

Appendix 1

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

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

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

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 Icen, 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 Icen dated August 2021, Carbon Management Note by Icen 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.

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

Materials

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

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

Energy

4. The development hereby approved shall be constructed in accordance with the Energy, Sustainability and Overheating Statement prepared by Icení (dated August 2021) delivering a minimum 81% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 15% reduction), air source heat pumps (ASHPs) and minimum 98.4kWp solar photovoltaic (PV) energy generation.

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

- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy;
- A metering strategy.

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

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

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

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

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

Overheating

5. Prior to occupation of the development, the following overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Energy, Sustainability and Overheating Statement prepared by Icení (dated August 2021):
 - Natural ventilation, with openable areas of 100% and opening angle of 15° (except ground floor windows, with Secure by Design measures)
 - Glazing g-value of 0.58
 - Internal blinds (solar transmittance of 11%, overall g-value of 0.36 including glazing)
 - MVHR with summer bypass (1.5 ach)
 - No active cooling

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

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

Living roofs

6. (a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
 - ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
 - iii) Roof plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates (minimum footprint of 1m²), rope coils, pebble mounds of water trays;
 - iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
 - v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vi) Management and maintenance plan, including frequency of watering arrangements.
- (b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of sedum, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Biodiversity

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

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

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

Land Contamination

8. Before development commences other than for investigative work:
- a. Using the information already submitted on the Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15th September 2021, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.
- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
- d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

Unexpected Contamination

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

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

Demolition/Construction Environmental Management Plans

11.
 - a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
 - b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting; and,

x. Details of any other standard environmental management and control measures to be implemented.

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

i. Monitoring and joint working arrangements, where appropriate;

ii. Site access and car parking arrangements;

iii. Delivery booking systems;

iv. Agreed routes to/from the Plot;

v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and

vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and

vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

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

i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;

ii. Details confirming the Plot has been registered at <http://nrmm.london>;

iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;

iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);

v. A Dust Risk Assessment for the works; and

vi. Lorry Parking, in joint arrangement where appropriate.

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

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

Drainage

12. The authorised development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved by the Local

Planning Authority. This shall include drainage calculations and confirmation of rate and point of discharge from the water authority.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development and comply with Policy SI13 of the London Plan 2021, Policies SP0 and SP4 of the Haringey Local Plan 2017 and Policy DM24 of The Development Management DPD 2017.

Drainage 2

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

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

No Telecommunications apparatus

14. Notwithstanding any provisions to the contrary, no telecommunications apparatus (including satellite dishes) shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development.

Secure By Design

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

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

Cycle storage

16. The proposed 96 secure and covered cycle parking facilities as set out on the approved plan shall be provided prior to the occupation of the use hereby permitted and such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

Refuse storage

17. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the

commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: To ensure a satisfactory standard of development, in accordance with policy 5.16 of the London Plan 2017, policy SP6 of the Haringey Local Plan 2017 and policy DM1 of the Haringey Development Management DPD 2017.

Hard and soft landscaping

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

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

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

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

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

Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Obscure glazing

19. Details of window treatment and obscure glazing to the rear of TH D and rear/ side of TH E (south side of Tramway Mews) shall be submitted to the Council, at the relevant stage, in order to secure the privacy of occupiers within the residential homes at the rear of the development. The approved details shall be maintained and retained as approved.

Reason: In the interest of the protection of amenity of surrounding occupiers.

EVCP

20. Details and location of the electric vehicle charging points, shall be submitted and approved by the Council, prior to occupation. The charging points shall remain and be maintained as approved thereafter.

Reason: To provide accessible electric vehicle charging points for vehicles in the interest of emission reduction.

Service and Delivery Plan

21. Prior to any residential, commercial or community use of the site, a full Service and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The service and delivery plan must also include facility for the delivery and storage of parcels for residents of the development. The plan shall be implemented as approved and maintained thereafter unless agreed in writing by the Local Planning Authority.

Reason: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

INFORMATIVES

SBD

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

NR

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone

- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Should you have any further questions, please do not hesitate to contact Network rail.

ASBESTOS:

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

Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £335,176.80 (5,620sqm x £59.64) and the Haringey CIL charge will be £117,795.20 (5,620sqm x £20.96). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

INFORMATIVE :

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

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

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce

the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE :

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response						
INTERNAL: Carbon Management/ Energy & Sustainability	<p>Carbon Management Response 27/10/2021</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none">• Energy, Sustainability and Overheating Statement (dated August 2021), prepared by Icen• GLA Energy Spreadsheet• Relevant supporting documents. <p>Summary</p> <p>The development achieves a reduction of 81% carbon dioxide emissions on site, which is supported. Some minor clarifications must be provided with regard to the overheating and ASHPs.</p> <p>Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 81% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 44.4 tonnes of CO₂ from a baseline of 54.5 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 49.2 tCO₂.</p> <p>Energy – Lean</p> <p>The applicant has proposed a saving of 7.4 tCO₂ in carbon emissions (12%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% reduction set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table><tr><td>Floor u-value</td><td>0.10 W/m²K</td></tr><tr><td>External wall u-value</td><td>0.15 W/m²K</td></tr><tr><td>Roof u-value</td><td>0.10 W/m²K</td></tr></table>	Floor u-value	0.10 W/m²K	External wall u-value	0.15 W/m²K	Roof u-value	0.10 W/m²K	Noted conditions attached.
Floor u-value	0.10 W/m²K							
External wall u-value	0.15 W/m²K							
Roof u-value	0.10 W/m²K							

Stakeholder	Question/Comment		Response
	Door u-value	1.40 W/m²K	
	Window u-value	1.40 W/m²K	
	G-value	0.58	
	Air permeability rate	3 m³/hm² @ 50Pa	
	Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	90% efficiency, summer bypass SPF of 0.52 W/l/s	
	Thermal bridging	Accredited Construction Details (γ=0.05 per dwelling)	
	Low energy lighting	100%	
	Heating system (efficiency / emitter)	Individual gas boilers 90% efficiency (Be Lean), underfloor heating	
	Thermal mass	High – brick, cavity and blockwork	
	Space heating requirement	21.6 kWh/m²/year; 12% improvement in the fabric energy efficiency standard (FEES)	
	Overheating is dealt with in more detail below.		
Energy – Clean The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN) connection points. A Combined Heat and Power (CHP) plant would not be appropriate for this site.			
Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4. The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 36 tCO₂ (66%) reduction of emissions are proposed under Be Green measures. The solar array peak output would be 98.4 kWp, which is estimated to produce around 91,000 kWh/year of renewable electricity per year, equivalent to a reduction of 21.2 tCO₂/year. The array of 246x 400W panels with an efficiency of 22.6% would be mounted on a roof area of 438 m², at a 15° angle, facing south.			

Stakeholder	Question/Comment	Response																											
	<p>The individual air-to-water ASHP systems (min. SCOP of 4.35) will provide hot water and heating to the dwellings through underfloor heating, and a supply temperature at 35°C.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Will 100% hot water and space heating demand be met by the individual ASHPs? <p>Carbon Offset Contribution</p> <p>A carbon shortfall of 10.1 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <table border="1"> <thead> <tr> <th></th><th colspan="2">Residential</th></tr> <tr> <th>(SAP10 emission factors)</th><th>tCO₂</th><th>%</th></tr> </thead> <tbody> <tr> <td>Baseline emissions</td><td>54.5</td><td></td></tr> <tr> <td>Be Lean savings</td><td>8.4</td><td>15%</td></tr> <tr> <td>Be Clean savings</td><td>0</td><td>0%</td></tr> <tr> <td>Be Green savings</td><td>36</td><td>66%</td></tr> <tr> <td>Cumulative savings</td><td>44.4</td><td>81%</td></tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td><td>10.1</td><td></td></tr> <tr> <td>Carbon offset contribution (+10% management fee)</td><td colspan="2">£95 x 30 years x 10.1 tCO₂/year x 10% = £31,663.50</td></tr> </tbody> </table> <p>Overheating</p> <p>London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. Results are listed in the table below.</p> <p>All rooms pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be delivered built based on:</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas of 100% and opening angle of 15° (except ground floor windows) - Glazing g-value of 0.58 - Internal blinds (solar transmittance of 11%, overall g-value of 0.36 including glazing) - Overhangs and balconies (300mm and 600mm) 		Residential		(SAP10 emission factors)	tCO ₂	%	Baseline emissions	54.5		Be Lean savings	8.4	15%	Be Clean savings	0	0%	Be Green savings	36	66%	Cumulative savings	44.4	81%	Carbon shortfall to offset (tCO₂)	10.1		Carbon offset contribution (+10% management fee)	£95 x 30 years x 10.1 tCO ₂ /year x 10% = £31,663.50		
	Residential																												
(SAP10 emission factors)	tCO ₂	%																											
Baseline emissions	54.5																												
Be Lean savings	8.4	15%																											
Be Clean savings	0	0%																											
Be Green savings	36	66%																											
Cumulative savings	44.4	81%																											
Carbon shortfall to offset (tCO₂)	10.1																												
Carbon offset contribution (+10% management fee)	£95 x 30 years x 10.1 tCO ₂ /year x 10% = £31,663.50																												

Stakeholder	Question/Comment	Response																																	
	<ul style="list-style-type: none"> - MVHR with summer bypass (1.5 ach) - No active cooling <p>Proposed future mitigation measure of external venetian blinds (solar transmittance 4%; overall window g-value of 0.037) will help pass all rooms in DSY1 for the 2050s and improve conditions under DSY3 2050s and DSY1 2080s.</p> <p>The submitted overheating strategy is considered acceptable.</p> <table border="1"> <thead> <tr> <th>London Weather Centre</th><th>Number of habitable rooms pass TM59</th><th>Number of habitable rooms pass (with future mitigation)</th></tr> </thead> <tbody> <tr><td>DSY1 2020s</td><td>40/40</td><td>40/40</td></tr> <tr><td>DSY2 2020s</td><td>34/40</td><td>40/40</td></tr> <tr><td>DSY3 2020s</td><td>28/40</td><td>33/40</td></tr> <tr><td>DSY1 2050s</td><td>32/40</td><td>40/40</td></tr> <tr><td>DSY2 2050s</td><td>0/40</td><td>0/40</td></tr> <tr><td>DSY3 2050s</td><td>0/40</td><td>12/40</td></tr> <tr><td>DSY1 2080s</td><td>0/40</td><td>12/40</td></tr> <tr><td>DSY2 2080s</td><td>0/40</td><td>0/40</td></tr> <tr><td>DSY3 2080s</td><td>0/40</td><td>0/40</td></tr> <tr> <td>Total number of homes / habitable rooms / corridors modelled</td><td colspan="2">12 homes out of 46 homes 40 habitable rooms 0 corridors</td></tr> </tbody> </table> <p>Overheating Actions:</p> <ul style="list-style-type: none"> - Is noise attenuation required for windows when they are open due to their proximity to the railway (it is noted that the dwellings pass noise requirements when windows are closed but the overheating assessment assumes natural ventilation). For which windows would it be required? - Please include the modelling of the top floor corridor in the apartment building. <p>Overall Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p>	London Weather Centre	Number of habitable rooms pass TM59	Number of habitable rooms pass (with future mitigation)	DSY1 2020s	40/40	40/40	DSY2 2020s	34/40	40/40	DSY3 2020s	28/40	33/40	DSY1 2050s	32/40	40/40	DSY2 2050s	0/40	0/40	DSY3 2050s	0/40	12/40	DSY1 2080s	0/40	12/40	DSY2 2080s	0/40	0/40	DSY3 2080s	0/40	0/40	Total number of homes / habitable rooms / corridors modelled	12 homes out of 46 homes 40 habitable rooms 0 corridors		
London Weather Centre	Number of habitable rooms pass TM59	Number of habitable rooms pass (with future mitigation)																																	
DSY1 2020s	40/40	40/40																																	
DSY2 2020s	34/40	40/40																																	
DSY3 2020s	28/40	33/40																																	
DSY1 2050s	32/40	40/40																																	
DSY2 2050s	0/40	0/40																																	
DSY3 2050s	0/40	12/40																																	
DSY1 2080s	0/40	12/40																																	
DSY2 2080s	0/40	0/40																																	
DSY3 2080s	0/40	0/40																																	
Total number of homes / habitable rooms / corridors modelled	12 homes out of 46 homes 40 habitable rooms 0 corridors																																		

