, sizes and architectural styles. These include other Council owned residential buildings forming part of the Tiverton Estate and across the railway to the north, around Suffolk Road and Kerswell Close, and further traditional Victorian and Edwardian properties along Seven Sisters Road and surrounding streets. The scale and height of development varies more significantly further afield with buildings such as Eckington on Pulford Road to the south rising to 10-storeys and others on the Sir Frederick Messer Estate to the east, across Seven Sisters Road reaching 8 and 17-storeys.



Figure 1: Aerial of existing site

3.10 The Public Transport Accessibility Level (PTAL) of the site is 3/4, regarded as moderate to good. There are several bus-stops nearby on Seven Sisters

Road and St. Ann's Road serving regular bus routes and Seven Sisters Underground and National Rail Stations are approximately 10-15 minutes' walk away to the north. Stamford Hill Overground Station is located 0.6 miles to the east and Harringay Green Lanes Overground Station just under a mile to the west and are approximately a 14 minute and 18-minute walk away respectively, whilst Manor House Underground Station is a few minutes further to the south.

3.11 The local area offers a wide range of retail and commercial facilities centred along Seven Sisters Road and within the nearby District Centres of Green Lanes and West Green Road/Seven Sisters Road, in addition to an extensive range of community related uses including nurseries, schools, leisure facilities and parks and open spaces. In respect to the latter these include amenity spaces within the Tiverton Estate, Tewksbury Road Open Space, Manchester Gardens, Paignton Road Open Space, Chestnut Park and Finsbury Park.

3.12 The site is not subject to any planning designations. It is not in a conservation area and does not affect the setting of any locally or statutorily listed building. St. Ann's conservation area lies to the north of the railway, north of the site.

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

3.13 None

## **4. CONSULTATION RESPONSE**

### **4.1.1 Planning Sub-Committee Pre-Application Briefing**

4.1.2 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 8th of September 2020. The minutes of the meeting are set out in Appendix 5.

### **4.2 Quality Review Panel**

4.2.1 The scheme has been presented to Haringey's Quality Review Panel on two occasions; first on the 17<sup>th</sup> June and the second on 18<sup>th</sup> November 2020. The comments are set out in appendix 5 and summarised as follows:

4.2.2 The panel applauded the aim to deliver a zero carbon development and recommended to test an alternative development strategy which would retain the existing green space and trees and restore the original urban grain by building a linear block alongside the railway. The panel recommended simplifying the architecture to secure its delivery.

4.2.3 The panel welcomed the revisions (since the first QRP) to the layout and form of the proposals and felt that the scale of the proposals is suitable for the location. It applauded the quality of the ambitious project and encouraged public engagement. The panel commented that the scale and architecture proposed, worked well. The proposal was supported subject to further refinement of some of the detailed points, via conditions.

#### 4.3 Development Management Forum

4.3.1 A virtual meeting was held on 20<sup>th</sup> January 2021. The main topics raised were around bike storage, parking stress, play space provision, loss of tree and their replacement, energy and lifts in the new buildings. Details and summaries of the comments made and how they were addressed are available in Appendix 6.

#### 4.4 Application Consultation

4.4.1 The following were consulted regarding the application:

The following responses were received:

Internal:

- 1) Conservation: No objection.
- 2) Carbon Management: No objections, subject to conditions.
- 3) Nature Conservation: No comments.
- 4) Trees: No comments.
- 5) Building Control: No objections.
- 6) Highways Drainage: No objections, subject to condition/s.
- 7) Transportation: No objections, subject to conditions.
- 8) LBH Design: Support.

External:

- 9) Thames Water: Comments with suggested informatives.
- 10) Network Rail: No objection with suggested informatives.
- 11) Health & Safety executive: No objections.
- 12) Environment Agency: No objections.
- 13) London Fire Brigade: No objections.
- 14) Secure by Design/ Met Police: No objections, subject to condition.
- 15) UKPN: No comments made.

### 5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

256 Neighbouring properties  
4 site notices were erected close to the site

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

No of individual responses: 1  
Support: 1

5.3 The following local groups/societies made representations:

- NA

5.4 The following Councillor made representations:

- NA

## **6 MATERIAL PLANNING CONSIDERATIONS**

### Statutory Framework

6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

### Considerations

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

1. Principle of the development
2. Design and impact on the character and appearance of the surrounding area
3. Landscaping, public realm, amenity and play space and associated works
4. Housing mix, tenure and quality of accommodation
5. Impact on neighbouring amenity
6. Impact on nearby conservation areas
7. Transport, parking, waste/recycling and servicing
8. Sustainability, Energy and Climate Change
9. Crime Prevention
10. Flood risk & Drainage
11. Air quality
12. Ecology
13. Land contamination

### **Principle of the development**

### National Policy

6.1.3 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan

process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

- 6.1.4 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

### Regional Policy – the London Plan

- 6.1.5 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.1.6 Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.1.7 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London’s housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites. Whilst this site is above the above size, the proposal is considered to address the broad aims of the policy by developing underutilised land for housing delivery.
- 6.1.8 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.1.9 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

### Local Policy

6.1.10 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as *Local Plan*), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.

6.1.11 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.

6.1.12 The Development Management DPD (2017) (hereafter referred to as the *DPD*) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.

#### *Assessment*

6.1.13 The site is one of several identified sites that the Council is seeking to develop for Council housing as part of its 2018 commitment to delivering a thousand new Council homes at Council rents by 2022. This proposal makes a valuable contribution to Council housing supply.

6.1.14 This proposal seeks to provide 100% of the housing as Council rent which would satisfy the above planning policy requirements.

6.1.15 Officers note that the surrounding area is an established residential area which includes a range of tenures, including private rent, owner-occupation and Council rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to delivery of the Borough wide affordable housing target.

#### Loss of Open Space

6.1.16 DM Policy DM20 seeks to protect and enhance Haringey's open spaces and states that reconfiguration of open space will be supported where part of a comprehensive, deliverable scheme and there is no net loss of open space. The loss of open space will be supported where the development proposed is not detrimental to the environmental function of the open space and an enhancement to the deficiencies of existing site and open area. In this case, 2,026sqm of non-

designated open space is lost. This includes a row of old garages. However, the open space is considered to be of low-quality and in unkempt and informal state. It includes a number of low quality trees and is generally of low ecological value. It is most likely leftover from the previous redevelopment of the estate in this area and provides a buffer to the railway line. It is therefore underused.

