

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/2151

**Ward:** Fortis Green

**Address:** 109 Fortis Green N2 9HR

**Proposal:** Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 residential flats and 4 mews houses and 131m2 flexible commercial space (Class E (a) - retail, E (b)-café/restaurant E(g)-office) in ground/lower ground floor unit, basement car parking and other associated works.

**Applicant:** Fortis Green Jersey Limited

**Ownership:** Private

**Case Officer Contact:** Valerie Okeiyi

1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The loss of the existing car wash/valeting service and MOT/Car Repair Centre is acceptable as it will be replaced by good quality residential accommodation, contributing to meeting the Borough's housing targets and the flexible commercial floorspace proposed would add to the vitality and vibrancy of this section of Fortis Green.
- The proposed development would retain employment generating opportunities on the site.
- The proposed development would preserve and enhance the character and appearance of this part of the conservation area and would not cause harm to it.
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The scheme would provide a number of section 106 obligations including a financial contribution towards offsite affordable housing within the Borough.

### 2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and

impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 04/04/2022 or within such extended time as the Head of Development Management or the Assistant Director Planning Building Standards and Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

## **Conditions**

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design
9. Secure by design (Commercial aspect)
10. Land Contamination
11. Unexpected Contamination
12. Demolition/Construction Environmental Management Plan
13. Energy strategy
14. Overheating
15. BREEAM (or equivalent)
16. Living walls/roof
17. Biodiversity
18. Construction Management Plan (Basement development)
19. Basement design
20. Cycle Parking details
21. Electric charging points

22. Satellite antenna
23. Kitchen Extract
24. Restriction to use class
25. Building Regs Part M
26. Restriction to telecommunications apparatus
27. Hours of use
28. Fire safety design

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos
- 8) Secure by design
- 9) Land contamination
- 10)Waste on site
- 11)Waste to be taken off site
- 12)Groundwater Risk Management Permit from Thames Water
- 13)Water pressure

### **Section 106 Heads of Terms:**

1. Affordable Housing Provision
  - Financial contribution of £277,343 towards the provision of affordable housing off-site
2. Financial Viability Reviews
  - Early stage review if works do not commence within two years
  - Late Stage Review on completion of 80% (8) units
3. Section 278 Highway Agreement
  - Reconstruction of the vehicular crossover and adjacent footways
- 4 Sustainable Transport Initiatives
  - £8,000 towards enhancement of parking control
  - Monitoring per travel plan contribution of £3,000

- Three year free car club membership for all residents and £50 in credit per year for the first two years

#### 4. Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting min. £16,647, to be confirmed by Energy Statement review
- 'Be Seen' commitment to uploading energy data

#### 5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator;
- Notify the Council of any on-site vacancies;
- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

#### 6. Monitoring Contribution

- 5% of total value of contributions (not including monitoring);
- £500 per non-financial contribution;
- Total monitoring contribution to not exceed £50,000

2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing the provision of off-site affordable housing the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy H4, H5, H6 and H7 of the London Plan 2021
2. The proposed development, in the absence of a legal agreement securing the provision of early stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such,

the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy H4, H5, H6 and H7 of the London Plan 2021 and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.

3. The proposed development, in the absence of a legal agreement securing 1) Three years free car club membership and £50 driving credit per residential unit. 3) Section 278 Highway Agreement for highway works for reconstruction of the vehicular crossover and adjacent footways. 4) A contribution towards enhancement of parking controls and 5) Implementation of a travel plan and monitoring free would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, and Development Management DPD Policies DM31, DM32 and DM48
  4. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
  5. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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

### **BACKGROUND**

#### **3.1 Background**

3.1.1 Planning permission was previously approved by the Council's Planning Sub Committee (reference HGY/2015/3813) for demolition of the existing structures and redevelopment of the site to provide 9 residential units comprising of 5 x residential flats and 4 mews houses, and 200sqm of flexible retail/office floorspace, including basement car parking. This was followed by approval to vary the approved scheme via a Section 73 application under (HGY/2017/0432). The original scheme was varied in the following ways:

- 1 x no. additional 1 bed residential unit;
- Minor reduction in area of 50sqm (GIA) of the flexible commercial unit;
- Layout amendments;
- Minor elevation alterations;
- Minor increase in ridge height of both buildings and
- Alterations to the approved layout of the basement.

3.1.2 Neither planning permission was implemented and both have now since lapsed. The current proposal is largely a resubmission of the scheme approved under HGY/2017/0432 with the following minor amendments:

- Minor differences in the internal layouts of the commercial unit, mews houses and apartment 1;
- Reduction in the commercial unit floor space from 153sqm to 131sqm;
- Minor amendment to ground floor front residential entrance door and expanse of glazing which is slightly wider than as approved, with feature brickwork width above increased;
- Commercial expanse of glazing on front elevation has 4 vertical panels instead of 5 and
- Minor change to the housing mix –
  - o approved HGY/2017/0432 - (3x1 bed/2 person, 2x2 bed/3 person, 5x3 bed/5 person)
  - o current proposal – (3x1 bed/2 person, 1x2 bed/1 person, 1x2 bed/4 person, 5x3 bed/6 person)
- The two smaller front dormers are slightly wider
- Pedestrian entrance changes from glazing to iroko wood
- The glazing at the rear elevation of the main street facing building is slightly different and is replaced by full height glazed sliding doors
- The brick feature of the main street facing building to the rear is amended
- 2<sup>nd</sup> floor window in the front gable replaced by 2 windows with feature brickwork
- Commercial expanse of glazing on front elevation has 4 vertical panels instead of 5

## 3.2 Proposed development

- 3.2.1 This is an application for the demolition of existing buildings and erection of a three-storey building fronting Fortis Green comprising 131sqm of flexible commercial floorspace at ground and basement floor level and 6 residential units situated over ground to the upper floor. The proposal also includes 4 three storey mews houses located to the rear of the site including a basement level.
- 3.2.3 Eight parking spaces including one disabled parking space are proposed at basement level accessed via a vehicle ramp from street level. Fifteen cycle parking spaces located within a designated cycle store are also proposed at basement level. The commercial, principle residential and pedestrian entrance is from street level. At ground floor level a private courtyard garden (42.5sqm) allocated for child playspace and raised garden (40.6sqm) is proposed comprising of soft and hard landscaping and associated works.
- 3.2.4 The development would be contemporary in style predominantly finished in brickwork with a natural slate roof and glass.

### Amendments since submission

- 3.2.5 The planning application has been amended since the initial submission in July 2021 and includes the following changes:

- Ground floor plan revised to highlight the urban greening factor
- Ground floor plan revised to show fire fighting access with regards to distance from the nearest fire hydrant to the furthest point of the building.
- Site sections provided
- Plans/elevations corrected/updated
- Revised Daylight/sunlight report
- Revised Design and Access Statement updated
- Cycle parking increased to meet London Plan standards
- Revised Waste management strategy

## 3.3 Site and Surroundings

- 3.3.1 The site is currently occupied by two single storey buildings located to the front and rear which are in use as a car wash, valet and MOT service. Historically, the site was occupied by a brewery and formed part of the Fortis Green Village Centre, comprised of the police station, two public houses and a number of other services. The area is characterised by suburban residential streets with Edwardian terraces and Arts and Crafts style houses. Directly to the rear of the site there are a short row of terrace houses fronting Annington Road. To the east



is a three-storey former office building (no. 111-113 Fortis Green) that has been converted into four flats and has planning permission for the erection of a mansard roof extension to create an additional flat, side and rear balconies and a conversion of the existing four flats into eight units (reference HGY/2020/2156).



Fig 1- Aerial View looking south

3.3.2 Adjacent to the former office building is the former Muswell Hill Police Station (115 Fortis Green) which is a Locally Listed Building now in residential use, following planning permission being granted for its conversion into 9 self-contained flats in 2015. There are also 3 x three-storey dwellings within the rear of 115 Fortis Green that front onto Fortis Green Avenue, following planning permission being granted under planning reference HGY/2015/1696. To the west is a single storey structure occupied by Majestic Wines, and beyond this is no. 105 the Clissold Arms public house, which is a locally listed building.

3.3.3 The site is located within the Fortis Green Conservation Area and does not contain a listed building.

### 3.4 Relevant Planning and Enforcement history

HGY/2004/0603: Change of use from petrol station to vehicle hand washing and valeting service – Granted.