Stakeholder	Question/Comment	Response																								
	<p><u>Whole Life Carbon</u></p> <p>Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement, however, an assessment following the RICS Professional Statement has been done to gain an understanding of the proposal's embodied carbon impact.</p> <p>The total calculated emissions over the lifetime of 60 years based on the GIA of 4,049 m² is estimated at:</p> <ul style="list-style-type: none"> - 1,873,826 tCO₂eq embodied carbon over 60 years - 7,210,467 tCO₂eq whole life carbon emissions (equivalent to 1,732 tCO₂eq/m²) <p>The operational carbon accounts for 66.1% of the calculated whole life carbon of the development.</p> <table border="1"> <thead> <tr> <th></th><th>Estimated whole-life carbon emissions (tCO₂eq)</th><th>Per GGIA kgCO₂eq/m²</th></tr> </thead> <tbody> <tr> <td>Products - Modules A1-A3</td><td>1,664,062</td><td>411</td></tr> <tr> <td>Transport - Module A4</td><td>179,630</td><td>44</td></tr> <tr> <td>Construction – Module A5</td><td>30,134</td><td>7</td></tr> <tr> <td>Recurring - Modules B1-B5</td><td>366,018</td><td>90</td></tr> <tr> <td>Energy and Water – Modules B6-B7</td><td>4,766,260</td><td>1,177</td></tr> <tr> <td>End of Life – Modules C1-C4</td><td>210,454</td><td>54</td></tr> <tr> <td>Produce Re-use – Module D</td><td>-6,090</td><td>-2</td></tr> </tbody> </table> <p>The highest embodied carbon is associated with the products stage (A1-A3). The material selection and reduction of material mass are therefore key areas to reduce the embodied energy of the scheme. A number of areas have been identified to calculate more accurately and to reduce the embodied carbon of the buildings.</p> <p><u>Circular Economy</u></p> <p>Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>This application is not required to submit a full statement. No reference has been made to consider and integrate circular economy principles within the proposed development. The applicant is strongly</p>		Estimated whole-life carbon emissions (tCO ₂ eq)	Per GGIA kgCO ₂ eq/m ²	Products - Modules A1-A3	1,664,062	411	Transport - Module A4	179,630	44	Construction – Module A5	30,134	7	Recurring - Modules B1-B5	366,018	90	Energy and Water – Modules B6-B7	4,766,260	1,177	End of Life – Modules C1-C4	210,454	54	Produce Re-use – Module D	-6,090	-2	
	Estimated whole-life carbon emissions (tCO ₂ eq)	Per GGIA kgCO ₂ eq/m ²																								
Products - Modules A1-A3	1,664,062	411																								
Transport - Module A4	179,630	44																								
Construction – Module A5	30,134	7																								
Recurring - Modules B1-B5	366,018	90																								
Energy and Water – Modules B6-B7	4,766,260	1,177																								
End of Life – Modules C1-C4	210,454	54																								
Produce Re-use – Module D	-6,090	-2																								

Stakeholder	Question/Comment	Response
	<p>encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p><u>Living Roofs</u> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs in the development. Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p>All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>Conclusion Overall, it is considered that the application can be supported from a carbon management and sustainability point of view.</p> <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Carbon offset contribution (and associated obligations) of £31,663.5 (indicative), incl. a 10% management fee <p>Planning Conditions</p> <p><u>Energy Strategy</u> The development hereby approved shall be constructed in accordance with the Energy, Sustainability and Overheating Statement prepared by Iceni (dated August 2021) delivering a minimum 81% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 15% reduction), air source heat pumps (ASHPs) and minimum 98.4kWp solar photovoltaic (PV) energy generation.</p> <p>(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:</p> <ul style="list-style-type: none"> - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV including: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy; - A metering strategy. <p>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.</p> <p>(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</p> <p>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</p> <p>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan Policy SP4 and DM22.</p> <p><u>Overheating</u></p> <p>Prior to occupation of the development, the following overheating measures must be installed to reduce the risk of overheating in habitable rooms in line with the Energy, Sustainability and Overheating Statement prepared by Icení (dated August 2021):</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas of 100% and opening angle of 15° (except ground floor windows, with Secure by Design measures) - Glazing g-value of 0.58 - Internal blinds (solar transmittance of 11%, overall g-value of 0.36 including glazing) 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - MVHR with summer bypass (1.5 ach) - No active cooling <p>These approved measures must be retained for the lifetime of the development.</p> <p>Reason: In the interest of reducing the impacts of climate change, to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.</p> <p><u>Living roofs</u></p> <p>(a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</p> <ul style="list-style-type: none"> i) A roof plan identifying where the living roofs will be located; ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces); iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate iii) Roof plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates (minimum footprint of 1m²), rope coils, pebble mounds of water trays; iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and vi) Management and maintenance plan, including frequency of watering arrangements. <p>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of sedum, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the</p>	

Stakeholder	Question/Comment	Response
	<p>condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p><u>Biodiversity</u></p> <p>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</p> <p>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</p> <p>Development shall accord with the details as approved and retained for the lifetime of the development.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p> <p>Carbon Management Response 16/11/2021</p> <p>In preparing this response, we have reviewed:</p> <ul style="list-style-type: none"> • Icen's Briefing Note – Carbon Management Response Note, dated November 2021 <p>Response</p> <p><u>Air source heat pumps</u></p> <p>100% of the demand will be met by the ASHPs.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Overheating - Noise attenuation</u> Having spoken to the noise consultant, the acoustic report notes a night-time noise level of 53 dB at the external façade. The desirable maximum internal noise levels are set at 30 dB at night by the World Health Organisation. This minimum can be achieved with the windows being closed with standard double glazing.</p> <p>The AVO Residential Design Guide notes that an additional 13dB should be accounted for when windows are open. The dwellings facing the railway will experience a medium risk of noise during the night, at a level of around 40dB. The consultant noted that 40dB is a worst-case scenario. Whilst this is close to the high-risk level of above 42dB where occupant behaviour is very likely to change (i.e. closing of windows), it is accepted that the MVHR presents an alternative option for ventilation. The natural ventilation strategy is therefore considered acceptable.</p> <p><u>Overheating – Corridors</u> The 5th floor level corridor in Building A was modelling as a sample for the development. It has northeast- and southwest- facing windows. The corridors are proposed to be naturally ventilated. The corridor was found to pass all three DSY scenarios for 2020s and 2050s. It fails marginally for the 2080s timeframe. This is considered acceptable.</p> <p>Conclusion The development is supported in carbon reduction and sustainability terms and meets the relevant planning policies. The planning conditions proposed above do not need to be amended in light of the additional information.</p>	
LBH Drainage	<p>We have had a detailed discussion with scheme consultant</p> <p>Generally, we do not add planning conditions on Full application when the applicant have not submitted detailed drainage calculations and a confirmed discharge rates from Water Authority. However we are prepared to add 3 conditions related to</p> <ol style="list-style-type: none"> 1) Detailed Drainage Calculation 2) Management and Maintenance and 3) Confirmation on Rate & point of discharge confirmation from Water authority. 	Noted conditions attached. with

Stakeholder	Question/Comment	Response
INTERNAL: WASTE	<p>The size and location of refuse store 1 and 2 appear to be suitable for access both for residents as well as the waste collection services.</p> <p>For refuse store 1, the collection would need to be made from Pulford Road with bins pulled to the stationary collection vehicle. This will require an element of reversing which we aim to eliminate as far as possible. Were provision able to be worked into the plans to allow the collection vehicle to turn at the end of Pulford Road, enabling it to drive to the bin store and leave post collection in a forward gear this would be welcome. Dimensions of the collection vehicle used to collect from small blocks/estates/high rise is attached for information.</p> <p>The pull distance is within 10m. There is no reference to a drop kerb being put in place to allow bins to be pulled onto the carriageway to the collection vehicle and returned to the bin store safely. These would need to be factored in.</p> <p>For refuse store 2, the collection would be able to be made from Remington Road. The drag distance again is within 10m but again a drop kerb would be needed to enable bins to be emptied and returned safely.</p> <p>The bin type and capacity, 6900 litres within each refuse store (13,920l total) broken down as 4 x 1100l refuse, 2 x 1100l recycling, 1 x 360l food waste for each) is in line with that needed for this development based on a weekly collection of each waste stream.</p> <p>It is recommended that access to the refuse stores is restricted to residents via a fob/digilock entry system. This will help to prevent fly tipping, misuse, ASB etc on completion and in occupation.</p> <p><u>Following revision:</u> 8/12/2021 I am satisfied that the comments made have been acknowledged and will be worked into the plans.</p> <p>The communal bin drag distances are all within acceptable levels, drop kerbs have been indicated and key fob/digi locks will be used on the doors of each of these. Based on this I am ok to approve.</p>	<p>Noted. Revised refuse Strategy submitted. Revised strategy accepted. Condition attached.</p>
INTERNAL: BUILDING CONTROL	<p>I have had a quick look at the Fire Strategy for this project and have the following observations to make;</p> <ul style="list-style-type: none"> The document doesn't demonstrate the adequacy of the Fire Appliance access route. 	<p>Noted. Informative attached.</p> <p>The applicants advised that the Fire</p>