- 6.1.17 Whilst not in line with the 'no net loss' requirement of policy DM20 its redevelopment will include the enhancement of the land between the existing and the new development with pedestrian areas, landscaping and informal play, a new triangle green and private amenity space provided behind the new tallest building. The existing ecological green corridor, parallel to the railway is outside the site boundaries and will remain as existing.
- 6.1.18 The open space lost is replaced with high-quality affordable housing, new open spaces and enhancements to the surrounding public realm, in a comprehensive manner which would be delivered by the Council. As such the benefits of the scheme are considered to outweigh the harm resulting from the loss of the non-designated open space.
- 6.1.19 The application site is well served by more formal and designated open space with a number of open spaces and parks close by. These include an existing area of open space to the rear of the block opposite at 1-27 Remington Road that accommodates informal grassland and a formal, fully equipped play area. Other more significant local spaces include Tewksbury Road Open Space, Manchester Gardens, Paignton Road Open Space, Chestnut Park and Finsbury Park. All are within walking distance of the application site or a short bus ride away and offer a variety of amenities and recreational facilities.
- 6.1.20 In summary, the site is not subject to any specific planning policy designations but is a largely brownfield site with good access to public transport within a residential area. Therefore, there is strong policy support for the principle of residential development on this site as set out in Policy H1 and H4 of the London Plan.
- 6.1.21 Residential development of this underutilised brownfield site is supported. The principle of an affordable residential development on the site is strongly supported by national, regional, and local policies. The provision of 46 units will make an important contribution towards meeting Haringey's housing target in line with Policies SP1, SP2 and DM10 and an important contribution to the Borough wide target of 40% affordable housing. Therefore, as mentioned above, this provision is considered to outweigh the harm resulting from the loss of non-designated open space at this site.

## 6.2 Design and impact on the character and appearance of the surrounding area

### *National Policy*

- 6.2.1 Chapter 12 of the NPPF (2021) states that that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.2.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

### *Regional Policy – London Plan*

- 6.2.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).
- 6.2.4 Policy D6 concerns housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

### *Local Policy*

- 6.2.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Policy SP12 requires new development to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.2.6 Policy DM1 of the 2017 DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.2.7 DPD Policy DM6 concerns building heights. It expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1. For buildings projecting above the prevailing height of the surrounding area it will be

necessary to justify them in in urban design terms, meeting prescribed design requirements.

### Assessment

#### *Site context*

- 6.2.8 In accordance with the above policies, the design of any proposal should optimise the potential of the site to deliver high-quality homes having regard to the character and appearance of the surrounding area.
- 6.2.9 The area comprises of 2-storey houses, 5 and a 6-storey linear residential block in the immediate vicinity as well as 3 and 4-storey blocks of houses which amount to a varied built environment. The existing garages on the application site are not of architectural merit.

### Tall Buildings

- 6.2.10 Policy D9 of the London Plan states that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. The Council's 2017 Local Plan (Strategic Policies DPD) pre-dates the London Plan and defines tall buildings as 10 storeys and above. However, given the London Plan is most recent policy it takes precedence and this proposal must be considered and assessed as a tall building in line with Policy D9.
- 6.2.11 Policy D9 B sets out that boroughs should determine if there are locations where tall buildings may be an appropriate form of development and such locations and appropriate tall building heights should be identified on maps in Development Plans. Tall buildings should only be developed in locations that are identified as suitable in Development Plans.
- 6.2.12 As the Local Plan only considers tall buildings to be 10 storeys or above in this instance this site has not been identified as suitable for a tall building as defined in the London Plan of 6 storeys and above. However, given this policy position a tall building can be considered acceptable if it meets the other detailed requirements of the Policy D9.
- 6.2.13 Policy D9 requires development proposals to address the following impacts:

1) *Visual impacts*

- the views of buildings from different distances:
- whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding
- architectural quality and materials
- harm to heritage assets and their settings.
- adverse reflected glare
- light pollution from internal and external lighting

2) *functional impact*

- safety of all occupants
- servicing, maintenance and building management arrangements
- entrances, access routes, and ground floor uses
- capacity of the area and its transport network
- maximises the role of the development as a catalyst for further change in the area
- should not interfere with aviation, navigation or telecommunication, and solar energy generation on adjoining buildings

3) *environmental impacts*

- wind, daylight, sunlight penetration and temperature conditions around the building(s)
- air movement
- noise should not detract from the comfort and enjoyment of open spaces around the building

4) *cumulative impacts*

6.2.14 The taller part of the development would be visible from surrounding areas, rising above some buildings and similar to those opposite the site. It would be most prominent in views from Seven Sisters Road and the railway. The building would be seen within the existing context of the two taller tall buildings adjacent. It would represent a match in height between those and the tall buildings on the other side which are more typical of prevailing buildings in the area. Its height, massing and position would not harm any protected local or strategic London views.

6.2.15 The existing taller buildings are established already visual landmarks and wayfinding points and located this building adjacent to them would reinforce the spatial hierarchy of the local and wider context and further aid legibility and wayfinding, particularly from Seven Sisters Road where it would be most prominent from.

6.2.16 The architecture and quality of materials are considered later in this report but considered to be high-quality design. The choice of materials will also assist to avoid harm to the nearby conservation areas (heritage assets) and views from within it.

6.2.17 The proximity to the taller buildings and location adjacent to existing houses to its sides and rear means it would not cause excessive light pollution in this setting and combined with its mix of recessed (and some projecting) balcony glazing, this would also avoid adverse reflected glare.

6.2.18 In terms of the functional requirements set out in Policy D9, the building features standard safety measures including adherence to fire safety standards and measures outlined in a fire safety strategy and compliance with relevant building regulations.

6.2.19 The tall building layout has been designed to consider servicing, management and maintenance arrangements. It would have generous room at the ground floor for services, plant, and resident facilities, good access would be provided to all relevant areas and routes in and out are clear and legible. Its height matching that of the neighbouring tall buildings would be insufficient to interfere in aviation, navigation, telecommunications, or solar energy generation on adjoining buildings.