HGY/2015/3813: Demolition of existing structures and redevelopment of the site to provide 9 residential units (Use Class C3) comprising 5 x residential flats and 4 mews houses, and 200sqm of flexible retail / office unit (Use Class A1 / A3 / B1) including basement car parking and other associated works – Granted subject to a 106 legal agreement.

HGY/2017/0432: Variation of condition 2 of planning permission reference HGY/2015/3813 (dated 20 September 2016) for minor material amendments to the permitted scheme, involving the provision of 1 x additional 1 bed residential unit, associated minor reduction in the level of commercial floorspace and associated internal and external alterations and other associated works – Granted subject to a 106 legal agreement.

## **4. CONSULTATION RESPONSES**

### **Quality Review Panel**

- 4.1 Whilst the Quality Review Panel has not reviewed the current scheme, the panel reviewed the previously approved scheme on 15th July 2015. The QRP report on the previously approved scheme is set out in full in Appendix 3 with the summary from the report below;

*The Quality Review Panel supports the layout and massing of development proposed for this site, providing apartments on Fortis Green, with commercial use at ground level and mews houses accessed via a shared courtyard. The panel also welcomes the simple, elegantly proportioned design of the Mews Houses, with textured brick providing subtle decoration. The apartments on Fortis Green are intended as a pastiche of nearby Arts and Crafts mansion blocks. The panel think a simpler approach would be more successful. There is also scope to improve the landscape design of the courtyard, and minimise the impact of the car park ramp.*

### **Application Consultation**

- 4.2 The following were consulted regarding the planning application:  
(comments are in summary – full comments from consultees are included in appendix 1)

INTERNAL

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions, S106 and S278 legal clauses

Waste Management

No objections

Building Control

No objections to the basement development, subject to conditions  
No objection to the fire strategy submitted

Housing Renewal

No objections

Pollution Lead Officer

No objection, subject to conditions

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions

EXTERNAL

Thames Water

No objections

Transport for London

No objections

Designing out crime

No objections, subject to conditions

Environment Agency

No objections

London Fire Brigade

No objections

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 157 Neighbouring properties
- 1 Residents Association
- Public site notices were erected in the vicinity of the site

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

No of individual responses: 58  
Objecting: 49  
Supporting: 5  
Others: 4

5.3 The following local groups/societies made representations:

- Muswell Hill and Fortis Green Association

5.4 The following Member of Parliament made representations:

- Catherine West MP

5.5 The following Local Ward Cllr made representations

- Cllr Hinchcliffe
- Cllr Berryman

5.6 The issues raised in representations to the proposal are summarised as follows and addressed in detail in appendix 1:

#### Principle of development

- Loss of car wash facility

#### Housing and infrastructure

- Lack of affordable housing
- Increased pressure on local infrastructure/services
- Density of development is excessively high
- Additional housing supported
- Omitting the basement could assist viability of the scheme
- Cramped living space

#### Design and heritage

- The building should be limited to the height of the Clissold Pub
- Design is not in keeping with Victorian/Edwardian character of the conservation area
- Scale of development will dominate the immediate area
- The height of the buildings are excessive
- Provision should be made for larger front gardens
- A well designed scheme
- Landscaping could improve without the car park
- The existing building offers little to the conservation area
- The front of the development should have green space
- The scheme will erode the quality of the conservation area along Fortis Green
- The balconies are uninspiring
- The Collins block along Fortis Green should be an example to follow

#### Trees

- Development should not harm the health of the tree in front of the site on Fortis Green

#### Highways and transportation

- Insufficient on-site parking
- Adverse impact on on-street parking conditions
- Adverse impact on traffic and highway safety conditions
- Development should be car-free with access to parking in CPZ by residents removed

- The road is very narrow exacerbating problems during the construction phase and also at completion

#### Amenity

- Impact on privacy of neighbouring occupants
- Loss of daylight and sunlight
- Commercial use should be controlled to avoid noise during anti-social hours

#### Impact from construction works

- Noise, odour and air disturbance and safety issues arising from construction works
- Structural damage during construction
- Increased flood risk resulting from basement development
- Concerns with the scale of the basement

5.7 The following issues raised are not material planning considerations:

- Insufficient time to respond to the consultation
- The consultation is not wide enough

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. Housing Provision and Affordable Housing
3. The impact of the proposed development on the character and appearance of the Conservation Area
4. Design and Appearance
5. Residential Quality
6. Impact on Neighbouring Amenity
7. Parking and Highways
8. Basement Development
9. Sustainability and Biodiversity
10. Water Management
11. Air Quality and Land Contamination
12. Employment
13. Fire Safety
14. Section 106 Heads of Terms
15. Conclusion

### **6.2 Principle of the development**

### Changes in policy context

- 6.2.1 Since the previous planning approval, there have been four material changes in the planning policy context.
- 6.2.2 The NPPF has been updated (June 2021) The Mayor of London published the new London Plan on 2 March 2021. The Development Management Development Plan Document (DPD) was adopted in July 2017 and the Haringey's Local Plan: Strategic Policies has been updated (July 2017).
- 6.2.3 The previous proposal was found acceptable when assessed against the policy framework at that time, the current proposal must be assessed against current policy.

### Policy Framework

#### *National Policy*

- 6.2.4 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.2.5 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 6.2.6 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey's Development Plan includes the London Plan (2021), Haringey's Local Plan Strategic Policies (2017), the Development Management Policies DPD (2017) and the Site Allocations DPD (2017).
- 6.2.7 The planning decision with respect to this proposal must be made in accordance with the development plan unless material considerations indicate otherwise.

#### *Regional Policy - The London Plan*

- 6.2.8 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.

- 6.2.9 Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.2.10 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.11 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

#### Local Policy

- 6.2.12 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.13 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.2.14 The Development Management DPD (2017) (hereafter referred to as the DPD) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.

#### Land Use Principles

- 6.2.15 The proposed development would replace the existing car wash and valeting service with a mixed-use development.

#### *Proposed mixed use – Employment and Residential Uses*



## *Employment*

6.2.16 Policy SP8 of the Haringey Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. Policy DM40 of the Haringey Development Management DPD 2017 (DM) states that on non-designated employment sites, the loss of employment land and floor space will only be permitted where it can be demonstrated that the land is no longer suitable for continued employment use having regard to:

- A. Feasible alternative employment uses;
- B. The age and condition of the existing building(s) and the potential for refurbishment or adaption, in particular to more flexible unit sizes;
- C. Site layout, access, and relationship to neighbouring uses;
- D. Periods of long-term vacancy; and
- E. Evidence of recent, continuous and suitable marketing, covering a minimum period of 3 years.

6.2.17 In this instance, the above employment policies are not definitively applicable to the existing car wash/valet service and MOT/car repairs centre (Use Class Sui Generis) as, in planning terms, this use is not identified as an employment use however does provide employment and therefore protected by the above policy. In order to compensate for its loss, the proposal includes 131sqm of flexible commercial floor space which would be capable of providing employment for up to 9 people, which is the number of existing employees on site as set out in the applicant's submitted supporting documents.

6.2.18 As outlined above, 131m<sup>2</sup> of flexible commercial floor space is proposed, which the submitted design and access statement states would be either for retail, café/restaurant or office uses, which all fall within the new Class E, following changes to the Use Classes Order in August 2020. Whilst Local Plan policy SP10 states that town centre uses should be considered first for being located within the borough's town centres in line with the town centre hierarchy, this section of Fortis Green, while outside a defined town centre, has a number of retail units and town centre uses within close proximity of the site. As such, the introduction of Class E floorspace would be appropriate and a feasible alternative use for this location that would be attractive to small-sized enterprises. The inclusion of an active frontage which follows a similar pattern of development within the area would add vitality and vibrancy to this section of Fortis Green.

## *Residential Use*

6.2.19 The proposal would introduce an additional 10 self-contained residential units that would contribute to meeting the identified housing targets for the borough. Taking

the above into consideration, the principle of residential on this site is considered to be strongly supported by policy.