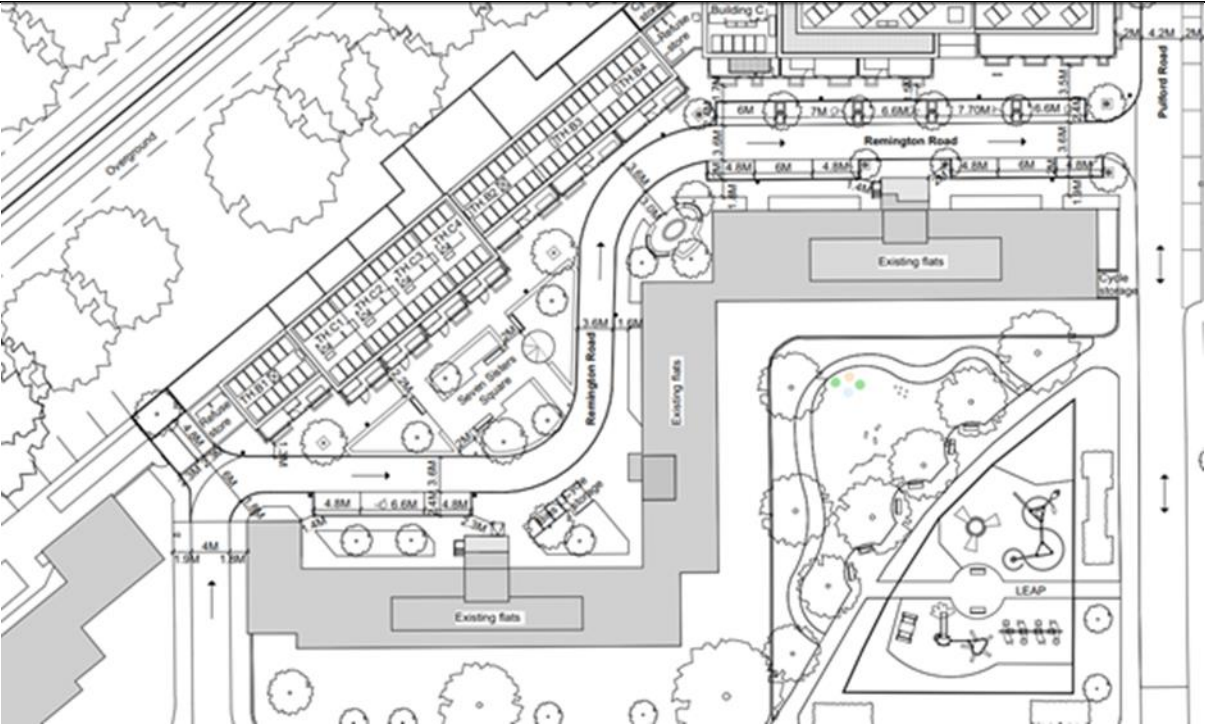
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> Maximum 60m Hose length from appliance set down point to furthest points in Blocks B & C not shown. Fire brigade Wayfinding not mentioned in document. Document mixes Regulations with References to Approved Document B & BS 9991 which is discouraged. 	access was looked at carefully and The Fire brigade are happy with arrangements. The flatted blocks have adequate vehicular access and sprinklers.
INTERNAL: CARBON MANAGEMENT TEAM (POLLUTION)	<p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the 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 and I will like to comment as follows.</p> <p>Having considered all the relevant supportive information especially the Air Quality Assessment report with reference RR-HYD-XX-ZZ-RP-Y-2001-P02 prepared by Hydrock Ltd dated 18th June 2021 taken note of sections 4 (Baseline Air Quality Conditions), 5 (Construction Dust Risk Assessment), 7 (Air Quality Neutral Assessment), 8 (Mitigation Measures) and 9 (Discussion and Conclusion) as well as Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15th September 2021 taken note of sections 4 (Historical & Industrial Site Settings), 5 (Outline Conceptual Site Model), 6 (Conclusions & Recommendations) and Table 5.4 (Outline Conceptual Site Model & Preliminary Risk Assessment), please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted considering the sensitive receptors around the development site with the fact that further mitigation work is required with the proposed development emissions been above the Transport Emission Benchmark (TEBs).</p> <p>Whilst really immaterial, the council have no passive monitoring location with site ID 58 and 79 as reported in Table 5: Haringey and Hackney Monitoring of the Air Quality Assessment report.</p> <p>1. <u>Land Contamination</u> Before development commences other than for investigative work:</p>	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<p>a. Using the information already submitted on the Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15th September 2021, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.</p> <p>b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</p> <p>d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p><u>Reasons:</u> To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. <u>NRMM</u></p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW</p>	

Stakeholder	Question/Comment	Response
	<p>has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. <u>Demolition/Construction Environmental Management Plans</u></p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p> <p>iv. Details of an Unexploded Ordnance Survey;</p> <p>v. Details of the waste management strategy;</p> <p>vi. Details of community engagement arrangements;</p> <p>vii. Details of any acoustic hoarding;</p> <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p>	

Stakeholder	Question/Comment	Response
	<p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality."</p> <p>Informative:</p> <ol style="list-style-type: none"> 1. Prior to demolition or any construction work of the existing garages, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out. 	

Stakeholder	Question/Comment	Response
INTERNAL: Transportation	<p>This application is for redevelopment of the garage block in Remington Road to provide 46 new residential dwellings and associated amenity space, landscaping, refuse and cycle storage facilities. Associated with the proposal is a reconfiguration of Remington Road to a one way eastbound arrangement, to enable provision of blue badge parking, facilitate deliveries and refuse/recycling collections, and permit contraflow cycling.</p> <p><u>Location and Access</u> This site is located at Remington Road, which is to the north west side of the Seven Sisters Road, and immediately to the south of the London Overground alignment.</p> <p>According to the TfL WEBCAT database, the bulk of the site appears to have a PTAL value of 2, with part of the western end having a PTAL of 1.</p> <p>However, the PTAL value on the WEBCAT website does not include use of the privately owned and well established footpath that connects Pulford Road to Seven Sisters Road. When use of this connection is considered for access to Seven Sisters Road, it considerably reduces the walk distances to bus and rail services and local shops and services.</p> <p>A manual PTAL undertaken by the applicant based on using the pedestrian footpath/cut through proposes that the centre of the site just tips into PTAL 4. If a plot similar to WEBCAT was produced, it would likely show the site with areas of both PTAL 4 and PTAL 3. Therefore, the WEBCAT value is underplaying the actual public transport accessibility of the site.</p> <p>With regards local parking controls, the site is within the 'Green Lanes 'B' CPZ, which has operating hours of 0800 – 1830 Monday to Friday.</p> <p><u>Development proposals</u> The residential units break down as follows;</p> <ul style="list-style-type: none"> • 12 No. 1 bedroom units • 16 No. 2 bedroom units • 14 No. 3 bedroom units • 4 No. 4 bedroom units <p>Cycle parking to meet the numerical requirements of the London Plan is proposed, with a total of 96 long stay spaces provided, within 3 cycle stores (for apartments within blocks A, B and C) and within curtilage for the townhouses. 4 visitor cycle parking spaces will be provided, and two bike hangars for use by existing residents.</p>	<p>Noted and conditions attached.</p>

Stakeholder	Question/Comment	Response
	 <p>This arrangement will suit the proposed building layout and facilitate deliveries, enable provision of blue badge parking for the accessible units, accommodate refuse/recycling collections and also accommodate cyclists in both directions. Swept path plots have been provided for visiting refuse collection trucks and these indicate a satisfactory arrangement that can accommodate vehicle movements. Carriageway widths vary between 3.6m at the narrowest to 4.4m at the widest.</p> <p>Additional on street car parking will be able to be provided with the new layout, at present within Remington and Pulford Roads at the site there are 20 on street spaces including one blue badge bay, the proposals within this application increase this to 27 spaces including 6 blue badge bays. More detail is provided later in this response with respect to this, suffice to say that the proposed arrangements should ensure the ability of blue badge holders living within the accessible units to park adjacent to their residence.</p>	

Stakeholder	Question/Comment	Response
	<p>2.0m footway widths are provided for almost all of the lengths of footway along the realigned Remington Road, there are a number of very short lengths of footway where the available width reduces to between 1.5m and 2.0m where the footway runs adjacent to planters and boundaries, and a footway width of 1.5m does still enable wheelchair and pushchair users to pass a pedestrian. There are only very short lengths where these occur.</p> <p>Local Parking stresses are high and this arrangement implementing one way and reducing the running lane width to 3.6m enables provision of more parking bays at the location of the new housing to ensure availability of blue badge bays for occupiers of the fully accessible units and some additional on street facility for those residents that require a vehicle for their livelihoods or employment, who have business permits such as those working as self employed mobile technicians/Engineers and the like and the construction trades.</p> <p>In order to accommodate contraflow cycling a signing arrangement will be in place at either end of Remington Road, to formalise this and inform cyclists they can travel in both directions, and advise drivers that cyclists will be able to travel westbound. The available width will be able to accommodate contraflow cyclists and accords with the requirements within Local Transport Note 1/20. In addition to this, where cyclists have historically been able to travel in two directions along a road, TfL's London Cycle Design Standards do detail that the ability to do this should remain in these instances where roads are made one way for vehicles.</p> <p>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. Also, it is considered that the actual cyclist demand to travel westbound along Remington will be low, and cyclists are expected to use other routes to travel to local destinations and further afield.</p> <p>Nevertheless, the enabling of two way movement for cyclists within Remington will ensure a westbound facility is retained with the proposed highway changes and accords with LTN 1/20 and TfL's Cycle Design Standards.</p> <p>The Highways team have been consulted with respect to the proposed arrangements and are supportive in principle. The detailed design process and implementation will need to be covered by Section 278 and 38 Agreements where required for the design checks and any land changes to establish Public Highway.</p> <p>A stage 1 Road safety Audit Has been carried out and details accompany the submission, the audit process during development of the scheme has resulted in ensuring swept path plots show no footway overhang, achieved with localised widening at bends, and the provision of pedestrian drop kerbs at optimum crossing points has also been included. Swept path plots are provided for refuse collection</p>	

Stakeholder	Question/Comment	Response
	<p>vehicles along with visibility splay information at junctions and this appears sound. Detailed design checks will be carried out via the S278 process.</p> <p><u>Transportation impacts</u> Considering trips arising from these new residential units, the overall numbers generated will be low and of no consequence with respect to public transport services and the operation/capacity of the public highway.</p> <p><u>Local facilities</u> It is detailed within the TA that a number of essential services and facilities are within short waling distances of the site. Chestnuts Park is an 8 minute walk/3 minute cycle ride, and the nearest post office, food shopping outlets and pharmacy are all within a 4 minute walk/1.5 minute cycle ride or less. The close proximity of these will add to the overall sustainability of this proposal in transportation terms.</p> <p><u>Car parking considerations and permit free status</u> The proposed arrangements enable provision of a slight increase in parking spaces along Remington and Pulford Roads compared to present. Within Remington Road, there will be a total of 11 standard car parking spaces and 5 disabled parking spaces. Within Pulford Road, there will be a total of 10 standard car parking spaces and 1 disabled car parking space.</p> <p>The net increase in car parking provision on Remington Road is 7 spaces (3 standard, 4 disabled) and on Pulford Road is 2 spaces (1 standard, 1 disabled). It is envisaged that at least 1 of the standard parking bays will be used for a Car Club vehicle.</p> <p>The highway changes to provide a one way arrangement essentially enable this increase in provision within these roads, which will ensure that there is a London Plan compliant level of blue badge parking provided on street at the development. A small increase in standard on street spaces is also provided which recognises that the existing parking stresses within Remington and Pulford are very high, and that there may be some occupiers within the new units that obtain business permits such as those that are self employed and work within the construction trades or distribution, requiring a vehicle for their livelihoods.</p> <p>The TA considers potential car ownership for the new units, the 2011 census information for this part of the Ward is in the table below;</p>	