6.2.20 A wind analysis was not carried out in this case as it was not considered necessary. The reason for this is the design of the taller parts forming part of a larger structure and not designed as a tower and therefore resulting in different impacts on its surroundings.

6.2.21 There would be no cumulative impact from other existing buildings and the proposed buildings' assessment have been considered. The proposal is therefore an acceptable tall building with regards to the criteria of London Plan Policy D9.

### **Quality Review Panel (QRP)**

6.2.22 The proposal has been assessed by Haringey's QRP at pre-application stage. The Panel's final review supported the scheme and stated:

- The panel welcomes the opportunity to review the scheme for the site at Remington Road as it continues to evolve. It applauds the aspiration for quality within this very ambitious project and feels that it could be a very successful and attractive scheme.

- The panel considers that it will be very important to engage with the existing community to ensure that they are supportive of the development, especially in terms of the strategy and detail of the landscape and public realm proposals.
- The panel welcomes the strong sustainability objectives within the proposals and encourages further consideration of maintenance and durability issues.
- It thinks that the scale and architectural expression of the proposals work well, and highlights that the quality and detail of the proposed external fabric should be retained throughout the ongoing development process, and the panel would support planning officers achieving this through planning conditions.
- As the proposals continue to evolve, the panel highlights scope for further improvement of some of the residential floor plans, and the strategic and detailed landscape design.
- If there is a positive outcome from the community engagement process, then the panel can offer warm support for the proposals, subject to the further refinements outlined in detail below.

### **Response to QRP comments**

6.2.23 The development's high-quality design includes red and white brick, white stone and timber slatted fences. Windows and doors would be of aluminium and coloured composite stone. The quality of the scheme has evolved along the design process and is subject to condition for final detailed materials, hard and soft landscaping as well as the retention of the current architecture firm.

6.2.24 The scheme has been subject to several routes of public engagement as listed above and the proposal has been generally received well.

6.2.25 The QRP's initial request to explore the urban grain design of the main building (to flatten the triangle) was investigated but a decision was made to retain the design as a triangle to allow space for rear private amenity space and maximise the amount of homes within the development. In addition, the non-traditional 'triangle' design is considered to add interest to the street lines.

6.2.26 The energy and sustainability aspects of the proposal are paramount to the success of the scheme and are secured via conditions.



Figure 2: Aerial of proposed site and development

### *Design Assessment*

6.2.27 **The** proposed 31 apartments are contained within part 3, 5 and 6-storey buildings on currently open grassland on the corner of Remington Road and Pulford Road and backing onto a railway embankment. Buildings A, B and C are designed around 3 cores, fronting and accessed off Remington Road and Pulford Road. The cores provide staircase access and lift access to the fifth and sixth floors and accommodate plantrooms. There are accessible thresholds to communal circulation spaces internally.

6.2.28 Two of the cores serving the larger blocks also provide access to an external amenity and play space to the rear. The ground floor flats of building A, B and C have street-facing front doors onto Remington and Pulford Road respectively. This activates the frontages of the new buildings, promoting passive surveillance to the streets, and creating positive, neighbourly relationships with the surrounding existing homes. All of the new homes are at least dual-aspect, promoting good daylight and ventilation – some are triple aspect. Green roofs are proposed which also feature solar panels and air source heat pumps as sustainable energy sources which help to reduce operational carbon of the buildings and reduce energy costs for residents

6.2.29 To the south-west of the apartment buildings, a row of 8, 2 and 3-storey family townhouses are proposed to sit against the railway embankment, currently occupied by a row of garages. These echo the original urban form of terraced houses from the Victorian era. Each home has a ground floor amenity space at the front that accommodates cycle, refuse/recycling stores and similar space is

also provided to the rear. A section of Remington Road providing access to the existing garages is proposed to be removed and replaced with pedestrian friendly landscaping with new trees, seating and door step play elements as part of an enhancement of the existing green space in this location. The second existing part of Remington to the south of the site will be retained for vehicular access and refuse collection. This is considered to provide an attractive and useable community facility, akin to a village green, for the benefit of both existing and new residents.

6.2.30 To the north-east, 4, 3-storey maisonette properties are designed against the railway embankment and adjacent an existing sub-station on open land which forms a turning head at the end of Pulford Road. The maisonettes frame a new 'mews' street, with new public realm including lighting and high quality materials that are reminiscent of the old tramline. Tramway Mews creates an enhanced and more overlooked route from Pulford Road to Seven Sisters Road. External terraces are provided to the front which also accommodate cycle, refuse/recycling stores. Opposite, across part of the existing footpath leading to Seven Sisters Road, a row of 3, 1 and 2-storey family townhouses are proposed to be sited at the end of the existing terrace of properties on Pulford Road on land currently comprising landscaped public realm. The new homes to the rear of the existing terrace of Seven Sisters Road have been treated with obscured glazing and carefully laid out openings to the rear elevations. The pair of townhouses to the south of Tramway Mews steps down from 2 storeys to 1 storey to mitigate overlooking. At roof level provision is also made for air source heat pumps and green roofs.

### *Conclusion*

6.2.31 The proposal reflects the design elements suggested at pre-application stage and incorporates the final suggestions of the Quality Review Panel which supports the scheme. It is considered a scheme which respects and relates to the character, appearance, and context of its location and surroundings. It is appropriate in scale, form, massing and appearance and would represent a positive contribution to the character of the area. The scheme represents a successful design-led scheme which will optimise the potential of the site to create a high-quality development of a density appropriate to its location. The proposal fulfils the aims of the above planning policy framework and is therefore acceptable in this regard

## **6.3 Landscaping, public realm, amenity and associated works**

6.3.1 The existing area of hardstanding and garaging on the north-east corner is considered to detract from the quality of the local environment whilst the communal green space, adjacent to the railways is considered unkempt, underused and inaccessible. The existing pedestrian link to the Seven Sisters

Road can benefit from enhancement. This proposal seeks to address these shortcomings. The landscaping unifies the scheme of different housing types to create a cohesive neighbourhood that includes the existing flats and houses adjacent to the site. The proposed public realm incorporates sustainable urban drainage systems to manage surface runoff from hardstanding elements. Defensible buffers at ground floor integrate planting provision for the residents with the public realm and provide privacy. The (limited numbers of) parking spaces are aligned in parallel with streets trees between and are well integrated and dispersed within the public realm design and bring another layer of activity to the streets. The proposed landscape and public realm scheme improves accessibility for all, with (M4 category 3) step free access routes through the courtyard to the rear of blocks A, B and C, and dropped kerbs at new crossing points across the site. The landscaping of the site achieves an Urban Greening Factor of 0.4, meeting the London Plan design requirements.