#### *Land Uses – Conclusion*

6.2.20 The proposed development is considered acceptable in land use terms.

### **6.3 Housing Provision and Affordable Housing**

#### Affordable Housing and Mix

- 6.3.2 Affordable housing provision is required as part of the proposed development, as 10 dwellings are proposed. This is in line with the requirements of London Plan policies H4, H5, H6 and H7
- 6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable rent (including social rent) and intermediate housing respectively. Policy DM13 of the DMDPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved.
- 6.3.3 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.
- 6.3.4 The proposal does not include on site affordable housing and is supported by a viability appraisal showing affordable housing is not viable on this site. This has been revised by the Council's independent assessor who found a surplus of £277,343 was generated. This has been accepted by the applicant and given the circumstances of the site will form a payment on lieu of on site affordable provision. This is considered to be the maximum reasonable amount of affordable housing that this site can viably deliver.
- 6.3.5 Policy DM13 sets out a requirement for on-site affordable housing, and only in exceptional circumstances does it support exceptions i.e. off-site affordable housing or financial contributions. These exceptions include where the provision of "a higher level of affordable housing on an alternative site" would result, where a development can "secure a more inclusive and mixed community in accordance with Policy DM11" and where it would "better address priority housing needs". Paragraph 6.33 of the Planning Obligations SPD also sets out

that only in exceptional circumstances does it support off-site affordable housing provision. Paragraph 6.37 of the Planning Obligations SPD sets out the cases where a financial payment could be made including where no registered provider is identified or the Council is not willing to take the units on, the size of the site is too small, or practicalities of design and management.

- 6.3.6 The development can be considered an exceptional circumstance in this instance, as a higher level of affordable housing can be secured on an alternative site given the scale of the development. A registered provider or the Council would not be willing to take on a small number of units of affordable housing due to management issues. An off-site contribution would also better address priority housing needs and secure a more balanced community as part of Haringey's own house building programme in offering more affordable housing. It is therefore considered that exceptional circumstances exist to justify a financial contribution in lieu of on site provision.
- 6.3.8 Review mechanisms will be secured by legal agreement. An early-stage review will be required so that, where the development has not been implemented within two years of planning permission being issued, a further review of the development's viability position can take place. The legal agreement can also secure a late-stage viability review once more than 80% (i.e. 8) of the proposed homes have been sold to capture any uplift in values.
- 6.3.9 Therefore, it is considered that a financial contribution towards off site affordable housing provision within the borough and subject to early and late stage viability reviews, all of which will be secured by legal agreement, secures the maximum reasonable amount of affordable housing and would be acceptable in this instance and meets policy requirements.

### *Housing Mix*

- 6.3.10 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.3.11 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

6.3.12 The overall mix of housing within the proposed development is as follows:

Accommodation mix			
Unit type	Total units	Mix	10% wheelchair (M4 3)
1-bed 2-person	3	30%	1
2-bed 3-person	1	10%	
2-bed 4-person	1	10%	
3-bed 6-person	5	50%	
Total	10		10%

6.3.13 Officers consider the scheme provides a good mix of units which would deliver a range of unit sizes and includes a substantial proportion of family sized 3 bed units to meet local housing requirements.

6.3.14 As such, it is considered that the proposed tenure and mix of housing provided within this development and location is wholly acceptable.

#### **6.4 The impact of the proposed development on the character and appearance of the conservation area**

6.4.1 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

6.4.2 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

## Statutory test

- 6.4.3 Section 72(1) of the Listed Buildings Act 1990 provide: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.4.5 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.4.6 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.7 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and

weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.4.8 This part of the conservation area is characterised by suburban and quiet residential streets with Edwardian terraces and Arts and Crafts style houses.
- 6.4.9 The scheme proposes a three-storey block fronting Fortis Green with a landscaped courtyard to the rear and a group of townhouse terrace. The proposed scheme is almost identical to the previously approved scheme in 2017 with changes that include slight variations to the design of some elements of the scheme namely changes to the entrance doors, front dormers, glazing, feature brickwork elements to the front and rear of the main street facing building. Officers consider these changes are of a very small scale and would not have a further impact on the conservation area. The previous permission was found to enhance the character and appearance of the conservation area which would remain the case with this proposal. Therefore, the proposed scheme is considered acceptable from a conservation perspective, as it would enhance the quality of the area through well-designed new buildings and would respect and reinforce the positive characteristics of the conservation area. Conditions are recommended requiring further details of materials, landscape and boundary treatment to ensure that the character and appearance of the conservation area are effectively enhanced.
- 6.4.10 Therefore, the proposed development would preserve and enhance the character and appearance of this part of the conservation area and would not cause harm to it.

## **6.5 Design and Appearance**

- 6.5.1 The NPPF 2021 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. and that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.
- 6.5.2 Policy DM1 of the DMDPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.
- 6.5.3 Whilst the Quality Review Panel has not reviewed the current scheme, the Panel reviewed the original consent (HGY/2015/3813) on 15th July 2015 and this scheme responds to the detailed advice of the Panel and Officers.
- 6.5.4 The Design officer notes that alterations to the approved scheme are minor in nature and do not alter the conclusion reached in the assessment of the previous

permission; that the proposal is acceptable with a good design response to a sensitive site. In particular, the three storey, main, street facing block with accommodation in the roof, an active frontage on the ground floor, in a building close to the street, will reinforce the existing character as a “Village Centre”, containing shops, pubs and businesses, and an increase in intensity and activity, at this point along Fortis Green. The height, bulk, massing, form, architectural composition, proportioning and materiality act as a contemporary reinterpretation of the Arts & Crafts architecture of many successful buildings in the locality, most prominently the neighbouring former police station.

6.5.5 The minor changes proposed to some window and door sizes, and to some internal layouts, do not materially change the successful, appropriate and visually appealing design. The use of high quality materials is considered to be key to the success of the design standard. As such, a condition shall be imposed on any grant of planning permission that requires details and samples of all key materials and further details of the design and detailing of junctions between the brick and glazed elements to be agreed, prior to commencement of works on site.

6.5.6 Therefore, the proposed design of the development is considered to be a high quality design.

## **6.6 Residential Quality**

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

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

### *Indoor and outdoor space/accommodation standards*

6.6.3 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards (balconies and private gardens). All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard.

### *Unit aspect*

- 6.6.4 All the units including the mews houses to the rear would be dual aspect, with the exception of unit 1 that would have a south-facing orientation and benefits from a sizable 30sqm private south-facing amenity space.

#### *Accessible Housing*

- 6.6.5 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.6.6 All dwellings achieve compliance with Building Regulations M4 (2) and 10% of units achieve M4 (3) compliance (Unit 1). Both the street-facing main building and mews houses to the rear provide step free access throughout. A passenger lift suitable for wheelchair users provides access from the basement through to the second floors of the flats. One accessible car parking space is provided for the ground floor wheelchair accessible unit. The proposal is therefore acceptable in this regard.

#### *Child Play Space provision*

- 6.6.7 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.8 The child population yield from this development based on the mix and tenure of units in accordance with the current GLA population yield calculator requires approximately 38.4 sqm of play space based on a yield of 22.6 children with 3.8sqm provision per child. The play space provided (42.5sqm) therefore would exceed the requirement.
- 6.6.9 Older children can also play and socialise in the playspace within the central courtyard of the development. There are also large play areas for older children within Cherry Tree Wood (within 643m walkway zone from the site or 8 minutes' walk). These play areas are located within the distance requirements of the Mayor's Housing SPG, and Shaping Neighbourhoods: Play and Informal Recreation (PIR) SPG, given the respective ages of the children expected to use them.

- 6.6. The play space provision for younger and older children is therefore acceptable.



### *Outlook and Privacy*

- 6.6.11 The proposed courtyard provides sufficient separation of 11.2m between the main street facing block and the rear mews houses. The provision of obscured glass and thoughtfully designed windows ensures that there is no direct loss of privacy/overlooking. This is an acceptable relationship for a mews style development, whilst also allowing passive surveillance and animation to the playspace and amenity therein, including from the ground floor unit, the flats above and the mews houses.
- 6.6.12 Mutual overlooking between the proposed blocks and their respective amenity areas would be reflective typical traditional urban/suburban residential areas (i.e. terraced houses facing a terrace opposite) and thus is not considered to be materially harmful.
- 6.6.13 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units.

### *Daylight/sunlight/overshadowing – Future Occupiers*

- 6.6.14 Daylighting to proposed units is typically assessed with average daylight factor (ADF). Building Research Establishment (BRE) thresholds are deemed as being met if an ADF factor of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms are attained.
- 6.6.15 The applicant has submitted a Daylight and Sunlight Assessment with the application. Most rooms would receive daylight above the levels recommended in the BRE Guide (92%), with two bedrooms falling short and one open plan living-dining-kitchens failing to achieve the level recommended for kitchens but achieving the level for living rooms. For sunlight, 92% of relevant rooms would achieve the recommended levels. Those rooms that do not meet the BRE's suggested target values are affected greater in the winter months where sunlight availability is more challenging by virtue of the sun's low path and neighbouring obstructions. The results show that none of the proposed external amenity spaces will meet the BRE's ideal target of achieving at least 2 hours of direct sunlight on 21st March to 50% of any garden or amenity area, however the sunlight potential will improve during the summer months, when the spaces will be predominantly used and enjoyed.
- 6.6.16 As such, the daylight and sunlight provision to the proposed residential units is generally considered to be acceptable.