Stakeholder	Question/Comment	Response										
	<table><tr><th>Category</th><th>Percentage</th></tr><tr><td>No car or van in household</td><td>67.4%</td></tr><tr><td>1 car or van in household</td><td>28.6%</td></tr><tr><td>2 cars or vans in household</td><td>3.7%</td></tr><tr><td>3 or more cars or vans in household</td><td>0.2%</td></tr></table> <p>It is expected that actual levels of car ownership will have reduced in the last ten years as they have throughout London, and that the combined effect of moderate/good accessibility to public transport services, high quality cycle parking, reasonable proximity to local shops and essential services, a travel plan and particularly provision of a car club facility will reduce likely levels of car ownership within the new units to those occupiers that require a vehicle for their livelihoods as described above.</p> <p>Considering the additional spaces able to be provided with the proposed arrangements, effectively a parking provision of 0.2 spaces per unit is able to be provided albeit on street rather than within the site curtilage with the new spaces physically closest to the new residential units. This is below the range of provision that the London Plan includes for outer London sites with a PTAL of 3 to 4 which is in the range of 0.5 to 0.75 spaces per unit.</p> <p><u>Parking stress analysis</u> Two parking stress surveys have been carried out, one in June 2020 and another in August 2020. As these were carried out at different times the analysis has been based on the average results from the two surveys.</p> <p>The Parking Stress Surveys carried out for this proposal recorded very high levels of parking and parking stress in the immediate locality of the site but also recorded capacity within a 2 to 3 minute walk.</p> <p>The average parking stress recorded for the whole survey area was 80%, with 93 spaces available out of the 455 within the survey area. This is indicative of relatively high parking stresses in the locality of the site, however not quite reaching the levels widely considered to be critical considering the survey area in its entirety, which are when stresses reach 85 to 90%.</p> <p>However, what has been recorded with both surveys, is that local stresses are very high in the immediate locality of the site. The parking stresses recorded within Remington Road and the northern end of Pulford Road close to the site were 100% plus, indicating this immediate area is very stressed in parking terms.</p>	Category	Percentage	No car or van in household	67.4%	1 car or van in household	28.6%	2 cars or vans in household	3.7%	3 or more cars or vans in household	0.2%	
Category	Percentage											
No car or van in household	67.4%											
1 car or van in household	28.6%											
2 cars or vans in household	3.7%											
3 or more cars or vans in household	0.2%											

Stakeholder	Question/Comment	Response																				
	<p>Moving to the south of the site, the parking stresses reduce, as they do for those streets surveyed to the eastern side of Seven Sisters Road. The table below summarises the findings of the survey broken down into the respective survey areas;</p> <table><tr><th>Area</th><th>Car Parking Capacity</th><th>Average Car Parking Surveyed</th><th>Average Occupancy Proportion</th></tr><tr><td>South of Railway Line</td><td>206</td><td>172</td><td>83.49%</td></tr><tr><td>East of Seven Sisters Rd</td><td>102</td><td>69.5</td><td>68.14%</td></tr><tr><td>North of Railway Line</td><td>147</td><td>120.5</td><td>81.97%</td></tr><tr><td>Combined Total</td><td>455</td><td>362</td><td>79.56%</td></tr></table> <p>It was noted during the survey that cars were seen parked on the double yellow lines opposite the garages on Remington Road, and also within the turning head at the north end of Pulford Road, and on the western side of Pulford Road adjacent to the triangle of parkland, again on double yellow lines.</p> <p>The ability to provide some additional on street parking along Remington and Pulford Roads recognises that these streets are effectively oversubscribed, and the provision of one space per accessible unit should ensure that mobility impaired occupiers/residents have the ability to park very close to their residences. A regularised parking space layout within these two roads should also ensure less likelihood of difficulties arising with inappropriately parked cars for visiting service vehicles and refuse/recycling collection trucks and the emergency services.</p> <p><u>Electric vehicle charging points</u></p> <p>The TA references provision of 2 active points on the north side of Remington Road adjacent to blocks A and C. However, another drawing in the TA indicates 6 spaces. This should be clarified. It also suggests associated with the highway works to provide the realigned arrangements that the opportunity be taken to include the necessary ducting and other requirements to enable all new spaces to eventually be able to be provided with active charging facilities over time. The provision of electric vehicle charging spaces and future proof ducting works can be confirmed and covered by condition.</p> <p><u>Future Permit free status</u></p> <p>It is recommended that the new units are designated as CPZ permit free via the appropriate planning agreement, to restrict occupiers of the development from obtaining CPZ permits. The costs to the Council for administering this are £4000, and the applicant will need to meet these costs via the S106.</p>	Area	Car Parking Capacity	Average Car Parking Surveyed	Average Occupancy Proportion	South of Railway Line	206	172	83.49%	East of Seven Sisters Rd	102	69.5	68.14%	North of Railway Line	147	120.5	81.97%	Combined Total	455	362	79.56%	
Area	Car Parking Capacity	Average Car Parking Surveyed	Average Occupancy Proportion																			
South of Railway Line	206	172	83.49%																			
East of Seven Sisters Rd	102	69.5	68.14%																			
North of Railway Line	147	120.5	81.97%																			
Combined Total	455	362	79.56%																			

Stakeholder	Question/Comment	Response
	<p>This will act as a deterrent to those occupiers that do not require a vehicle for essential reasons such as their employment/business from owning a vehicle, and this should ease any increase in parking demands that could be generated by the development. The moderate to good public transport accessibility, proximity to local shops, services and leisure facilities, London Plan compliant cycle parking and car club membership will provide sustainable alternatives for new residents</p> <p>For self employed residents such as those working in the building trades, or distribution work, or mobile jobs, Business parking permits are able to be applied for from the Council.</p> <p><u>Cycle parking considerations</u> There are three communal cycle storage facilities for the apartment blocks (providing 12, 23 and 18 spaces respectively). Two of the stores utilise a two level storage system and the third a bike hanger.</p> <p>Each of the townhouses and maisonettes have their own dedicated storage locker for 2 bicycles. For visitors, there are four visitor cycle spaces provided in the form of "Sheffield" type stands to the front of apartment buildings A and B.</p> <p>It is also noted that two Bike Hangars are also proposed for the south side of Remington Road for existing resident use, and this is welcomed in principle.</p> <p>The proposed layouts and locations for the cycle parking are shown in the application, however full dimensional details should be provided to confirm centres, manoeuvring space and headroom meet the manufacturer's installation requirements, and it needs to be clearer how the cycle stores are accessed from the residential units as they appear to be close to and have accesses shared with the refuse stores. These details can be covered by a pre commencement condition. It is essential that the proposed means of access will be attractive and secure taking into consideration it will be shared with the refuse/recycling bin stores.</p> <p><u>Deliveries and servicing</u> Delivery and servicing vehicles will as they do at present be able to access Remington and Pulford Roads, and will use available on street parking to make short duration visits for deliveries and the like.</p> <p><u>Refuse and recycling storage and collection arrangements</u> 4 refuse/recycling stores are proposed, which will include some rationalisation of arrangements with the existing properties within Remington Road. Colleagues within the waste team will need to confirm if the proposed storage, capacity and collection arrangements are satisfactory. Collections will take place from refuse collection vehicles passing along Remington and Pulford Roads, with the vehicle reversing back to the northern end of Pulford Road.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Sustainable transportation considerations</u></p> <p>As commented earlier in this response, there are a number of sustainable transport initiatives and considerations with this development proposal.</p> <p>Details of proposals by both Zipcar and enterprise for a car club facility have been included in the application, and ultimately, a facility should be provided for this development which includes three years membership for each new unit, and provision of a bay/vehicle in the locality of the site. One of the new bays able to be provided within Remington could be the appropriate location for this. Car club provision is known to reduce the appetite for private car ownership within an area or development that it serves and this can be covered by the S106 agreement.</p> <p>In addition to the car club provision, the development will include cycle parking to meet London Plan standards and is well located for local shops, servicing and leisure facilities, available within short walks of the site.</p> <p>The TA makes reference to a Travel Plan having been drafted that will further encourage the uptake of active and sustainable modes by occupiers and visitors to the development. However, this doesn't appear to have been included within the submitted documents. It is expected that the Travel Plan will propose appropriate measures for improving mode shares over time for sustainable and active travel modes and the implementation of further measures as required, plus contract details for the development's Travel Plan co-ordinator. This can be conditioned for submission and approval via condition.</p> <p>Designation of the development as permit free will also encourage the uptake of sustainable and active travel modes by occupiers and visitors to the site.</p> <p><u>Construction Phase</u></p> <p>An outline Construction Logistics Plan (CLP) accompanies the formal application, which comments on how the development will be built out, and how impacts on adjacent neighbours, existing residents and the public highway will be managed and mitigated. This draft references a 32 month build out, and the need to provide temporary access arrangements to maintain walking, cycle and vehicle access during the works. A one way access regime from west to east is envisaged with vehicles arriving using Moreton and exiting via Pulford. Preliminary estimates of the number of construction vehicles attending site indicate up to 3 vehicles a day on average.</p> <p>A 'final' version of the CLP will be required for review and approval 3 months prior to commencement of any demolition or construction work, and the applicant will need to engage with Highway and Network Management Officers, to ensure the approach taken will be the optimum with regards to highway safety, and the consideration of existing residents adjacent to the development site. The</p>	

Stakeholder	Question/Comment	Response
	<p>production of the detailed CLP can be covered by a pre commencement condition requiring review and agreement 3 months prior to commencement of any demolition or construction works.</p> <p><u>Summary</u> This development proposal is for demolition of the existing garage block to the north side of Remington Road, and the provision of 46 new residential dwellings, along with reconfiguration/realignment of Remington Road to enable provision of the optimum access arrangements for deliveries and servicing, blue badge parking for the accessible units within the development and walking and cycling. Cycle parking to meet London Plan requirements will be provided along with additional cycle parking for existing residents, and a car club facility will also be provided to promote alternatives to the private car and the uptake of sustainable and active modes of travel. Several blue badge parking spaces will be provided adjacent to the accessible units to provide parking facilities for the mobility impaired so each accessible unit should be catered for on street.</p> <p>It is recommended that the development be formally designated as a car free/permit free development via S106 agreement to prevent occupiers from obtaining CPZ permits, local parking stresses at the site are high and this should act as a deterrent to private vehicle ownership. Self employed residents of the new units that use a vehicle for their businesses or employment will be able to apply for Haringey Business parking permits should they require.</p> <p>Finally, to ensure the appropriate Highway arrangements are implemented, the applicant will need to enter into the appropriate Highways Act Agreements (Section 278/38) to manage the design and construction of the realigned and reconfigured public highway associated with the development.</p> <p>Subject to the above and the following conditions/S106 obligations, Transportation do not object to this application;</p> <p><u>Conditions (all pre commencement)</u></p> <ul style="list-style-type: none"> • Cycle parking details • Delivery and servicing Plan • Construction Logistics Plan (CLP) • Travel Plan <p><u>S106</u></p> <ul style="list-style-type: none"> • Permit free/car free formal designation (£4000 costs to be met by applicant) • Car club provision (three year's membership per unit plus provision of on street bay and vehicle in locality of the site) • Electric Vehicle charging point provision (active/passive) to meet London Plan requirements 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> S278/38 Highways Act Agreements as required for the Public Highway changes 	
INTERNAL: PUBLIC HEALTH	<p style="text-align: center;">Date: 21st October 2021</p> <p>Haringey Public Health reviewed the planning application for the site located at the land adjoining Remington Road and Pulford Road, N15. The development will provide low-carbon housing with 81% CO2 saving. There are a good number of new accessible flats and plans to create a safe and overlooked pedestrian route through the site. Overheating and ventilation has been thought through with multiple interventions to prevent overheating such as double glazing with trickle vents with heat recovery system, so windows don't need to be opened for ventilation. Below are our further comments -</p> <p>Trees, Green and Open Spaces It is positive to see 48 new trees will be planted with an addition 3 new play areas in the communal spaces. Some of the new trees in the plan seem to be very close to the corner of the existing flats and we would like to ensure this does not block sunlight as they grow, and the trees are regularly maintained. The gardens of the new houses are paved, and this may provide more opportunity to maximise green space in this development following the loss of large existing green space. The walk to the nearest green space, Finsbury Park is 18 minutes– may be prohibitive for wheelchair users, therefore we need to ensure the accessible new house (with paved garden) is getting equal green space benefits as other new residents.</p> <p>Waste There are several refuse storage areas provided for the new developments and a new refuse storage for the existing building. We want to ensure good design of refuse stores 02, 03, and the townhouses and maisonettes, and specifically how the door opens and accessibility to them. Many residents feel discouraged entering a closed-room refuse storage with minimal ventilation and having to go all the way to dispose waste. We would like to know if there is ventilation for the refuse store 01 and 03 for existing homes? The townhouses and maisonettes refuse store seems to be quite tight and the door is to be pushed inwards, which could be difficult in accessing the food waste storage with residents having to close the door behind them slightly in order to dispose food waste, this may put many off.</p> <p>Daylight and Sunlight The daylight/sunlight will affect 1-27 Remington Road as the windows on ground floor don't pass BRE assessment. However, 96% on the proposed habitable rooms pass BRE light assessment and those that don't are open plan due to accessibility considerations. Properties on Pulford Road will also be affected. We need to ensure there are mitigation measures in place for the existing flats.</p>	<p>- The corner trees are not in front of any habitable rooms, and the crowns are 2.5 metres up from the pavement level. Therefore, they will not block light into habitable spaces.</p> <p>- The mews street has planters, trees, grasscrete areas and views into the ecological corridor to promote greenness into that part of the site. - A greening factor calculation has been provided with the application. This demonstrates compliance with planning policy.</p> <p>- The brief from Homes for Haringey is that private terraces should be paved. They are not maintained by residents and are not accessible to Homes for Haringey to maintain without permission from</p>