### *Policy Context*

- 6.3.2 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to “*promote the creation of new areas of publicly-accessible open space*” as well as “*enhance open spaces to provide a wider range of benefits for Londoners*”. London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.3.3 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m<sup>2</sup> of play space per child provided which meets several criteria.
- 6.3.4 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor’s SPG Providing for Children’s and Young People’s Play and Informal Recreation.
- 6.3.5 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.3.6 The proposal would redevelop the existing area of hardstanding and garages to provide the new housing. Having regard to the existing nature of this existing part of the site, the new building and landscaping are considered to represent a significant improvement to the character and appearance of the built

environment. The hard and soft landscaping elements around the building's frontage would improve the public realm.

- 6.3.7 A range of landscaping improvements, including the provision of new children's play spaces, are proposed within the application site, which comprises three areas of Local Areas of Play (LAPs) for children up to 5 years of age, in addition to private external amenity spaces associated with the new homes. These will be equipped with informal play elements, new planting including trees and seating. The new areas will provide an opportunity for sociable interaction, overlooked play with additional vegetation, incidental play elements, seating and lighting, promoting a feeling of safety and community.
- 6.3.8 Overall, high-quality public realm including new surfacing, wider pavements, improved lighting, seating and appropriate hard and soft landscaping works are designed outside the townhouses ('Village Square'). A tree lined street to the newly paved Remington Street including pavement widening, defensible planting at the base of the existing nos. 1-27 Remington Road block is proposed. The scheme includes a communal courtyard to the rear of the tall building (triangular building) merging with the ecological (railway) corridor behind it and a pedestrianised alley-way (Tramway Mews) with raised planters, leading to Seven Sisters Road.
- 6.3.9 An ecological report as well as Arboricultural Report are submitted with this proposal. A number of trees would be removed under this proposal to enable erection of the new buildings. As mentioned, the quality of the open space and trees is of such level that is considered acceptable and justified on the balance of the elements proposed within this development. The proposal includes 63 new trees (a net gain of 48 trees) supplemented with hard and soft landscaping measures to mitigate against this loss and its details together with an appropriate quantity of tree replacement is recommended to be conditioned.

#### *Urban Greening Factor*

- 6.3.10 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential.
- 6.3.11 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposals deliver an UGF of 0.4, which meets the requirement for residential development as set out in London Plan policy G5 and therefore satisfy this requirement.

6.3.12 The above landscaping details can be secured by condition to ensure Officers review the proposals in greater detail and with necessary consultation as required in order to secure a high-quality scheme and a long-term, viable implementation. Subject to this, the proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in play/children's space provision which is considered acceptable for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard.

#### **6.4 Housing Mix, Tenure and Quality of Residential Accommodation**

6.4.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.

6.4.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units of particular sizes.

6.4.3 The Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.

6.4.4 DPD Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

6.4.5 The proposal is for 46 units. The dwelling mix is as follows;

- 31 flat (incl. 4 wheelchair homes)
- 11 townhouses (incl. 1 wheelchair home)
- 4 maisonettes
- 12 x one-bed two-person dwellings (26%)
- 16 x two-bed four-person dwellings (35%)
- 14 x three-bed five-person dwellings (30%)
- 4 x four-bed four-person dwellings (9%)

6.4.6 This scheme provides a high number of family-sized housing as part of a mix that includes a good range of unit sizes and a varied typology, i.e. small, medium and large flats in apartments as well as maisonettes and townhouses with the appropriate provision of wheelchair homes. Therefore, the proposal would meet the identified need in the Local Plan and provide a balance across the Council's housing programme. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

*Quality of accommodation*

6.4.7 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan (2021) standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

6.4.8 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

*Indoor and outdoor space/accommodation standards*

6.4.9 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards (balconies and terraces). All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space.

6.4.10 The QRP panel has applauded the aspiration of this project and its overall ambitious quality. All units would be at least double aspect, with most having a triple aspect. This would ensure good natural light penetration and levels of outlook to help ensure high-quality accommodation.

6.4.11 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance. It concludes that all dwellings including external space receive good levels of sunlight/daylight. The proposal would result in an acceptable standard of accommodation for future occupiers in this regard.

- 6.4.12 The external cycle parking and refuse/recycling storage is also located on each side of the taller part of the building. The cores provide staircase access and lift access to the fifth and sixth floors and accommodate plantrooms. Two of the cores serving the larger blocks also provide access to an external amenity and play space to the rear.
- 6.4.13 The proposed row of (8, 2 and 3-storey) family townhouses will sit against the railway embankment, currently occupied by a row of garages. Each home has a ground floor amenity space at the front that accommodates cycle, refuse/recycling stores and similar space is also provided to the rear. Whilst some of the gardens provided here may be considered small with 3-7m depth, they are considered acceptable in this case, due to the constraints of the site, and additional small defensible space to front is also provided and the open space in front of this area is landscaped with street furniture and play equipment ('Village Square').
- 6.4.14 The (4, 3-storey) maisonette properties are designed against the railway embankment and adjacent an existing sub-station on open land which forms a turning head at the end of Pulford Road. External terraces are provided to the front which also accommodate cycle, refuse/recycling stores and to the rear and at first floor level. Opposite, across part of the existing footpath leading to Seven Sisters Road, a row of 3, 1 and 2-storey family townhouses (1, 2 and 3 bed home including 2 wheelchair adapted homes) will be sited at the end of the existing terrace of properties on Pulford Road on land currently comprising landscaped public realm. The units are considered a welcome addition to the Council's housing stock and provide a rare opportunity for the provision of affordable housing in this part of the borough.

#### *Accessible Housing*

- 6.4.15 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.4.16 All dwellings achieve compliance with Building Regulations M4 (1), (2) and 10% of units achieve M4 (3) compliance. Five accessible car parking spaces are provided for the five wheelchair accessible units. The proposal is therefore acceptable in this regard.