### *Other Amenity Considerations – Future Occupiers*

- 6.6.17 A large proportion of the units would be dual aspect with no north facing single aspect units, enabling passive ventilation. Flats also benefit from large windows

and amenity spaces located away from the closest significant road traffic emissions source (Fortis Green). Further details of passive design measures can be secured by a condition.

6.6.18 Lighting throughout the site would be controlled by condition so it would not impact negatively on future occupiers.

6.6.19 The communal recycling/waste store and food waste store for the residential units are located at ground floor level off the courtyard. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collections. There is sufficient space within the front garden areas of the proposed mews houses to accommodate sufficient waste and recycling storage. The commercial refuse store would be accommodated in the tenant fit-out. It would be a mechanically ventilated sealed storage area located to suit the tenants need.

#### *Security*

6.6.20 A Crime Prevention Statement has been submitted which sets out the applicant's intention is to complete the development to Secure by Design Standards. The SBD Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.

### **6.7 Impact on Neighbouring Amenity**

6.7.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

6.7.2 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

#### *Daylight and sunlight Impact*

6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to windows of the surrounding neighboring properties and

compares the results with the original consented scheme. The main changes from daylight/sunlight perspective are that additional units have been added and the resultant layout has changed at 111-113 Fortis Green immediately next door to the site.

- 6.7.4 The assessment finds that that 92% of the proposed habitable rooms that have been assessed will enjoy good levels of daylight in accordance with BRE guidelines and 24 out of 26 rooms (92%) will be BRE compliant in terms of sunlight. Concerns have been raised regarding the effect of this development on the daylight and sunlight received by residential neighbours. As the volume here proposed is no different to that previously approved, the impact cannot be any different, and the applicants' assessment finds the neighbouring windows affected are in the same locations as those affected by the previous approved scheme. The only neighbouring windows that would lose a noticeable amount of day or sunlight are onto rooms that receive most of their day or sunlight from other windows that would not be affected by this development.

#### *Privacy/Overlooking and outlook*

- 6.7.5 Concerns have been raised that the proposed mews development would result in a loss of privacy/overlooking issues, particularly with regards to the properties on Annington Road to the rear of the site. Given the 18 metre distance between the main rear wall of the properties in question and that of the proposed mews houses, the proposed development would not cause an unacceptable loss of privacy on these neighbouring occupants.
- 6.7.6 The development also incorporates design measures to minimise loss of privacy, including first and second floor oriel windows which orientate their outlook in such a way to ensure they do not directly face neighbouring habitable windows, and the use of obscure glazing. Such measures would serve to preserve privacy levels of neighbouring properties to a satisfactory degree.
- 6.7.7 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity.
- 6.7.8 Therefore, it is considered that nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

#### *Other Amenity Considerations*

- 6.7.9 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

- 6.7.10 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view.
- 6.7.11 The site is currently in use as a car wash/valeting service which, given the nature of such a facility, has cars moving in and out of the site with associated equipment and members of staff generating noise encountered by neighbouring residential properties. The proposed development would see the principal use of the site changed to residential units, with a small commercial unit proposed at ground floor level in the front building. The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site. A condition would be imposed limiting the hours of the commercial use to preserve the amenity of neighbouring residents.
- 6.7.12 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.7.13 Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.7.14 Therefore, it is considered that the proposed impact on neighbouring properties from noise, light and air pollution would be acceptable.

## **6.8 Parking and Highways**

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in DM Policies DM31 and DM32.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 The site is located within an area with a public transport accessibility level (PTAL) of 2, which is considered 'poor' in terms of access to public transport services.

The site is within the Fortis Green controlled parking zone (CPZ) which operates between 11:00 and 13:00 Monday to Friday.

- 6.8.5 The Council's Transport Planning officers have considered the potential parking and public highway impact of this proposal.
- 6.8.6 Since the previous permission was approved there has been expansion of the Fortis Green CPZ and the site is now within the CPZ. However, given the low PTAL it will not be possible for formal designation as a car free/permit free site as covered by Policy DM32 in the Development Management DPD.
- 6.8.7 Since the previous consent the London Plan has been updated, and car parking and cycle parking are considered with respect to this.

#### *Access and Parking*

- 6.8.8 The proposal would provide basement parking for 8 car parking spaces in total, including one blue badge bay that would be allocated to the ground floor accessible unit (Flat 1). In terms of the provision of car parking spaces and number of units, the scheme is the same as previously approved in 2017 under the variation of the original scheme, although the layout of the parking spaces has been slightly amended to improve ease of access to the blue badge bay. The level of car parking space provision is still in compliance with current London Plan parking standards for a site with a low PTAL in outer London, which allows up to a maximum of 1 space per unit.
- 6.8.9 Objections have been received that additional parking should be provided to ensure additional pressure is not put on on-street car parking capacity in the locality. The 2011 census data for the Fortis Green ward indicated an average of 0.9 vehicles per households which is likely to have reduced since this point. As such, the provision of 0.8 spaces per unit should be sufficient to ensure there is no significant uplift in demand for on-street parking within the CPZ that could not be accommodated.
- 6.8.10 Vehicles are all accommodated at basement level where the pedestrian entrance off the street would be clearly distinct from the vehicle access to the basement, avoiding pedestrian conflict with cars. The entrance to the mews houses/flats off the street would be clearly distinct from the entrance to the commercial unit. The bin/recycling and food refuse store would have their own separate entrance off the pedestrian walkway. A secure cycle parking store for 15 No. cycles including 4 guest spaces would be provided at basement level that could be accessed either by stairs or the lift from the principal apartment entrance. Cycle storage spaces for the mews houses is located in the front garden.

#### *Electric Car Charging Points*

6.8.11 London Plan policy T6.1 requires at least 20 per cent of spaces to have active charging facilities with passive provision for the remaining spaces. The scheme provides three car charging points and the remaining five spaces with passive charging point facilities, in compliance with the policy.

#### *Cycle Parking*

6.8.12 The proposal provides a cycle store with 15 spaces, 11 for long stay and 4 for visitors, alongside individual bike storage for 2 bicycles for each of the four mews houses. The Council's Transport Planning officers have confirmed that this level of cycle parking provision exceeds minimum London Plan cycle parking standards. This can be controlled by way of a condition.

#### *Deliveries and Servicing*

6.8.13 With regards to delivery and servicing considerations, as with the earlier approved scheme, the absolute number of delivery and servicing trips is expected to be low, around 4 a day, and the vehicles making these visits will be able to park and dwell on street without any impacts of note.

6.8.14 There will be communal waste/recycling bins for the flats, and it is detailed in the application that these are located 13m from the kerbside collection point, and the paved surface connecting from the store does have a gradient of less than 1:20. There will be individual wheelie bins for waste and recycling for the mews houses, with a walk distance of 23m to the collection point.

6.8.15 The revised waste management strategy includes a revised arrangement for refuse and recycling collection and there would be sufficient distance behind a visiting collection vehicle for moving the bins from the bin store to the rear of the vehicle.

6.8.16 As such, the provision for deliveries and servicing for the residential units is considered acceptable.

#### *Construction Logistics and Management*

6.8.17 No specific details of construction logistics and management have been submitted at application stage. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.