Stakeholder	Question/Comment	Response
	<p>Questions:</p> <ul style="list-style-type: none"> • Wheelchair parking space at opposite end of mews to accessible house – could the order be switched around? It would also improve access to refuse storage. • Is cycle storage just for new residents? • There is new communal space behind the new flats – is this accessible for new or all residents? 	<p>residents. There are open spaces closer to the site than Finsbury Park e.g. Tewksbury Open Space within the estate.</p> <p>- Refuse Store 1 does not have a roof, therefore is naturally ventilated.</p> <p>- Refuse Store 2 has louvred doors that provide natural ventilation.</p> <p>- Refuse Store 3 has louvred doors that provide natural ventilation.</p> <p>All refuse stores have access via the overlooked public street. They will be fob controlled to allow access to residents only, not the general public.</p> <p>- The door you refer to is a window. The access to the external townhouse bins is through the main entrance door. The food waste bin is small and handheld.</p> <p>- Daylight and sunlight testing has been submitted with the</p>

Stakeholder	Question/Comment	Response
		<p>application for the existing flats and demonstrate that there is no unreasonable impact.</p> <p>- We have consulted with the Waste Officer at Haringey as they have confirmed that access to this refuse store is acceptable.</p> <p>- We have provided two secure bike hangars for existing residents</p> <p>- This space is for new residents only to help keep that space secure.</p>
INTERNAL: CONSERVATION	We offer no objection from the conservation perspective to the proposed development.	No objection noted.
EXTERNAL:		
EXTERNAL: Environment Agency	<p>Thank you for consulting us on this planning application.</p> <p>We have assessed this application as having low environmental risk and therefore have no comments.</p> <p>Best Regards,</p> <p>Tom Craig Planning Advisor, Hertfordshire and North London Sustainable Places Environment Agency 2 Marsham Street, 3rd floor, London, SW1P 4DF</p>	Noted. Informative added.

Stakeholder	Question/Comment	Response
Met Police/ Secure by Design	<p>Re: Planning Application at: Land adjoining Remington Road and Pulford Road N15</p> <p>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.</p> <p>Dear Haringey Planning,</p> <p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall site. The Architects have made mention in the Design and Access Statement with reference to designing out crime or crime prevention demonstrating the key features of the design that will reduce crime. At this point it can be difficult to design out any specific issues identified and at best crime can only be mitigated against, as it does not fully reduce the opportunity of all offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects and Developers maintain an ongoing dialogue to discuss this project prior to completion, throughout its build up by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application form at the earliest opportunity. The project has the potential to achieve a Secured by Design Accredited status if the advice given is adhered to.</p>	<p>Noted. Conditions and informative attached.</p>

Stakeholder	Question/Comment	Response
	<p><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><u>Conditions:</u></p> <p>(1) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design accreditation' shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.</p> <p>(2) Accreditation must be achieved according to current and relevant Secured by Design guidelines at time of above grade works of each building or phase of said development.</p> <p><u>Informative:</u></p> <p>The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised in the final Decision Notice, with attention drawn to any changes within the development and subsequent</p> <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.</p> <p style="text-align: center;">Appendix 1: Concerns and Comments</p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the local authority/ architect. Site specific actions may change depending on further information or site limitations as the project develops:</p>	

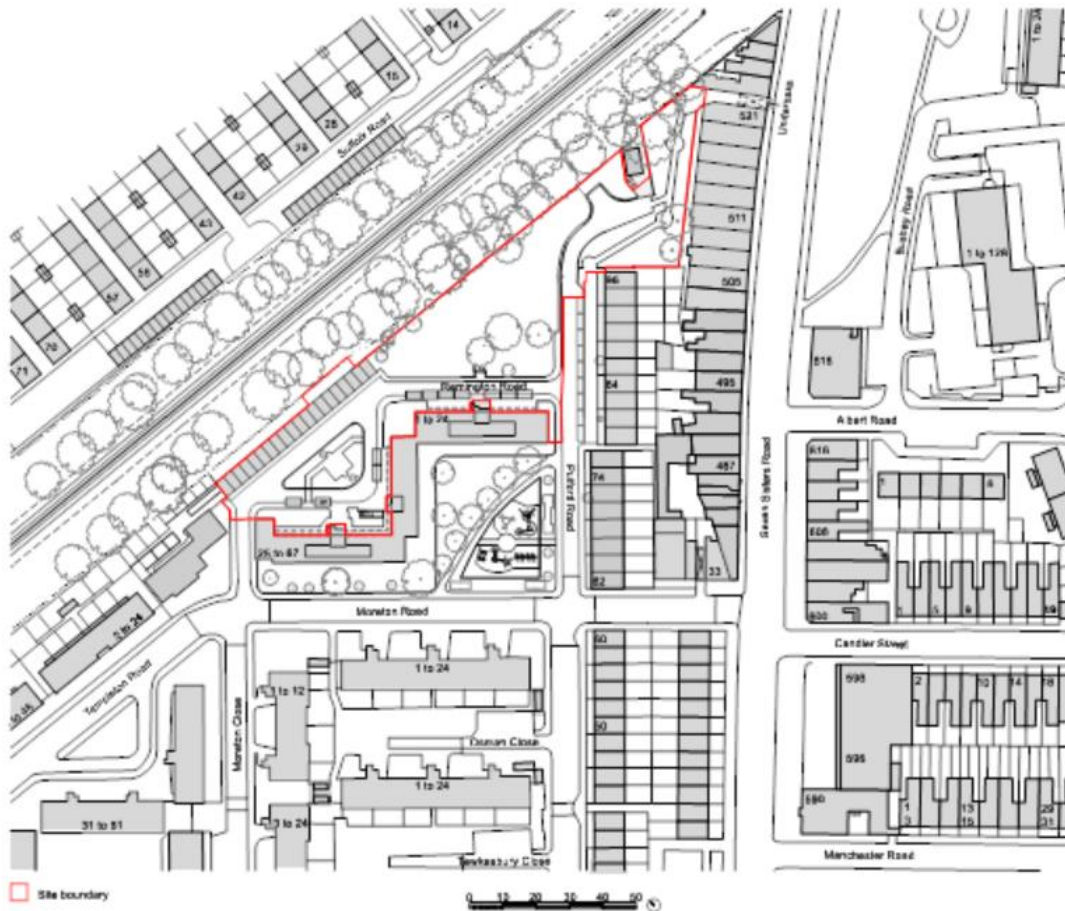
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Door/Window Specifications – <ul style="list-style-type: none"> • All easily accessible windows should be certificated to either PAS24:2016 P2A, STS204 Issue 3 2012, LPS1175 Issue 7:2010 Security Rating 1 or LPS 2081 Issue 1 Security Rating A. • All glazing in and adjacent to communal, front, back doors and ground floor windows as well as windows that are easily accessible above ground floor level should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P2A. (E.G. PAS24 P2A). • Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether the walkway is accessed through a secure door or not). • It also includes any area which has a hand hold within three meters of the ground. All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks. • Windows that form an integral part of the doorframe should be shown to be part of the manufacturers certified range of door sets. Alternatively where windows are manufactured separately from the door frames, they should be certified to either PAS24:2016, STS204 Issue 3:2012 or LPS2081 Issue 1:2014. In such cases the window should be securely fixed to the door set in accordance with the manufacturer requirements. • All ground floor and vulnerable windows must have a lockable window restrictor to prevent unauthorized access – however consideration needs to be given if the windows are escape windows. • Where curtain walling is proposed the minimum standard that should be accepted is BS EN1627 RC3. • Balconies/Climbing Aids – Balconies should be designed so that they have flush fitting g balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any ext drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. design should not provide opportunities to climb. If such examples <ul style="list-style-type: none"> • cannot be designed out and climbing may be possible then vulnerable properties must have 24:2016 doors and glazing. • Communal Entrance - <ul style="list-style-type: none"> • Communal door sets should be certified to LPS1175 SR2 or STS202 Issue 3:2011 Burglary Rating 2 • Communal door sets should be self-closing and self-locking – External entry should be restricted by key fob, key, key code or proximity reader. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> Communal door sets should have vandal resistant audio/visual access control panels with electronic lock release – NO Trade Buttons are permitted. Lobby/Airlock – All residential blocks should incorporate a secondary lobby door to the same standard as the communal entrance door, which should be self-locking self-closing and access controlled both visitors and residents. CCTV – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postbox as minimum. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use. Postal strategy – It would be advised that all post is delivered into an airlock (preferred) or through the wall to reduce the likelihood of tailgating and postal theft. Through the wall letter plates should incorporate a sloping chute and anti-fishing attributes to mitigate against mail theft and meet TS008 standard. If post is to be delivered into an airlock then these should be securely surface mounted and meet TS009 standard. Bike Storage – Site Specific Recommendations. We recommend that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency. Bin Storage – External entrance door should be to LPS 1175 SR2 standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers, if they incorporate a slatted ventilation design. This should be data logged and controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually. Lighting – A lux plan should be provided to encourage overall uniformity of lighting and reduce likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is compliant to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and increase the fear of crime. <p>A declaration of conformity by a competent lighting engineer, demonstrated to at least ILP Level 3 or 4 will be requested. (Circa Homes 2019 para 18.5)</p>	