#### *Child Play Space provision*

- 6.4.17 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.4.18 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. It requires 555sqm of play space based on a yield of 55.5 children with 10m<sup>2</sup> provision per child. The amount of play space provided exceeds this requirement, on balance, as explained below.
- 6.4.19 The areas at the 'Seven Sisters/ Village Square' (opposite new townhouses in NW of site), Local Area of Play (LAP) 1 and on the corner of Remington and Pulford Road (LAP 2) comprise total 374sqm. As these two areas are provided below the required minimum, the shortfall of 176sqm is met elsewhere through the enhancement of the open space outside nos. 1-27 Remington Road. This enhancement involves the re-landscaping and improvement of 524sqm of an area (LAP 3) which is currently underused grassland with planting, seating, and indicative play to provide more quality and valuable public amenity space. New tree, shrub and groundcover planting and seating in this area will provide a more attractive green and useable space and a broader range of habitats and ecological opportunities, improving biodiversity in accordance with the aims of the above planning policies.



Figure 3: LAP 1: Seven Sisters / Villagae Square

6.4.20 Provision for older children is considered to be met in neighbouring areas and meets the requirements of the London Plan.

#### *Noise – future occupiers*

6.4.21 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.

6.4.22 The application is accompanied by an Acoustic Report, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. The main noise generator in respect to the site is the railway to the north. The railway line is however raised and a number of metres away from the site boundary and screened by the

ecological corridor. The main noise generated from the railway is during the daytime.

- 6.4.23 In accordance with the recommendations of the Acoustic Report, the development incorporates double glazing and trickle vents with heat recovery systems to mitigate should residents not wish to open windows during the daytime to provide ventilation.

*Housing provision: Summary*

- 6.4.24 In summary, the standards of accommodation and living conditions proposed are very high and while some parts of the building are more noise sensitive than others, the acoustic performance would be good. For a scheme in this location with its site constraints, the proposal represents very good quality units and living conditions which satisfy planning policy.

**6.5 Impact on neighbouring amenity**

- 6.5.1 The NPPF (para.130) requires planning decisions to create places with a high standard of amenity for existing users in the area. London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts. DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours.

*Outlook, and overlooking/privacy*

- 6.5.2 The buildings' position, distance and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be adversely affected.
- 6.5.3 The proposed building at its closest point, will be approximately 16m away from the large existing residential block directly opposite across Remington Road. This distance increases to approximately 18m towards the junction with Pulford Road. The elevations facing the proposed block contain an access walkway so the main habitable rooms are located on its southern side and are therefore unaffected. The proposed apartment buildings also sit directly opposite the existing 2-storey terraces on Pulford Road, approximately 17m away. The proposed building on this frontage presents a part 3 and part 5-storey elevation with a 6th floor set-back. Whilst this building would face habitable room windows on the existing

houses, the scale of the proposed buildings and the 17 metre separation are considered to present an acceptable relationship in this urban setting.

6.5.4 The proposed development would also have an acceptable relationship with the existing properties which face onto Seven Sisters Road towards the eastern end of the site. The proposed houses at this point are only 1 and 2-storeys and are orientated away from the rear boundary and there is consequently no direct overlooking. Furthermore, the ground floors of these neighbouring properties are in commercial use.

6.5.5 Accordingly, the privacy of adjoining occupiers will be maintained and protected in the context of this proposed development.

#### *Daylight/sunlight assessment*

6.5.6 The Mayor's Housing SPG, indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development. Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.

6.5.7 The design of the proposed development has also been informed by detailed sunlight and daylight analysis to ensure that neighbouring properties receive sufficient sunlight and daylight.

6.5.8 The submitted report demonstrates that the proposed development will have a low impact on the neighbouring properties. This is primarily because of the development's orientation to the north of existing buildings. The majority of windows meet the Building Research Establishment (BRE) guidelines for daylight levels. Some of those which do not pass the BRE guidelines, such as at 1-24 and 25-67 Remington Road are already situated underneath overhangs or adjacent to projecting wings which limits the current daylight levels.



Figures 4 & 5; Nos. 1-24 Remington Road north elevation

6.5.9 The BRE guide explains that one way to demonstrate that the overhangs/wings are the main factor in low levels of daylight is to carry out an additional calculation without these existing obstructions in place. In this instance, the windows pass the test using the additional calculation with the existing obstructions removed. This demonstrates that the proposed development is a modest obstruction and it is the presence of the overhangs/wings, rather than the size of the new development, which causes low levels in daylight/sunlight.

6.5.10 The report also highlights that the limited shortfalls from BRE recommendations are in respect of bedroom windows and small kitchens (without dining rooms) at 1 to 24 Remington Road, 90, 92 & 94 Pulford Road. The submitted daylight assessment calculates that the ratio of light received to the windows affected will be 0.7% which is marginally below the minimum recommended of 0.8% and as mentioned, this is to windows which are mostly already affected by an overhang. However, the shortfalls affect small kitchens (without dining rooms) or bedrooms. This is considered acceptable, on balance.

6.5.11 There will be no loss of sunlight to neighbouring existing properties. There will be no loss of daylight to existing neighbouring gardens. Accordingly, the proposed development's impact on its surroundings is considered acceptable in this dense urban context.

### *Noise*

6.5.12 The proposal is not considered to increase noise levels beyond those expected in a residential area and the proposal is not considered to result in harm to neighbouring living conditions in this regard.

*Summary*

6.5.13 In summary, the proposal would not result in detrimental harm to neighbouring living conditions/accommodation. The proposal satisfies relevant planning policy in this regard.

## **6.6 Impact on nearby Conservation areas**

6.6.1 DPD Policy DM9 states that development should sustain and enhance the significance of heritage assets. The site lies near three conservation areas (CA). Trinity Gardens CA lies beyond the site and its boundary, towards the south-east and east. Bowes Park CA lies beyond the site and its boundary, to the north-east and north (on the far side of the two Partridge Way tall buildings). Wood Green Common CA extends approximately 260m to the south and south-east of the application site.

6.6.2 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.

6.6.3 The Council's Conservation Officer has reviewed the proposal and raised no objections over any impact on the significance of the St. Ann's Park CA and associated historic buildings.