6.8.18 As such, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

## **6.9 Basement Development**

- 6.9.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.9.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.9.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the works would be acceptable, as required by Policy DM18 of the Council's 2017 DMDPD. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.
- 6.9.4 The proposal includes a large basement level underneath the main street facing block and mews houses to accommodate commercial floor space, a basement car park, cycle parking/plant and some living accommodation to serve the mews houses. The applicant has submitted a detailed Basement Impact Assessment which meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.
- 6.9.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.
- 6.9.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

## **6.10 Sustainability and Biodiversity**

- 6.10.1 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires

development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

- 6.10.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources
- 6.10.3 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques
- 6.10.4 An energy statement was submitted with the application which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy. The scheme achieves a 69% improvement in CO2 emissions over the baseline requirements within Building Regulations Approved Document Part L1A. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance
- 6.10.5 The development employs an efficient building fabric, including highly efficient glazing, mechanical ventilation. Air source heat pumps and PV Panels are specified to maximise carbon savings for the site. An Overheating Assessment has been submitted which details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. All rooms are shown to provide a good level of thermal comfort for new residents
- 6.10.6 The Council's Carbon Management Team has been consulted on the application. In summary, they support the scheme based on its carbon reductions. They have requested further information which can be dealt with by conditions. The shortfall of both the residential and non-residential will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution (£16,647 inclusive of 10% monitoring fee) will be subject to the detailed design stage. This figure of would be secured by legal agreement should consent be granted.
- 6.10.7 In terms of the commercial unit which is 131sqm although Policy SP4 does not specify a minimum floor area, it is acknowledged that the cost of achieving a



BREEAM accreditation may be prohibitive. A Design Stage Pre-Assessment to demonstrate the commitment of achieving sustainability standards will be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

### *Biodiversity*

- 6.10.8 Consistent with the NPPF, London Plan Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain, while G5 requires major developments to contribute to urban greening. DPD Policy DM6 requires proposals for taller buildings to consider their ecological impact.
- 6.10.9 The site is currently occupied by buildings and hardstanding with no landscaping features on-site. The proposal would provide a landscaped central courtyard area in which there would be a mixture of soft planting, paving with communal seating, with areas of meadow planting that would serve to improve biodiversity value. A small area for informal play would also be provided for future occupants of the development. The front and rear gardens of the new dwellings would be treated with a mixture planting and block paving. Whilst these objectives are acceptable in principle, further information is required in respect of the soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission

### *Urban Greening Factor*

- 6.10.10 London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.10.11 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. A draft urban greening factor calculator has been provided that indicates a UGF score of 0.241 could be achieved through the provision of green roofs or vegetation over structures and green walls. Limited detail has been provided at this stage to determine the landscaping treatments that would be applied within the development to achieve this score, and the Carbon Management Officer has outlined that it would appear possible to achieve a higher score closer to the 0.4 target through the inclusion of features such as trees, hedges and flower-rich perennial planting. A condition shall be imposed that requires a detailed scheme of urban greening with calculations provided to demonstrate the highest UGF scoreline that can be achieved through the development.

## **6.11 Water Management**

### *Flood Risk and Drainage*

- 6.11.1 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.
- 6.11.2 The site is within Flood Zone 1 which equates to a low risk of flooding. The Flood Risk Assessment demonstrates that the effect of the proposed development on off-site flood risk is low and that attenuation measures suitable for the site and development have been employed to reduce flood risk from surface run-off. Green roofs will be provided at ground floor level and a rainwater harvesting tank will be provided within the basement.
- 6.11.3 The Council's Drainage Officer has reviewed the scheme and is satisfied that the above approach and drainage maintenance and management plan is acceptable. The proposal satisfies relevant planning policy and is acceptable in this regard.
- 6.11.4 Thames Water also raised no objection with regards to surface water drainage, wastewater network, sewage treatment infrastructure capacity, water network and water treatment infrastructure capacity. Thames Water recommend an informative regarding a Groundwater Risk Management Permit from Thames Water.
- 6.11.5 As such, it is considered that the proposal is acceptable in terms of its water management arrangements subject to the relevant conditions and an informative being imposed.

## **6.12 Air Quality and Land Contamination**

### *Air Quality*

- 6.12.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies
- 6.12.2 Officers have reviewed this assessment and agree that while concerns raised about construction works are noted, these are temporary and can be mitigated

through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers.

### *Land Contamination*

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

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

- Underground fuel storage tanks
- Elevated levels of lead and Hydrocarbon
- Isolated hotspots of asbestos
- Contaminated ground associated with previous site use as former garage/refilling station

6.12.5 Prior to redevelopment, remediation at the site is likely to comprise the identification and removal of each tank/ infrastructure across site and associated decommissioning and disposal, alongside some localised soils remediation/removal. The removal of the underground fuel storage tanks, and therefore any future source of contamination, is likely to have a significant positive effect on the quality of groundwater below the site.

6.12.6 It is considered that the risks posed to Human Health post development from the identified soil contamination, may be sufficiently mitigated through the hard stand nature of the development and the placement of clean subsoil/topsoil in potential landscaped areas.

6.12.7 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

## **6.13 Employment**

6.13.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training.

6.13.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to

employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement should consent be granted.

6.13.3 As such, the development is acceptable in terms of employment provision.

## **6.14 Fire Safety**

6.14.1 London Plan Policy D12 states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a suitably qualified third party, assessor. The applicant has submitted a fire safety strategy report which confirms that that fire safety details are sufficient for the purpose of planning. A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

## **6.15 Section 106 Heads of Terms**

6.15.1 Local Plan Policy SP17 and Policy DM48 of the DMDPD permit the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.15.2 The Council's Planning Obligations SPD sets out the Council's approach, policies and procedures in respect of the use of planning obligations. Planning obligations are to be secured from the development by way of a legal agreement, in the event that planning permission is granted, as described below:

### Affordable Housing Provision

- Financial contribution of £277,343 towards the provision off affordable housing off-site

### Financial Viability Reviews

- Early stage review if works do not commence within two years
- Late Stage Review on completion of 80% (8) units

### Section 278 Highway Agreement

- Reconstruction of the vehicular crossover and adjacent footways

### Sustainable Transport Initiatives

- £8,000 towards enhancement of parking control
- Monitoring per travel plan contribution of £3,000
- Three year free car club membership for all residents and £50 in credit per year for the first two years

#### Carbon Mitigation

- Post-occupation Energy Statement review
- Contribution for carbon offsetting min. £16,647, to be confirmed by Energy Statement review
- Be Seen commitment to uploading energy data

#### Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator;
- Notify the Council of any on-site vacancies;
- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

#### Monitoring Contribution

- 5% of total value of contributions (not including monitoring);
- £500 per non-financial contribution;
- Total monitoring contribution to not exceed £50,000

### **6.16 Conclusion**

- The loss of the existing car wash/valeting service and MOT/Car Repair Centre is acceptable as it will be replaced by good quality residential accommodation, whilst contributing to the Borough's housing targets and the flexible commercial floorspace proposed would add to the vitality and vibrancy of this section of Fortis Green.
- The proposed development would create employment which maintains existing Employment opportunities on the site.
- The proposed development would enhance the character and appearance of this part of the conservation area and does not cause harm.
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.

- The scheme would provide a number of section 106 obligations including a financial contribution towards offsite affordable housing within the Borough

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

## **7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £39,010.668 (646.3sqm x £60.36) and the Haringey CIL charge will be £189,692.236 (515.3sqm x £368.12) This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATION / PLANNING CONDITIONS & INFORMATIVES**

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement

Subject to the following condition(s)

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:

TDS 426/FG 1015, TDS 416/FG 1000 Rev C, TDS 416/FG 1001 Rev A, TDS 416/FG 1002 Rev A, TDS 416/FG 1009 Rev A, TDS 416/FG 1010 Rev A, TDS 416/FG 1012 Rev A, TDS 416/FG 1013 Rev A, TDS 416/FG 1020 Rev A, TDS 416/FG 1021 Rev AP406/W/04 Rev 06, P406/W/05 Rev 06, P406/W/06 Rev 06, P406/W/07 Rev 06, P406/W/08 Rev 06, TDS 416/FG 1004 Rev A, TDS 416/FG 1030TDS 416/FG 1031, TDS 416/FG 1031, Documents

Design and Access Statement Rev A dated Dec 2021 prepared by RLG, Crime Prevention Statement prepared by RLG dated January 2021, Planning Statement prepared by SHW dated July 2021, Overheating Assessment prepared by JAW Sustainability dated 12 November 2021, Energy Strategy Report prepared by JAW Sustainability dated 15/11/2021, BRUKL Output Document (Fortis Green commercial (Be Green) dated 15 November 2021, BRUKL Output Document (Fortis Green commercial (Be Lean) dated 15 November 2021, Drainage Maintenance and Management Plan prepared by Price & Myers, Accessibility and Inclusivity Statement prepared by RLG dated march 2020, Daylight, Sunlight and Overshadowing Report dated January 2021 prepared by Point 2 Surveyors Limited, Internal Daylight and Sunlight Report dated January 2022 prepared by Point 2 Surveyors Limited, Heritage Statement dated October 2020 prepared by HCUK Group, Refuse and Recycling Rev A plan prepared by Robinson Kenning & Gallagher, Air Quality Assessment prepared by Tetra Tech dated 23 April 2021, Basement Impact Assessment prepared by Symmetrys Structural/Civil Engineers Rev P1 dated 12 November 2020, Remediation Strategy prepared by BWB dated December 2020

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

3. Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
  - a) Detailed elevational treatment;
  - b) Detailing of roof and parapet treatment;
  - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
  - d) Details of entrances, which shall include a recess of at least 115mm;
  - e) Details and locations of rain water pipes; and
  - f) Details of balustrade

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted.