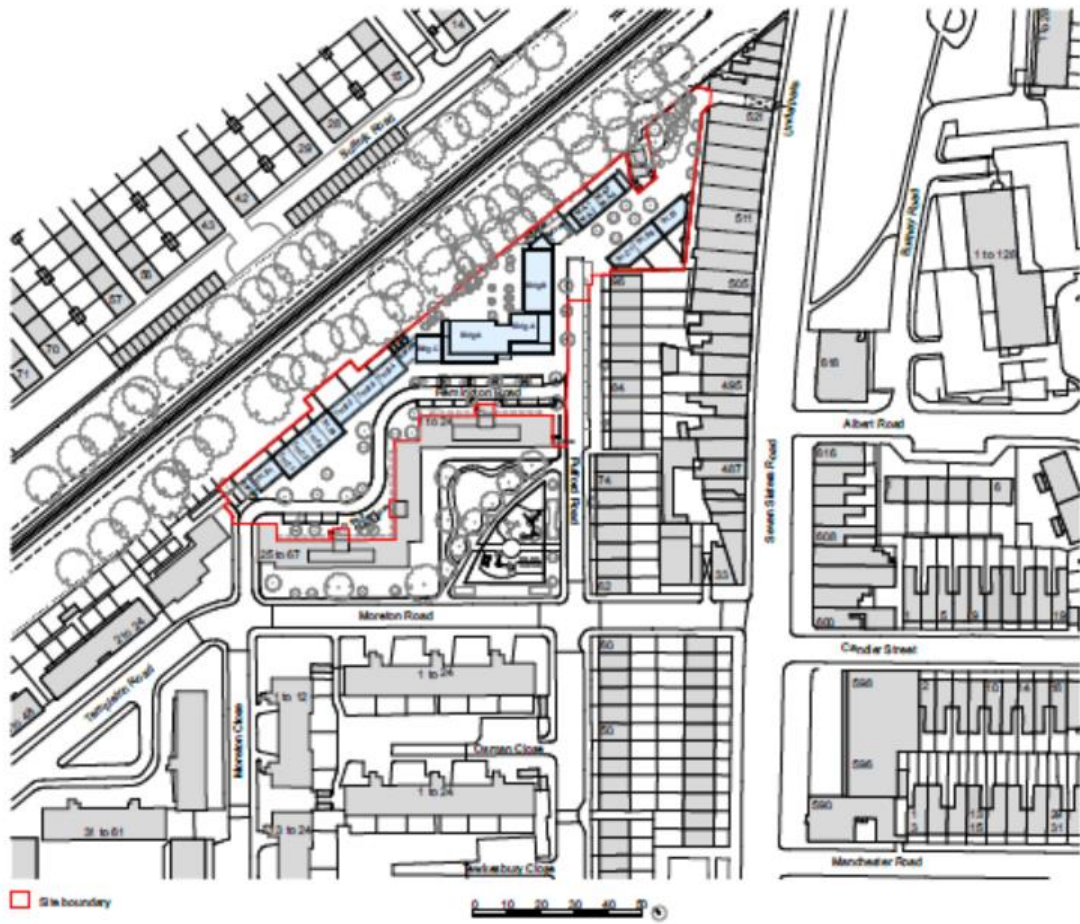
Stakeholder	Question/Comment	Response
EXTERNAL: NETWORK RAIL	<p>Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.</p> <p>The developer must ensure that their proposal, both during construction and after completion does not:</p> <ul style="list-style-type: none"> • encroach onto Network Rail land • affect the safety, operation or integrity of the company's railway and its infrastructure • undermine its support zone • damage the company's infrastructure • place additional load on cuttings • adversely affect any railway land or structure • over-sail or encroach upon the air-space of any Network Rail land • cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future 	Noted and informative added.
London Fire Brigade	The fire fighting access would be considered satisfactory as long as the comply with the comments in the fire strategy document	Noted and informative attached.
APPENDIX 3: REPRESENTATIONS BY Adjoining occupiers/ neighbours NEIGHBOURING PROPERTIES	I am writing in support of this development which will bring much needed council homes to this area. I am also impressed by the design of the flats and houses and the attention to the well thought out open spaces which are so important to local communities. The area will be 'lifted' and much improved by the building of these properties.	Support noted.

Appendix 4 Plans and Images

Location Plan



Proposed Location plan



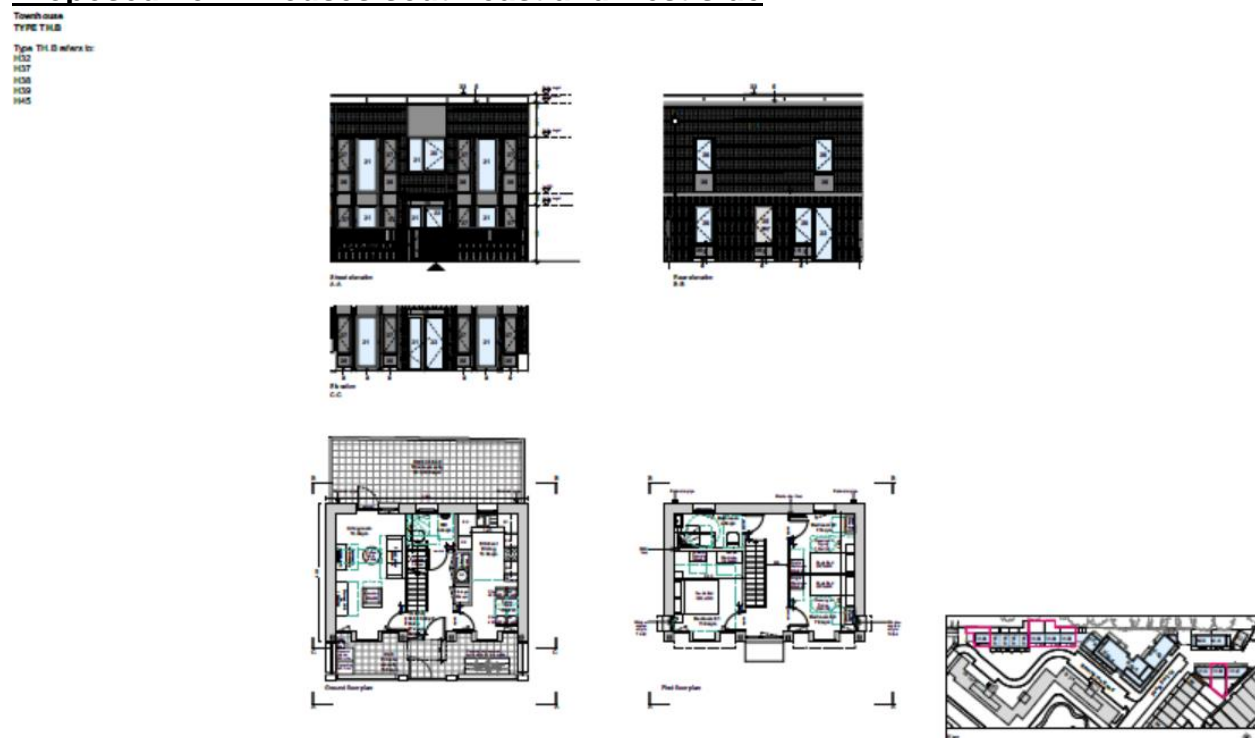
Proposed ground floor plan



Proposed ground floor – Townhouses East side

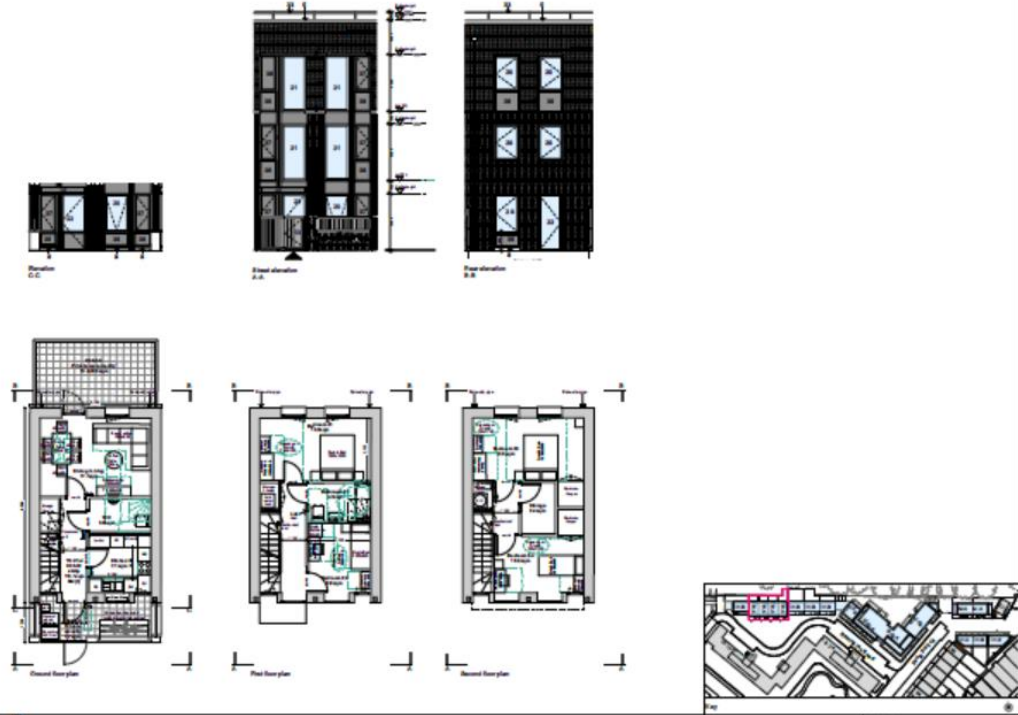


Proposed Town houses south-east and west side

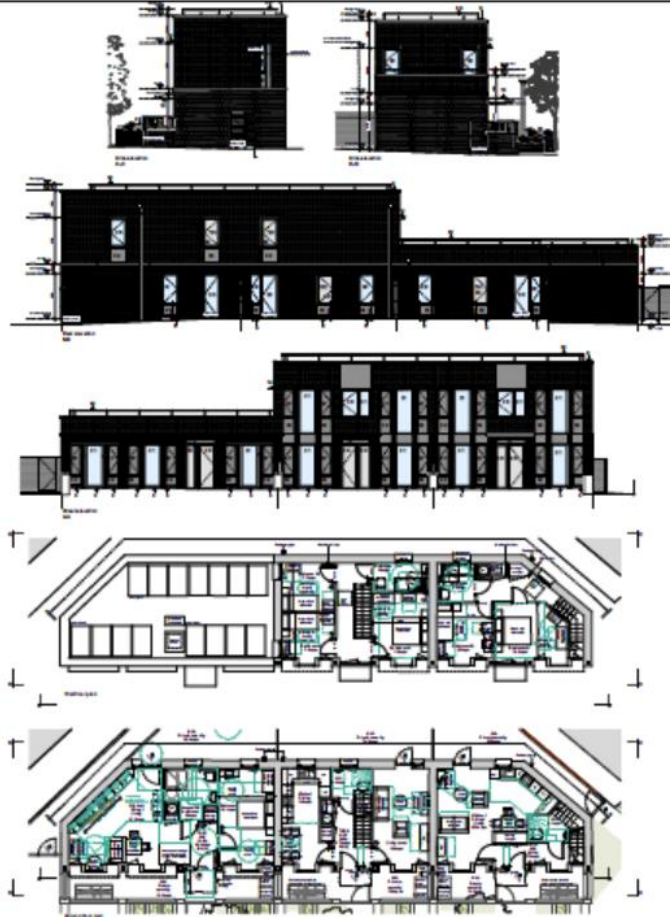


Proposed townhouses mid-north side

Project:
ITHC
TH Creators Inc.



Proposed townhouses south of site



CGI view from Pulford and Remington Road



CGI view on Pulford Road towards Tramway Mews



A. Existing view





B. Existing view



CGI view from Tramway Mews towards Remington Road (alleyway from Seven Sisters Road)



1. Proposed view



C. Existing view



2. Proposed view

Proposed bay design study

These images show precedent images for the typical facade design for apartment Buildings A, B and C.