6.6.4 The Conservation Officer notes that the St. Ann's Park CA covers a substantial area to the north and north-west of the application site across the railway line. There are the two points where the proposed site is visible from the Conservation Area and in both views, most of the proposed buildings are obscured by the existing housing adjacent to the Conservation Area and the raised railway line embankment beyond. Where the proposed development is visible, the impact is limited and it not considered to result in harm to the character and appearance of the Conservation Area.

6.6.5 In summary, the proposal would have a very negligible impact on the surrounding heritage assets. In line with paragraph 202 of the NPPF this must be treated as less than substantial harm, when weighed against the public benefits of the proposal, it is considered acceptable and sufficient to satisfy planning policy. The proposal is considered to preserve the character and appearance of the conservation areas.

## 6.7 Transport, parking, highway safety, waste/recycling and servicing

- 6.7.1 Paragraph 110 of the NPPF (2021) states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.7.2 The Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for car parking spaces that are proposed.
- 6.7.3 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.
- 6.7.4 DM32 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3-4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

### *Highway changes*

- 6.7.5 The proposal includes the re-alignment and re-configuration of the highway arrangements on Remington Road. At present, Remington Road varies in width as a two way road, narrowing to 3.9m wide in the first section and last sections and where vehicles park along the straight connecting to Pulford Road, the available two way width reduces to 2.7m.



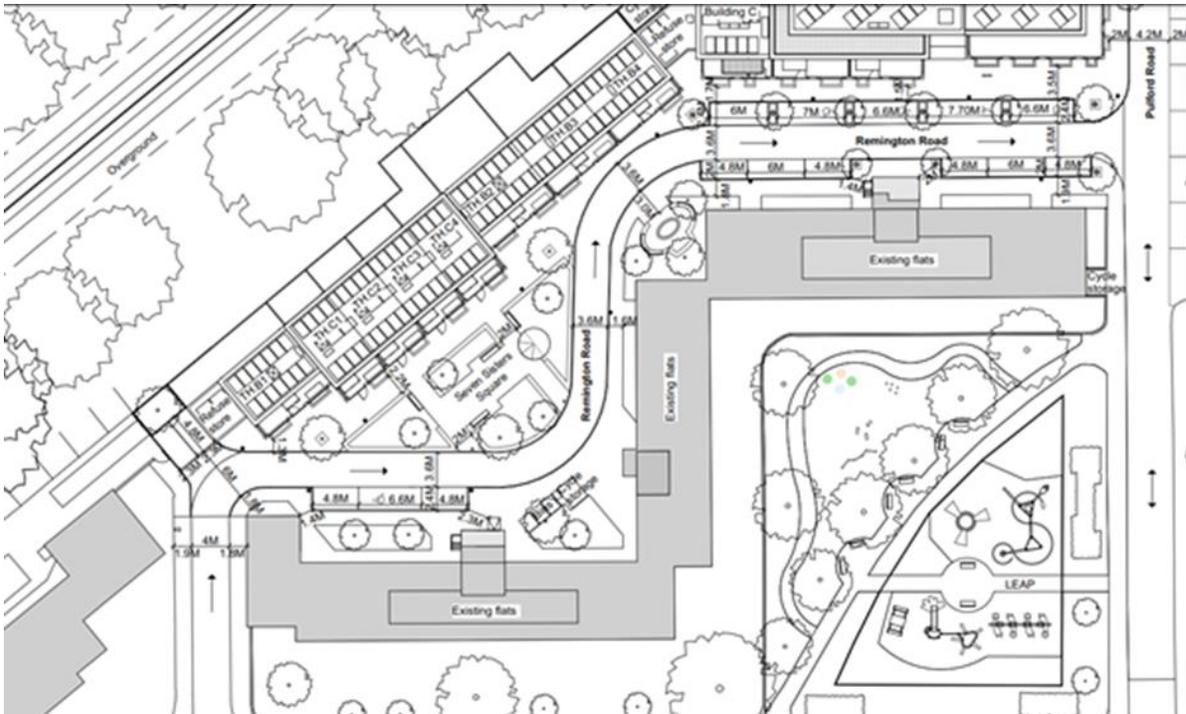


Figure 7: Proposed highway arrangement

6.7.8 Additional on-street car parking will be provided with the new layout, at present within Remington and Pulford Roads there are 20 on street spaces including one blue badge bay, the proposals within this application increase this to 27 spaces including 5 blue badge bays. The proposed blue badge bays are designed to be provided adjacent to their residences.

6.7.9 The implementation of a one-way driving system enables the provision of additional parking, as mentioned above and the provision of blue badge, car club and 1-2 bays spare (for general needs). Footways are designed to provided good pedestrian comfort in accordance with the constraints of the site. cycling is supported in both directions, in accordance with TfL guidance.

6.7.10 Overall, there are expected to be very low flows along Remington Road as the road will essentially service the dwellings along it only and it is not a through route or connector. It is considered that the actual cyclist demand to travel westbound along Remington will be low. The detailed design process and implementation will require Section 278 and 38 Agreements (where required) where the final detail will be agreed with the Council's Highways Team.

6.7.11 The proposed improvements to the public realm and access arrangements will enhance manoeuvring and turning areas and will increase highway and pedestrian safety in and around the site for the benefit of all users. A road Safety Audit has been carried out, however, the final details would be secured under a S278 process.