Samples of brickworks, windows, roof, glazing, balustrade, should also be provided. A schedule of the exact product references for other materials. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017

4. Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval of the development hereby approved. Once approved the details shall be provided as agreed.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017.

5. Prior to the commencement of the development above slab level full details of both hard and soft landscape works that shall achieve an urban greening factor of 0.4 shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Hard surfacing materials;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- e) Proposed and existing functional services above and below ground (e.g. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

Soft landscape works shall include:

- f) Planting plans;
- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- i) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- j) Any new trees and shrubs to be planted together with a schedule of species.

The 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 D4 and G1 of the London Plan, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

6. Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

7. No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

8. The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter

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

9. Commercial aspects of the development must achieve the relevant Secured by Design Accreditation at the final fitting stage, prior to residential occupation of such building in accordance with condition B (Secured by Design) and commencement of business. Details shall be submitted to and approved, in writing, by the Local Planning Authority

Reason: In accordance with the requirements of Policy DM2 of the Development Management Development Plan Document 2017.

10. Before development commences other than for investigative work: a. A report that provides verification that the required works as detailed in section 15 (Conclusions and Recommendations) of the Soil Investigation Report: Phase I & II Environmental Assessment Report incorporated in the Basement Impact Assessment with reference LNE 2076/01/V2 prepared by BWB Consulting Ltd dated October 2014 and Remediation Strategy with reference FGG-BWB-ZZ-XX-YE-RP-0005\_RS prepared by BWB Consulting Ltd dated December 2020 have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

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

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

12. 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.

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.”

13. The development hereby approved shall be constructed in accordance with Energy Strategy Report prepared by JAW Sustainability (dated 15 November 2021, v 1.2) delivering a minimum site-wide improvement on carbon emissions by 69% over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 13% reduction), air source heat pumps (ASHPs) and minimum 12.5 kWp solar photovoltaic (PV) energy generation.

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

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

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

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

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

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.

14. Prior to occupation of the development, the following overheating measures must be installed and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Assessment (dated 12 November 2021), prepared by JAW Sustainability:
- Natural ventilation, with openable windows and doors (45-90%)
  - Glazing g-value of 0.44
  - MVHR with summer bypass

If the design is amended and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

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.

15. (a) Prior to the commencement of development, a sustainability assessment should be submitted to the planning authority which achieves the highest possible standard have been achieved through measurable outputs to demonstrate how environmental sustainability has been integrated into the development. This may be achieved through a BREEAM Pre-Assessment with a minimum 'Very Good' rating, or similar independently audited assessment where measurable outputs can be demonstrated. This should include a table to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and justification for which credits will not be met.

(b) Upon approval, the measures shall be implemented on site prior to occupation and maintained thereafter for the lifetime of the development. A post-construction certificate shall be submitted to the Council within six months of occupation of the development.

Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM21.

16. (a) Prior to the commencement of development, details of the living roofs (landscaped area above the basement) and living walls must be submitted to and

approved in writing by the Local Planning Authority. Living roofs and walls 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 and a floor plan identifying where the living walls will be rooted in the ground;
- ii) A section demonstrating settled substrate levels of no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- ii) Plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) Plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 1m<sup>2</sup>), 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/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, 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).

- 17 (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 and a minimum urban greening factor of 0.4, 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).

18. No development shall take place, including any works of demolition, until a detailed construction management plan is submitted to and approved in writing by the Local Planning Authority to demonstrate how the contractor will mitigate the following;

- i) Groundwater above the proposed basement floor level;
- ii) Obstruction to the natural flow of ground water;
- i) Ground movement that could cause damage to adjacent properties.

Only the approved details shall be implemented and retained thereafter.

Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017.

19. The development hereby approved shall be constructed in accordance with the Basement Impact Assessment prepared by Symmetrys Structural/Civil Engineers (dated 12 November 2020, Rev P1)

Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017.

20. The applicant will be required to provide the correct number of cycle parking spaces in line with the London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard

21. The applicant will be required to provide 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.

Reason: To comply with the London Plan and reduce carbon emission in line with the Council's Local Plan Policy SP4.

22. The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

23. Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use".

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties

24. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial units shall be occupied by flexible Use Class E (a), E (b) E(g)(i) only and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with DM1 of the Haringey DM DPD 2017.

25. All the residential units will be built to Part M4(2) accessible and adaptable dwellings of the Building Regulations 2010 (as amended) and at least 10% (1 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2021 Policy D7.

26. Notwithstanding any provisions to the contrary, no telecommunications apparatus 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.

27. Prior to occupation the windows in the front elevation and rear elevation of the mews houses as shown on plans TDS 416/FG 1012 Rev A and TDS 416/FG 1013 Rev A shall be fitted with obscure glazing to a height of 1.7 metres and retained in perpetuity.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 and London Plan Policy D6

- 28 The commercial use hereby permitted shall not be operated before 08:00 hours or after 23:00 hours Monday to Saturday, before 08:00 hours or after 22:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Policy DM1 of The Development Management DPD 2017.

- 29 The proposed development should include appropriate fire safety solutions and represent best practice in fire safety planning in both design and management and adhere to the following:

1. The lower ground car park ventilation complying with Approved Documents B and F or an acceptable fire engineered solution.
2. Sprinklers provision if required based on the height of the building and when the application for Building Regulations approval is submitted.
3. Fire door provision.
4. Ventilation details to stairs and lobbies in accordance with Approved Document B/ BS 9991
5. Fire alarm and detection in accordance with BS 5839 being provided.

Reason: In the interest of fire safety to comply with London Plan Policy D12

**Informatives:**

**INFORMATIVE :**

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

**INFORMATIVE : CIL**

Based on the information given on the plans, the Mayoral CIL charge will be (£39,010.668 (646.3sqm x £60.36) and the Haringey CIL charge will be £189,692.236 (515.3sqm x £368.12). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

**INFORMATIVE:**

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

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

**INFORMATIVE:**

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

**INFORMATIVE:**

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

**INFORMATIVE:**

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

**INFORMATIVE:**

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

**INFORMATIVE:**

The applicant 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.

**INFORMATIVE:**

The Environment Agency recommend that developers should; Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination

- Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed
- Refer to the contaminated land pages on gov.uk for more information

**INFORMATIVE:**

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- the position statement on the Definition of Waste: Development Industry Code of Practice
- The waste management page on GOV.UK

**INFORMATIVE:**

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information

**INFORMATIVE:**

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

**INFORMATIVE:**

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 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p>This application is for redevelopment of the existing site at 109 Fortis Green, including demolition of the existing buildings on the site (currently or most recently operating as a car wash) along with the construction of ten residential units, a commercial unit, basement parking for residents, landscaping, refuse and cycle storage.</p> <p>The development includes three storeys for the flats along with four mews houses. The breakdown of residential units is as follows;</p> <ul style="list-style-type: none"> <li>• 3 No. 1 bedroom flats (not studios)</li> <li>• 1 No. 2 bedroom flat (3 person)</li> <li>• 1 No. 2 bedroom flat (4 person)</li> <li>• 5 No. 3 bedroom units (1 flat, 4 mews houses).</li> </ul> <p>One of the two bedroom units will be fully accessible.</p> <p>A 150 sqm commercial unit is included at the ground floor.</p> <p>19 cycle parking spaces are proposed plus 4 visitor spaces.</p> <p>A basement car park is proposed accommodating 8 spaces in total, of which one will be a blue badge bay allocated to the accessible unit. 3 electric charging points and 2 passive spaces are included.</p> <p><u>Location and access</u> The site is located at 109 Fortis Green, to the south side of the road, west of the junction with Fortis Green Avenue.</p> <p>It has a PTAL of 2 which is considered 'poor' access to public transport services. The site is within the Fortis Green CPZ, which operates between 11.00 and 13.00 Monday to Friday.</p> <p><u>Planning history</u></p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>This mixed-use scheme is the same scheme approved in July 2017 (HGY/2017/0432). Planning permission for this application expired in September 2019.</p> <p><u>Transportation considerations</u> As commented above this scheme is identical to the already consented scheme from 2017. In Transportation terms, there has been expansion of the Fortis Green CPZ since then and the site is now within the CPZ. However, given the low PTAL it will not be possible for formal designation as a car free/permit free site as covered by Policy DM32 in the development management DPD.</p> <p>Since the previous consent the London Plan has been updated, and car parking and cycle parking are considered with respect to this.</p> <p>The off street car parking proposed still accords with London Plan, which for sites of PTAL 2 in outer London a maximum of up to 1 space per unit is permitted. For the 10 units 8 spaces are provided, including 1 disabled/blue badge bay for the accessible unit. As 5 of the units are family sized, these tend to be more likely to create parking demands and on site provision will prevent additional on street parking materialising. The 2011 Census recorded average car ownership per household at 0.9 vehicles, this is likely to have reduced since then so the 0.8 space provision should meet all parking demands arising from the site.</p> <p>The current London Plan does require all residential car parking spaces to provide infrastructure for electric or Ultra-Low Emission vehicles. It requires at least 20 per cent of spaces to have active charging facilities (3 of the 8 are proposed as charging points), with passive provision for all the remaining spaces so this will be required.</p> <p>19 long stay Cycle parking spaces are proposed along with 4 visitor spaces. Areas for these are shown but no dimensional details or other information provided. This can be covered by a pre commencement condition. Full details are required, and the proposed arrangements should follow the requirements of TfL's London Cycle Design Guidance with respect to layout, spacing,</p>	