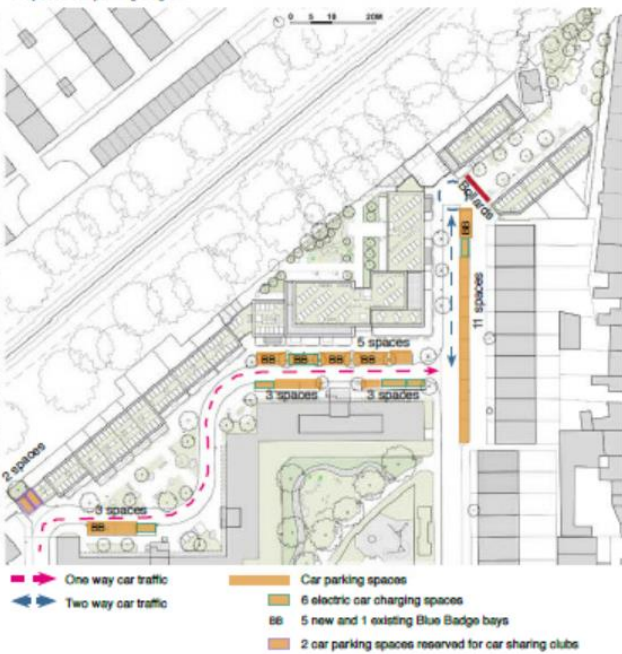


Parking arrangements

Existing car parking diagram



Proposed car parking diagram

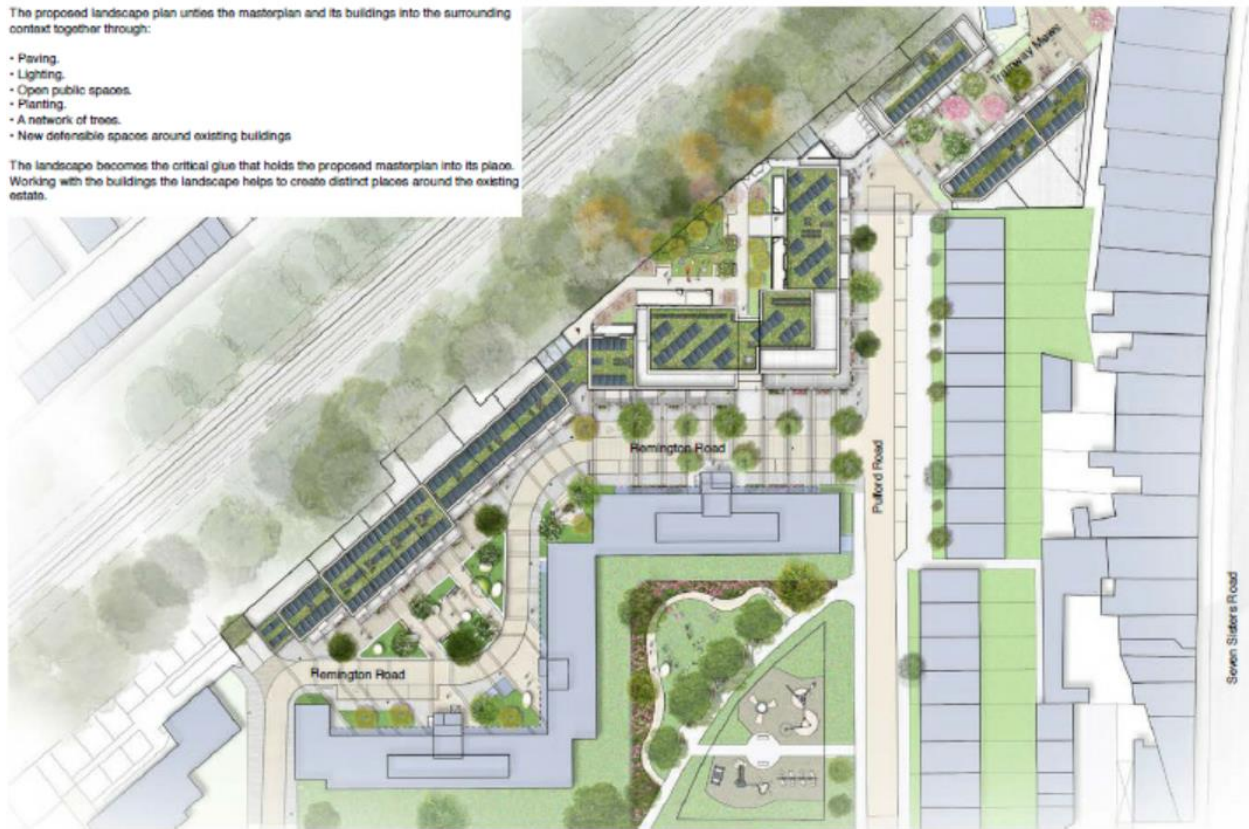


Landscape plan

The proposed landscape plan unites the masterplan and its buildings into the surrounding context together through:

- Paving.
- Lighting.
- Open public spaces.
- Planting.
- A network of trees.
- New defensible spaces around existing buildings

The landscape becomes the critical glue that holds the proposed masterplan into its place. Working with the buildings the landscape helps to create distinct places around the existing estate.



Character area 1 - Doorstep play & village square

Diagram and images below demonstrate proposed design for character area 1.



1 Curved benches



2 Benches



3 Climbing poles



4 Grass mound with climbing net

This space will provide a safe informal, doorstep play area for small children with stepping stones and balance logs to encourage physical activity and imaginative play.

The addition of seating will allow parents and carers to rest and watch the children. Colourful and nectar-rich planting will encourage wildlife and bring movement and life to the new square.

Benches will have central arm-rests to discourage rough sleeping



5 Concrete pebble seating



6 Raised planters/seating



7 Lamp posts

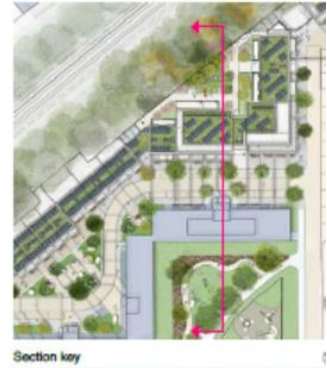
Tramway Mews – proposed trees



Amenity space enhancements – Remington Road, south



Remington Road and Communal courtyard – section with ecological corridor



63 New trees

Existing and proposed trees

These diagrams demonstrate existing trees to be retained, removed and proposed trees. There are currently 17 existing trees. The application proposed to increase this to 65 trees, a net gain of 48.



Existing tree diagram
Total trees 17



Proposed tree diagram
Total trees 65

Appendix 5 QRP Note

Report of Formal Review Meeting
17 June 2020
HQRP101 _Remington Road

Summary

The panel supports the design team's ambition to deliver high quality design, both in the detailing of new buildings and in the improved public realm. It considers that the overall development strategy has the potential to work successfully and suggests some potential refinements. However, it would also encourage the design team to test an alternative development strategy, retaining the existing green space and trees and restoring the original 19th century urban grain by building a linear block alongside the railway. At a strategic level, the panel applauds the intention to deliver a zero carbon development. As design work continues, the architecture could benefit from being simplified to help ensure the design quality promised by the planning application can be delivered. The panel also offered some detailed comments on: building entrances; public realm; residential layouts; car and cycle parking. These comments are expanded below.

Development strategy

- The panel considers that the overall development strategy has the potential to work successfully, and considers the proposed combination of taller and lower buildings to be convincing and appropriately distributed.
- However, it notes that removing the existing green space and introducing a Lshaped block (Buildings A, B & C) will create a poor outlook for flats facing south, onto the rear of the existing building at 1-67 Remington Road.
- The strategy will also make significant demands of the relatively narrow areas of public realm on Remington Street to the south of Buildings A, B & C, between the new building and the existing blocks. This space will be constrained, and is likely to be noisy because of its hard surfacing.
- The panel suggests exploring the potential to reduce the depth of the main block (Buildings A, B & C) to widen Remington Street. The public realm should also incorporate greenery to make it as pleasant as possible
- An alternative development strategy could involve retaining the existing green space and trees and restoring the original 19th century urban grain by building a linear block alongside the railway. This approach would deliver fewer residential units, but would deliver a larger and higher quality space between the new and existing blocks, and create a more direct east-west connection through the area.
- Both approaches have advantages and disadvantages, and the panel does not suggest that one option is clearly preferable. However, it does consider that developing an alternative strategy would be beneficial, both to ensure the full range of options is assessed, and to provide a second option if it is required after local consultation.

Sustainability

- The panel is pleased to see that the design team is looking at how it can deliver a zero carbon development. This objective is not easy to achieve, and should be integrated as a fundamental part of the design from an early stage.

- An options appraisal should be carried out to assess the embodied carbon in proposed materials, and identify the lowest carbon options.
- A passive design approach will be essential, ensuring that heat and noise are modulated through the building design, and that the building itself is part of environmental control strategy. For example, glazing and solar shading should vary in response to different aspects of the building, to create comfortable places to live as passively as possible.
- Comfort will need to be maintained for residents throughout the life of the buildings, amid a changing climate. It is therefore important to consider the resilience of the design, and how they will perform in the medium term, in response to such change.
- An all-electric heating strategy is the right approach to take, but thought should be given to the location of heat pumps. Outdoor units are bulky, noisy and not yet optimised for residential developments, while indoor units need to be carefully sited.
- Photovoltaic cells are a good use of roof space, but are very sensitive to overshadowing. High and low output areas should be identified, to inform the location of PVs.

Architectural approach

- The panel questions the suggestion that the existing estate lacks character, and suggests that community engagement should be informed by an understanding of the nature and positive aspects of a local vernacular that is characteristic of this part of London.
- The panel appreciates the proposed detailing and articulation of the new buildings, but suggest that the architectural language should be simplified a little, to create a clearer visual presence.
- Reducing the complexity of the architecture will also help to ensure it can be delivered. The panel encourages the design team to be realistic in terms of detailing and materials, to avoid the risk that their vision will be compromised at the construction stage.
- The panel suggests that the tripartite windows in Buildings A, B & C, while reflecting local designs, could be simplified to reduce the number of small glazing elements and improve light levels in the rooms they serve.
- White glazed bricks could be used to lighten the recessed balconies of Buildings A, B & C, which currently seem relatively dark.
- The panel also asks that care is taken with the articulation of the upper storeys of Buildings A, B & C, to ensure blank walls are not presented in views from the approach route to the east.

Building entrances

- The panel suggests that the main entrance to Building A would benefit from a stronger presence, and a more residential appearance. The entrance space could be made more generous, with its verticality articulated.
- The stonework band across the façade of Buildings A, B & C could be moved a storey lower, helping to tie the façade detailing into the main entrance.

Public realm

- The panel suggests that the next stage of landscape design will prove very important to helping the scheme works as a whole. A strong landscape narrative is needed to give coherence to the series of public spaces created by the scheme. One way of achieving

this might be to use trees to draw a thread through the site all the way from the Seven Sisters Road entrance.

- The panel also notes that the way vehicles move through pedestrian spaces is very important to the success of the development. The way in which streets are designed to slow drivers down, and create a good pedestrian environment will need careful thought.
- The panel notes the options presented for the design of either a mews or a square at the eastern end of the development. It suggests these options should be discussed with residents.
- The mews concept has advantages. In particular, it would provide good surveillance for an otherwise hidden entrance route.
- The panel thinks the proposed front boundaries for properties on the mews, combining brickwork, balustrades and planting are over-complicated. They could be developed and simplified, with further a landscape architecture input.
- The panel asks whether the pair of mews houses closest to the Seven Sisters Road entrance will feel isolated and exposed.
- The existing electricity substation breaks up the proposed mews, the panel feels that continuity is important to creating a successful space. The panel suggests that the design team should explore options with National Power, to understand whether there is any possibility of downgrading, decommissioning or removing the substation.
- The proposed triangle of green space on the south side of the mews at its eastern end also breaks up the continuity of the space. The panel would encourage the design team to explore how greater continuity and containment can be achieved.