### *Car parking/ free*

- 6.7.12 The site is located with easy access to a range of local amenities, has a PTAL of 3/4 and good pedestrian and cycle links. The site and roads adjoining the site are within the Green Lanes B(GL) Outer controlled parking zone (CPZ) where regulations apply Monday to Saturday 8am to 6.30pm. Accordingly, the proposal meets the relevant policy criteria for Car-free development.
- 6.7.13 The application was submitted with a comprehensive transport statement/assessment which includes a trip generation assessment which has shown that the proposed development would have a negligible impact on local roads and public transport services. Due to the loss of parking (the garages on site) a Parking Survey following the 'Lambeth Methodology' which is typically used in assessing parking stress/impacts of proposals in the borough has been carried out.
- 6.7.14 The parking surveys found that the average overnight parking stress of Controlled Parking Zone GL (B) where permit holding residents can park within the survey area is 80%. Whilst some of the road surveys around the site were recorded with high or very high parking stresses, they were not critical. As mentioned above, to replace the existing 20 parking spaces removed 27 spaces are re-provided in the area adjacent and surrounding the site. This result in 7 additional parking spaces. The re-provision is designed to cater for existing parking permit holders in the area. Of the 27 spaces, 7 are new and includes 5 blue badge bays for the new housing. The remaining 2 spaces are designed to be for car club users or general use.
- 6.7.15 As outlined above, planning policy sets out that residential developments in PTAL 3 and 4 can be 'car free'. The proposed development will be car-free in that no on-site parking is provided (other than 5 nos. wheelchair bays which are a requirement for the accessible flats), and new residents (within the development) would not be permitted to apply for on-street CPZ parking permits. Subject to this, the proposal would not increase overnight parking stress on CPZ permit-controlled spaces nearby. therefore, whilst the development is 'car-free' this means that residents with accessibility requirements would be able to apply for the blue badge bays. The re-provision of the existing 20 parking spaces will be for residents with existing parking permits with the subject CPZ.
- 6.7.16 The site is close to Seven Sisters Road bus routes and the wider transport routes nearby. The proposal includes the provision of electric vehicle charging points. The number of electric vehicle charging bays to be provided at between 2-6. bays, however, the final details for their location (included within the overall 27) is recommended to be secured by condition.

### *Transport alternatives*

- 6.7.17 To supplement this, and encourage sustainable travel choices/options for residents, cycle parking is provided for 96 cycles within three secure communal cycle stores in accordance with the planning policy requirements above. Visitor cycle parking is also provided, in accordance with policy requirements. As mentioned, private cycle parking is provided to each of the townhouses and maisonettes.
- 6.7.18 The Council's Transportation Officers have reviewed the scheme. They note that even in the 'worse case' scenario, the scheme is not considered to result in unacceptable highway safety, capacity or parking impacts. They are satisfied with the above parking assessment, a car-free development (with exception to the accessible parking spaces), and the cycle parking provision. The cycle parking will be secured by condition to confirm the details.
- 6.7.19 With regards to the loss of the existing 18 garages; it is considered that bulk storage is not the primary intention for garages and these garages are a public good on an under-utilised site, where the borough is under pressure to provide housing to accommodate an identified and significant need to ease housing pressure. Given the relatively high PTAL level of the site, Officers consider the need for housing to outweigh the ability of the public to hire/use a garage for parking/bulk storage here.

### *Waste/ recycling and servicing*

- 6.7.20 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 requires well designed recycling facilities to be integrated into all new developments, and DPD Policy DM4 requires all proposals to make on-site provision for general waste and separate recycling provision. Further guidance of waste and refuse is set out in Haringey's Sustainable Design SPD and its Waste Management Services guidance note.
- 6.7.21 The waste storage arrangements are detailed in the Design and Access Statement and Transport Statement. The building would have integral waste storage (accommodating general waste, food waste, and recycling waste), accessible internally for residents, and externally for collection via a ground floor door to the street in close proximity.
- 6.7.22 The proposed houses and maisonettes will have refuse/recycling bin storage incorporated into their frontages whilst there are four new refuse/recycling stores for the proposed apartment blocks. One of these new stores will also serve (in part) the existing residential block at 1-24 Remington Road as a result of the proposed public realm enhancements which remove the existing refuse store on-

street. This block will still retain its existing refuse/recycling store near its entrance but will make use of the new store for overflow refuse.

6.7.23 The existing residential block to the west at 25 - 67 Remington Road will also be given a new refuse store due to additional public realm enhancements and this will be located further away from ground floor habitable room windows than the existing refuse store found on the street. This new store will only be used as overflow storage for 25-67 Remington Road and will again be managed by the Council.

6.7.24 The Council's Transportation Officers have indicated that the proposed arrangements for refuse storage and collection are satisfactory including refuse/recycling carry and pulling distances and refuse vehicular manoeuvrability. This is supported by the Waste Management Team.

6.7.25 Overall, the proposed refuse and recycling storage facilities will offer suitable provision for the new development and an improvement to the existing housing stock.

## **6.8 Sustainability, Energy and Climate Change**

6.8.1 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.8.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.8.3 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.

6.8.4 An energy statement was submitted with the application which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its

environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy. The scheme achieves a 81% improvement in CO2 emissions over the baseline requirements within Building Regulations Approved Document Part L1A. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance.

- 6.8.5 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing. Air source heat pumps and PV Panels are specified to maximise carbon savings for the site. An Overheating Assessment has been submitted which details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. All rooms are shown to provide a good level of thermal comfort for new residents. The shortfall in the CO2 improvement is due to limited roofspace for additional PV panels, which could be reviewed if technologies evolve within the development timeframe.
- 6.8.6 The Council's Carbon Management Team has been consulted on the application. In summary, it supports the scheme based on its carbon reductions. It has requested further information which can be dealt with by conditions. A carbon offset contribution of £31,663.50 + 10% monitoring fee can be secured in the agreement. This would be secured as £17,414.925, based on 50% of expected carbon offset based on the energy report, payable on implementation. Followed by a deferred carbon offset contribution of £17,414.925 based on 50% of expected carbon offset based on the energy report, plus any additional carbon offset charges required following energy testing based on £95/per tonne of carbon.
- 6.8.7 Subject to these, the proposal represents a zero carbon scheme which significantly exceeds the Local Plan Policy requirements of a 35% reduction and therefore represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard.

## 6.9 **Crime prevention**

- 6.9.1 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.9.2 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated from the pre-application stage where the Metropolitan Police

Designing Out Crime Officer and a Constable were consulted and provided advice, commentary on the indicative proposals, and recommendations on what measures to include in the scheme. They indicated that the proposal was capable of SBD accreditation. These measures and approaches have been incorporated into this proposal. The Design and Access Statement provides information on the way the proposed development seeks to enhance security through the design of the building and treatment of the public realm.

6.9.3 The applicant advises that they aim to achieve a SBD Silver Award, with the aspiration to achieve a SBD Gold Award.

6.9.4 The Metropolitan Police Designing Out Crime Officer (DOCO) was consulted on this final design. They recommend planning condition(s) to secure accreditation prior to commencement. Subject to SBD measures by condition, Officers consider the proposal would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.