Stakeholder	Question/Comment	Response
	<p>manoeuvring area and the like.</p> <p>With regards to delivery and servicing considerations, as with the earlier application the absolute number of delivery and servicing trips is expected to be low, around 4 a day, and the vehicles making these visits will be able to park and dwell on street without any impacts of note.</p> <p>There will be communal waste/recycling bins for the flats, and it is detailed in the application that these are located 13m from the kerbside collection point, and the paved surface connecting from the store does have a gradient of less than 1:20. There will be individual wheelie bins for waste and recycling for the houses, the walk distances haven't been detailed by the applicant, however it does appear they will be within 25m walk distance of the collection point. Ultimately the applicant will need to ensure bin stores meet the Borough's criteria for storage and collection and if this has not been fully done this can be covered by condition.</p> <p><u>Transportation S106's</u> A number of transportation contributions were attached to the previous and original consents, and it is considered that these are still appropriate. These were as follows;</p> <ul style="list-style-type: none"> <li>• A S.106/ S.278 agreement and contribution for reconstruction of the vehicular crossover and adjacent footways.</li> <li>• The earlier estimate for these works was £7,007. This will have increased since then.</li> <li>• An £8,000 contribution towards enhancement of parking controls. Again, this will have increased since then.</li> <li>• Implementation of a Travel Plan and £3000 monitoring fee.</li> <li>• Three years' car club membership and £50 driving credit per residential unit to be funded by the developer.</li> </ul> <p><u>Summary</u> This application is for redevelopment of the existing site at 109 Fortis Green, to provide ten residential units, a commercial unit, basement parking for residents, landscaping, refuse and cycle</p>	

Stakeholder	Question/Comment	Response
	<p>storage.</p> <p>It is identical to the previously consented scheme covered by HGY/2017/0432. From the transportation perspective, the London Plan has been updated since, and the levels of car and cycle parking do still accord with the updated document. Passive provision for any non active charging points for the basement parking are required, along with full details of the long and short stay cycle parking arrangements.</p> <p>The previously included S106 transportation contributions are still considered appropriate, however the values of the contributions towards the crossover works and parking controls are likely to have increased since 2017.</p> <p>Subject to conditions for cycle parking details, waste storage and collection details, passive electric charging provision for all non active parking spaces, and the transportation S106 contributions suggested Transportation do not object to this application</p>	
<b>Design Officer</b>	<p>These proposals are in all meaningful ways identical to the previously approved proposals for this site, which were acceptable in design terms both in their originally approved form and as minor amended. The minor changes in this application do not alter the assessment that “the proposals are broadly acceptable and a good design response to a sensitive site”. In particular, this three storey development with additional accommodation in a 4<sup>th</sup> floor in the roof, with active frontage on the ground floor, in a building close to the street, will reinforce the existing character as a “Village Centre”, containing a couple of shops, pubs and businesses, and an increase in intensity and activity, of this point along Fortis Green Road, whilst the height, bulk, massing, form, architectural composition, proportioning and materiality act as a contemporary reinterpretation of the Arts &amp; Crafts architecture of many successful buildings in the locality, most prominently the former police station next door-but one to the east.</p> <p>The minor changes proposed to some window and door sizes, and to some internal layouts, do not change the successful, appropriate and visually appealing design, and the detailed design comments as</p>	Comments noted



Stakeholder	Question/Comment	Response
	<p>attached continue to apply.</p> <p>In particular, concerns have been raised regarding the effect of this development on the daylight and sunlight received by residential neighbours. As the volume here proposed is no different to that previously approved, the impact cannot be any different, and the applicants' assessment finds the neighbouring windows affected are in the same locations as those affected by the previous approved scheme. The only neighbouring windows that would lose a noticeable amount of day or sunlight are onto rooms that receive most of their day or sunlight from other windows that would not be affected by this development.</p> <p>It has been suggested that a new ground floor residential unit has been created immediately to the east of this application, at no. 111 Fortis Green, that could be detrimentally affected by this development. However, anyone carrying out that development must surely have known of the existence of this permitted development. It would be unreasonable for a later proposal to call into question an earlier permitted development. It is also worth noting that although an increasing number of ground floor frontage properties have been converted to residential use locally, this application maintains the active frontage of a non residential ground floor use on the frontage, not only an important contribution to the vibrancy of the village centre and potentially providing local employment, but also a more appropriate response than ground floor residential to a busy street frontage, avoiding concerns at loss of privacy, noise and poor air quality to ground floor frontages to busy streets.</p>	
<p><b>Conservation Officer</b></p>	<p>The proposed development was approved in 2016 (HGY/2015/3813) and permission for various amendments was granted in 2017 (HGY/2017/0432). Conservation comments were provided for both applications, in relation to the impact of the proposed development on the significance of the conservation area. These comments still stand.</p> <p>The conservation comments below relate to the changes proposed to the previously consented scheme. These changes include slight variations to the design of some elements of the scheme, as shown</p>	<p>Comments noted</p>

Stakeholder	Question/Comment	Response
	<p>on the relevant drawings.</p> <p>These changes are of a very small scale and would not have a further impact on the conservation area. Therefore, there is no objection to this, previously consented, scheme from a conservation perspective</p>	
<p><b>Carbon Officer</b></p>	<p><b>Carbon Management Response 19/08/2021</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy Strategy (dated 11 November 2020), prepared by JAW Sustainability</li> <li>• Overheating Assessment (dated 19 March 2021), prepared by JAW Sustainability</li> <li>• Relevant supporting documents.</li> </ul> <p><b>Summary</b></p> <p>The development achieves a reduction of 67.3% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the energy strategy, overheating and sustainability. Planning conditions will be recommended once this information has been provided.</p> <p><b>Energy – Overall</b></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. London Plan Policy SI2 also requires major development proposals to calculate and minimise unregulated carbon emissions, which is not covered by Building Regulations.</p> <p>The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 67.3% in carbon emissions with SAP10 carbon factors (assumed, TBC), from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 9.99 tonnes of CO<sub>2</sub> from a baseline of 14.84 tCO<sub>2</sub>/year.</p> <p><u>Actions:</u></p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>