Buildings A, B & C layouts

- The panel suggests the option of deck access should be explored. This could allow large family units to be moved to the front of the buildings, establishing a clearer hierarchy between front and the back, which will be important to the creation of clear street relationships.
- The panel feels that the layout of Building A should be adjusted to reduce the number of doors opening onto the constrained landing space, which will also lack daylight.
- The single north-facing unit on the 3rd and 4th floors of Building A would benefit from larger living room windows. These face west and, if they were widened, would introduce more sun and make living rooms lighter.
- The nature conservation corridor beside the railway offers views of trees and greenery. The panel suggest that layouts are adjusted, where possible, to maximise this view from apartments.

Town house layouts

- The panel suggests that the town house entrance halls could be more generous spaces, with room to store coats and shoes. To achieve this, the positions of the staircase and the ground floor toilet and first floor bathroom could be swapped, placing the entrance hall at the centre of plan and allowing it to be larger.
- The ground floor toilet has an entrance directly from the living room. It would be preferable if it could be accessed from the entrance hall instead.
- The two-bed and the four-bed town houses have very similar layouts, but will be used differently. The panel suggests further thought about how these house types could be

tailored to suit the number of people living in them. This could include providing separate working space, which is likely to prove important in future.

Car and cycle parking

- The panel cautions that the design of a car-free development, alongside the removal of existing garage space, may cause problems for residents. It asks that the design team considers the needs of those who rely on their vehicles for work. A more detailed parking plan should be developed to ensure residents are not disadvantaged by their occupations.

2nd QRP Report

18 November 2020

HQRP101 _Remington Road

Summary

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.

Massing, development strategy and overall scheme layout

- The panel supports the amendments that have been made to the overall layout of the scheme since the previous review. The scale and massing is successful and the increase in width to Remington Road works well, as does the removal of the townhouses at the east end of the site.
- The configuration of the mews at the east end of the site is also supported; a double-sided arrangement works well in urban design terms and is very good for surveillance on the street.
- Officers will need to consider the acceptability of the distance between windows with neighbouring properties; it will be important to avoid – or mitigate through design – conflict and privacy issues between neighbouring windows.
- The panel welcomes the exploration of an alternative strategy for development of the site with a linear arrangement of blocks. It understands the decision to continue with the preferred option as it allows for a greater number of residential units and avoids issues associated with deck access. However, it considers that the alternative strategy may have some utility as a second option after the local consultation process, as it may be more

acceptable to existing residents due to the increased space between the existing and proposed buildings. In this regard, issues with deck access could be mitigated through design.

Landscape and public realm

- The panel welcomes the variety of textures proposed within the landscaping but feels that the proposals require some further work. The scheme does need to be visually 'greener' (with an increase in soft landscaping elements) and simpler in detail (allowing for realistic maintenance) while retaining high quality materials and strong visual amenity.
- At a detailed level, consolidating smaller pockets of grassed area into a larger area may be easier to maintain.
- The panel notes that the precedent images are very attractive and show a lot of planting and soft landscape features in contrast to the actual landscape plans, which have a greater proportion of hard landscaping.
- It encourages the design team to think about prioritising the pedestrian experience within the landscape, and it highlights the potential conflict between the projecting entrance to the existing flats on Remington Road and the line of parked cars, which will necessitate a circuitous route for pedestrians. Consideration of how all the existing and proposed car parking spaces will be integrated to enable a high-quality pedestrian environment while protecting the privacy of ground floor residents will be very important.
- Understanding likely pedestrian desire lines, alongside a willingness to extend the red site boundary to the frontage of the existing buildings, will contribute to the creation of a high-quality and liveable public realm. Introducing landscape elements in the area up to the existing flats at ground floor would be supported by the panel.
- The panel notes that a desire line passing over an area of Grasscrete may be impractical as it can become waterlogged.
- There are potential conflicts between the proposed parking spaces and the location of trees within the site. Trees work well to break up and soften open areas; however, they do need to be adequately protected from damage when vehicles are parking in close proximity. Fewer, more mature and well protected trees might be a sensible approach.
- The panel feels that a greater level of enclosure of the triangular open space at the west of the site might help to create a sense of place. Opening up the primary entry point to the space and 'tightening' others may help to achieve this. This should tie in with the anticipated desire lines across the wider scheme. This informal play area may also provide an opportunity to plant some substantial trees, subject to underground services.
- 'Memory Lane' could be very attractive, but the panel feels that a simpler approach, prioritising good lighting, safety, and clear desire lines, might be a more appropriate strategy for what is essentially a 'back-alley'.
- The panel encourages the design team to engage with the local community in refining both the landscape strategy and its detailed design.

Floor plans and architectural expression

- The panel feels that in general terms, the evolving plans are improving in quality. However, it highlights some areas that would benefit from further consideration.
- It welcomes the provision of multi-generational housing within the maisonettes but feels there should be more storage within the accommodation, especially at ground floor level,

as there is very limited space for storing items like prams, buggies, tools and ironing boards. This is relevant for both multi-generational living and for units occupied by independent households.

- The panel questions whether it might be possible to adjust the layout of the circulation core in Buildings A and B to reduce the number of internal doors, or increase the perception of space and connectedness, while still meeting fire safety standards.
- If this is not possible, glazed doors may help to 'open up' and enable views through the spaces. The panel would also suggest that the location and direction of all door-swings within the core are audited for compliance with building regulations to ensure that they will not impede escape.
- Increasing the size of the circulation core by moving the lift element further to the north would also help to increase the generosity of the communal area.
- In addition, the panel would encourage the inclusion of glazed elements or doors to enable views through the entrance lobby to the garden space beyond.
- The inclusion of projecting balconies in Building B is welcomed.
- The production of an 'unfolded' elevation of the scheme is helpful. The panel feels that the architectural expression is working well, and that the design team has gone a long way to achieve consistent materials and detailing throughout the scheme, which is one of the strengths of the proposal.

Sustainability

- The panel applauds the ambition for a zero-carbon development. It highlights that it will be very important to consider maintenance and access at this early stage, so that the proposals are realistic and achievable.
- It notes that there is a lot of hardware at roof level, including photovoltaic (PV) panels and air source heat pumps. Proposals for green roofs under the array of PV panels may be impractical, due to issues of maintenance and overshadowing, consequently brown roofs may be more realistic.
- Railings and other safety equipment may be required at roof level for access purposes and the visual impact of this should be considered – and mitigated - at an early stage.
- Achieving zero-carbon development would potentially require a very large roof area for sufficient PV panels; the panel suggests that there is an opportunity to locate PV panels on the existing blocks within the estate, and it would encourage the Council to explore this option.

Next steps

The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

Appendix 6

Pre application CM presentation minutes

- 4.1.1** The proposal was presented to the Planning Committee at a Pre-Application Briefing on 8th of September 2020. The relevant minutes of the meeting are described below:

- Site visits would be useful before pre-application presentations
- The following conditions should be included on the main application: feedback to be taken from residents after moving in and no satellite dishes to be permitted
- A car-free development could cause conflict with current residents.
- There was no uniformity across the design of the development.
- Green space was a necessity due to the proximity to Seven Sisters Road
- The road should either be a road or a pedestrianised street, not a shared street due to safety. There seemed to be no reason for cars to drive around the suggested area, so it should be pedestrianised
- The townhouses looked like mini versions of the blocks, but this did not work and consideration should be given to changes in the design to allow them to stand out
- The 'blended street' could not be considered a play space and given the number of 3- and 4-bedroom units, play space was required onsite.'

4.1.2 In response, officers advise that site visits were not carried out due to Covid-19. The appropriate conditions are attached. The site will/ will not be car-free. The proposal as evolved addressed the design of the buildings to a high-quality standard. Green spaces have been re-designed and detailed below with no 'shared streets'. Play spaces are provided.

Appendix 7

Development Management Forum

- What type of bike hangars are you going to have and issues regarding security?

Applicants' response - secure bike storage will be provided in accordance with policy requirements for the new development and bike hangars installed in convenient and overlooked locations for existing residents

- Graffiti

Applicants' response - The proposed development has been planned and designed to encourage natural surveillance and will incorporate CCTV. The development presents a high-quality public realm. Homes for Haringey will manage and maintain the new development and associated public realm and open space.

- Parking – what are the policy requirements of spaces per flats (development should be car-capped for PTAL 4 and above).

Applicants' response – the scheme proposes no on-site parking but

- Disabled parking provision.

Applicants' response - 5 new on-street Blue Badge car parking spaces are provided to cater for the new development and existing needs.

- Queries regarding PTAL.

Applicants' response – the site lies within a PTAL 3/4 area which is considered moderate to good in terms of accessibility. The site is also within close to a range of local amenities including shops, schools and open spaces/parks.

- Play space quality / areas of greenery.

Applicants' response - the proposed development provides new and enhanced high-quality play space and facilities for the benefit of both existing and new residents.

- Number of trees / not saplings. Would they be replaced like for like in number? More greenery in the public realm space? More exciting play area needed. 42 new trees to be planted, not saplings. There will be an expansion on the play space and green areas.

Applicants' response - existing trees will be removed as part of the development and replacement trees planted. In total there will be a net gain of 48 trees across the site and nearby as part of a comprehensive landscaping and public realm strategy. New and enhanced play areas and facilities will also be provided to serve both existing and future residents.

- Complexity of air source heat pumps.

Applicants' response – as part of a comprehensive energy strategy, the proposed development will incorporate Air Source Heat Pumps as an efficient means of heating the new homes. This will be combined with high thermal insulation and solar Photo-voltaic panels providing renewable energy.

- Lifts are included.

Applicants' response - lift access is provided for the larger apartment building proposed.

- Mix of units – unit sizes. A lot of smaller units when larger family homes needed.

Applicants' response - the proposed development presents a range of dwelling sizes to cater for different housing needs including 1, 2, 3 and 4-bedroom homes.

- Number of units with separate kitchen areas.

Applicants' response - the proposed homes have been designed to provide high-quality and useable accommodation to suit modern living needs. Where appropriate some dwellings are open plan whilst others are not to ensure that the space available within each home is most effectively used. The larger family dwellings will however generally have separate kitchen and living rooms.

- Cycle lanes created and replacing parking spaces. Not part of this proposal but would need to be assessed if such a proposal ever came forward.

Applicants' response – given the length of Remington Road and Pulford Road, dedicated cycle lanes are not proposed but the development will enable safe cycle passage.

- Height of the mews should match on either side.

Applicants' response – the new homes within the proposed mews on the eastern end of the site have been designed to respect the scale of the pedestrian route and neighbouring property.

- Internal communal walls maintenance.

Applicants' response – all internal communal areas will be designed and fitted out to ensure they are robust and will be maintained by Homes for Haringey.

- Using Haringey Building Control.

Applicants' response – the Housing Team will be using Haringey's Building Control Service to deliver all its new-build housing projects.

- Clarity over the category of the existing trees – tree report has been done.

Applicants' response – an arboricultural assessment accompanies the application and details the nature and condition of all existing trees on-site.

- Size of bins spaces required for the development – the Council has standard requirements which the development would have sufficient capacity to serve existing and future occupiers.

Applicants' response – the proposed refuse/recycling facilities and arrangements comply the Councils required policy standards and guidance.

- How does space take account of living along railway line in terms of noise and disturbance / noise report? The proposal will comply with Network Rail requirements in terms of not impacting on infrastructure.

Applicants' response – the proposed scheme has been designed having regard to Network Rail's requirements and to ensure that future residential amenity is not adversely affected.