## **6.10 Flood Risk and Drainage**

6.10.1 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.10.2 A Flood Risk Assessment has been carried out for the site which highlights it as being in Flood Zone 1. All sites are in a flood zone categorised between 1 and 3, with 1 having the least risk. It concludes that the risk of flooding is low. It demonstrates that the effect of the proposed development on off-site flood risk is also low and that there is a decrease of surface water run-off rates and run-off volume as a result of the development.

6.10.3 The proposal would incorporate sustainable drainage (SUDs) and water runoff measures. The approach taken for the drainage of all new surfaces is to create a management train from run-off source to site outfall, incorporating attenuation and treatment wherever possible. The proposal is to use permeable paving and to use threshold drainage installed on entrances to the building. Green roofs as well as other hard and soft landscaping measures are designed towards meeting the relevant policies in this aspect.

6.10.4 The Council's drainage Officers have reviewed the scheme and agree that the above approach is acceptable subject to securing details of the long-term management of the sustainable urban drainage systems in-place to remain in place for the lifetime the development. Subject to this, the proposal satisfies relevant planning policy and is acceptable in this regard.

## **6.11 Air Quality**

6.11.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.11.2 Officers have reviewed this assessment and agree that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

## 6.12 Ecology

6.12.1 Consistent with the NPPF, London Plan Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain, while G5 requires major developments to contribute to urban greening. DPD Policy DM6 requires proposals for taller buildings to consider their ecological impact.

6.12.2 An ecology survey was carried out to determine the presence of any important habitats or species which might be impacted by the proposed development. The report concludes that the existing site is of negligible value to wildlife. The habitat surveys undertaken recorded no species of any significance, nor did they highlight any biodiversity feature of significance.

6.12.3 The ecological approach and proposed soft landscape strategy is guided by the baseline ecology survey to ensure that all existing ecological assets are protected and opportunities for enhancement are maximised. Consideration has been given to opportunities for rainwater harvesting and the introduction of hibernacula, bird-feeding stations, and artificial nest boxes.

6.12.4 The ecology survey has given consideration to the ecologically important corridor along the northern boundary of the site with the railway. In response, native planting is proposed to be incorporated in areas adjacent to the ecology corridor to support it and promote biodiversity. In addition, the proposed landscaping strategy is designed to raise biodiversity measures through planting including green roofs and species to the site, such as bats and birds, by providing suitable nesting solutions.

6.12.5 Accordingly, the proposal is considered to enhance biodiversity and is acceptable in this regard, subject to conditions.

### **6.13 Land Contamination**

6.13.1 DPD Policy DM23 (Part G) requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.13.2 A desk study preliminary risk assessment has been carried out which has identified several potential sources of contamination including:

- Contaminated ground associated with previous site use (roadway / verge, lock-up garages)
- Potential for Made Ground associated with previous development operations
- Potential asbestos containing materials within existing buildings

6.13.3 The risk of contamination identified in the report is moderate to low/ moderate.

6.13.4 Officers consulted the Council's Environmental Health/ Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions which would initially require a site investigation to be conducted, to allow a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any remediation requirements if necessary. An asbestos survey is also advised to be undertaken prior to any demolition works, to identify the location and type of asbestos containing materials. Any asbestos containing materials would be required to be removed from safely from the site.

6.13.5 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

### **6.14 Conclusion**

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward and deliver 46 much

needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new play areas.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.

The proposed development is car free (except for the provision of accessible parking bays) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels
- The proposal 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.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

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

## **7.0 CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £339,223.20 (5,620sqm x £60.36) and the Haringey CIL charge will be £117,120.80 (5,620sqm x £20.84). This will be collected by Haringey after/should the scheme is/be commenced and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## 8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions in Appendix 1 and subject to the planning obligations set out a para 2.8.

Applicant's drawing No.(s)

174-008-EX-PLN, 174-007-EX-LOC, 174-006-GA-LOC, 174-009-GA-PLN, 174-010-GA-PLN, 174-011-GA-PLN , 174-012-GA-PLN, 174-013-GA-PLN, 174-014-GA-PLN, 174-015-GA-PLN, 174-016-GA-PLN, 174-017-GA-PLN, 174-018-GA-PLN, 174-019-GA-SEC, 174-020-GA-PLN, 174-021-GA-ELE, 174-022-GA-ELE, 174-023-GA-ELE, 174-024-GA-ELE, 174-025-GA-ELE, 174-026-GA-ELE, 174-027-GA-ELE, 174-028-GA-ELE, 174-029-GA-ELE, 174-030-GA-ELE, 174-031-GA-ELE, 174-034-EX-ELE, 175-035-GA-PLN, 175-036-EX-PLN, 175-037-EX-LOC.

Supplementary documents:

Air Quality Assessment by Hydrock dated 18/6/2021, Acoustic Report by Auricl, Arboricultural Impact Assessment prepared by Arboricultural Solutions, Biodiversity Assessment Rev 1 by Arboricultural Solutions dated August 2021, Construction Logistics Plan by PRP dated August 2021, Daylight and Sunlight Impact (to Neighbouring Properties) Assessment by Right of Light Consulting dated 6/7/2021, Design and Access Statement & Landscape Strategy by Satish Jassal Architect & Groundwork dated September 2021, Preliminary Ecological Assessment by Tom Haley Ecology dated 29/7/2021, Outline Fire Safety Strategy by BB7 dated 13/8/2021, Flood Risk Assessment & Drainage Strategy by Sweco dated 15/9/2021, GLA energy spreadsheet by IcenI, Internal Daylight and Sunlight Assessment by Right of Light Consulting dated 23/8/2021, Phase 1 – Land Contamination Assessment by Ecologia dated 15/9/2021, Planning Statement by the London Borough of Haringey dated September 2021, Road Safety Audit by Scott White and Hookins dated 15/9/2021, Statement of Community Involvement (SCI) by the London Borough of Haringey, SUDs Proforma by Sweco, Sustainability, Embodied Carbon and Overheating Assessment by IcenI dated August 2021, Carbon Management Note by IcenI dated November 2021 (supplementary response), Transport Assessment prepared by Scott White and Hookins, Residential Travel Plan Rev 2 by Scott, White and Hookins dated July 2021.