Stakeholder	Question/Comment	Response																						
	<ul style="list-style-type: none"> <li>- It is not clear which carbon factors have informed the energy modelling of this scheme. SAP10 carbon factors should be used for this scheme. The applicant should submit the GLA's Carbon Emission Reporting Spreadsheet, confirm the carbon factors used in the main body of the report, and if necessary, amend these to SAP10 factors.</li> <li>- Please submit SAP sheets for a representative selection of dwellings (flats and houses).</li> <li>- Please report calculated unregulated emissions.</li> </ul> <p><b>Energy – Lean</b></p> <p>The applicant has proposed a saving of 2.2 tCO<sub>2</sub> in carbon emissions (14.8%) 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 border="1" data-bbox="575 865 1377 1338"> <tbody> <tr> <td>Floor u-value</td> <td>0.12 W/m<sup>2</sup>K</td> </tr> <tr> <td>External wall u-value</td> <td>0.14 W/m<sup>2</sup>K</td> </tr> <tr> <td>Roof u-value</td> <td>0.13 W/m<sup>2</sup>K</td> </tr> <tr> <td>Door u-value</td> <td>1.20 W/m<sup>2</sup>K</td> </tr> <tr> <td>Window u-value</td> <td>1.20 W/m<sup>2</sup>K</td> </tr> <tr> <td>G-value</td> <td>0.63</td> </tr> <tr> <td>Air permeability rate</td> <td>3 m<sup>3</sup>/hm<sup>2</sup> @ 50Pa</td> </tr> <tr> <td>Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)</td> <td>86% efficiency SPF of 0.6 W/l/s</td> </tr> <tr> <td>Thermal bridging</td> <td>0.08</td> </tr> <tr> <td>Low energy lighting</td> <td>100%</td> </tr> <tr> <td>Heating system (efficiency / emitter)</td> <td>89% efficient gas boilers with radiators; temperature zone control</td> </tr> </tbody> </table> <p>The space heating requirement has not been reported kWh/m<sup>2</sup>/year. New dwellings should be close to the 15-20 kWh/m<sup>2</sup>/year target.</p>	Floor u-value	0.12 W/m <sup>2</sup> K	External wall u-value	0.14 W/m <sup>2</sup> K	Roof u-value	0.13 W/m <sup>2</sup> K	Door u-value	1.20 W/m <sup>2</sup> K	Window u-value	1.20 W/m <sup>2</sup> K	G-value	0.63	Air permeability rate	3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa	Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	86% efficiency SPF of 0.6 W/l/s	Thermal bridging	0.08	Low energy lighting	100%	Heating system (efficiency / emitter)	89% efficient gas boilers with radiators; temperature zone control	
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	<p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Provide the average space heating requirement in kWh/m<sup>2</sup>/year.</li> <li>- Confirm the % improvement in the fabric energy efficiency (FEE).</li> </ul> <p>Overheating is dealt with in more detail below.</p> <p><b>Energy – Clean</b> The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p><b>Energy – Green</b> As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 7.8 tCO<sub>2</sub> (52.5%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 12.5 kWp, with a minimum 20% efficiency. The array of 49 panels would be mounted at a 30/40° angle, facing south/south-east.</p> <p>8.5kW ASHP (349% efficiency) will provide hot water and heating to the houses through underfloor heating.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Will individual ASHPs be proposed for the houses? Will they be 8.5kW each? Will this provide 100% of the demand?</li> </ul>	

Stakeholder	Question/Comment	Response																											
	<ul style="list-style-type: none"> <li>- What space heating and hot water strategy is proposed for the flats?</li> <li>- Please demonstrate with an annotated roof plan how the available roof space has been maximised to install solar PV.</li> <li>- Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact.</li> </ul> <p><b>Carbon Offset Contribution</b> A carbon shortfall of 4.85 tCO<sub>2</sub>/year remains. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years.</p> <table border="1" data-bbox="575 654 1377 1003"> <thead> <tr> <th></th> <th colspan="2">Residential</th> </tr> <tr> <th><i>(Emission factors TBC)</i></th> <th>tCO<sub>2</sub></th> <th>%</th> </tr> </thead> <tbody> <tr> <td><b>Baseline emissions</b></td> <td>14.84</td> <td></td> </tr> <tr> <td><b>Be Lean savings</b></td> <td>2.20</td> <td>14.81%</td> </tr> <tr> <td><b>Be Clean savings</b></td> <td>0</td> <td>0%</td> </tr> <tr> <td><b>Be Green savings</b></td> <td>7.79</td> <td>52.51%</td> </tr> <tr> <td><b>Cumulative savings</b></td> <td>9.99</td> <td>67.33%</td> </tr> <tr> <td><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td colspan="2">4.85</td> </tr> <tr> <td><b>Carbon offset contribution</b></td> <td colspan="2">£95 x 30 years x 4.85 tCO<sub>2</sub>/year = £13,823</td> </tr> </tbody> </table> <p><b>Overheating</b> London Plan Policy S14 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</p>		Residential		<i>(Emission factors TBC)</i>	tCO <sub>2</sub>	%	<b>Baseline emissions</b>	14.84		<b>Be Lean savings</b>	2.20	14.81%	<b>Be Clean savings</b>	0	0%	<b>Be Green savings</b>	7.79	52.51%	<b>Cumulative savings</b>	9.99	67.33%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	4.85		<b>Carbon offset contribution</b>	£95 x 30 years x 4.85 tCO <sub>2</sub> /year = £13,823		
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	<p>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"> <li>- Natural ventilation, with openable windows and doors</li> <li>- Glazing g-value of 0.63</li> <li>- MVHR</li> </ul> <p>Proposed future mitigation measures in the report are to install internal blinds or curtains.</p> <table border="1" data-bbox="575 636 1377 1101"> <thead> <tr> <th data-bbox="575 636 751 792">(London Gatwick files)</th> <th data-bbox="751 636 972 792">TM59 – criterion A (&lt;3% hours of overheating)</th> <th data-bbox="972 636 1178 792">TM59 – criterion B hours &gt;26°C (pass &lt;32 hours)</th> <th data-bbox="1178 636 1377 792">% of habitable rooms pass</th> </tr> </thead> <tbody> <tr> <td data-bbox="575 792 751 850">DSY1 2020s</td> <td data-bbox="751 792 972 850">36/36</td> <td data-bbox="972 792 1178 850">22/22</td> <td data-bbox="1178 792 1377 850">36/36</td> </tr> <tr> <td data-bbox="575 850 751 909">DSY2 2020s</td> <td data-bbox="751 850 972 909">30/36</td> <td data-bbox="972 850 1178 909">11/22</td> <td data-bbox="1178 850 1377 909">20/36</td> </tr> <tr> <td data-bbox="575 909 751 967">DSY3 2020s</td> <td data-bbox="751 909 972 967">25/36</td> <td data-bbox="972 909 1178 967">0/22</td> <td data-bbox="1178 909 1377 967">6/36</td> </tr> <tr> <td colspan="2" data-bbox="575 967 972 1101">Total number of homes / habitable rooms / corridors modelled</td> <td colspan="2" data-bbox="972 967 1377 1101">10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors</td> </tr> </tbody> </table> <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> <li>- Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect, and include modelling for the DSY1 2050s weather file. The future weather file, along with DSY2-3 should inform a future retrofit plan which should demonstrate how the results will be improved with the proposed future mitigation measures.</li> </ul>	(London Gatwick files)	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	% of habitable rooms pass	DSY1 2020s	36/36	22/22	36/36	DSY2 2020s	30/36	11/22	20/36	DSY3 2020s	25/36	0/22	6/36	Total number of homes / habitable rooms / corridors modelled		10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors		
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Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- What is the openable area of windows?</li> <li>- Will the MVHR have a summer bypass?</li> <li>- Confirm who will own the overheating risk.</li> </ul> <p><b>Sustainability</b></p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. No Sustainability Statement has been submitted as part of this application, which is not policy compliant.</p> <p><i>Non-residential BREEAM</i></p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable. No BREEAM Pre-Assessment has been submitted as part of this application.</p> <p><i>Whole Life Carbon</i></p> <p>Policy SI2 requires developments referable to the Mayor of London to submit a Circular Economy Statement and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement, however no reference has been made to reducing whole-life carbon within the proposed development. The applicant is strongly encouraged to consider using low-carbon materials, sourced as local as possible. Digging a basement for the entire footprint of the site will increase the embodied carbon associated with the development, which is not supported.</p> <p><i>Circular Economy</i></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. This application is not required to submit a full statement, however no reference has been made to consider and integrate circular economy principles within the proposed</p>	

Stakeholder	Question/Comment	Response
	<p>development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p><i>Flood risk and drainage</i> This proposal presents the opportunity to reduce the impermeable area of the site. The current proposals cover the whole site with a basement and propose an attenuation tank beneath this, with a limited podium garden. It is not clear what type of landscaping is proposed or how the attenuation tank will be serviced/maintained.</p> <p><i>Biodiversity measures</i> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The proposed podium amenity area with soft landscaping is effectively an intensive living roof. This should incorporate a minimum 250mm substrate depth to enable plants and trees to grow effectively.</p> <p><i>Transport</i> The development is proposing 8 car parking spaces, which is a high amount for this development. The three proposed electric vehicle charging points are supported. However, the cycle store is awkwardly located in the way to a plant room, which should be redesigned. Will the mews house residents need to park their bikes there too?</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Submit a BREEAM Pre-Assessment (or equivalent)</li> <li>- Improve the design of the cycle parking for all residents and commercial employees.</li> <li>- Details on the biodiversity benefits that this scheme will bring (green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site)</li> <li>- Confirm the modelled substrate depth for the soft landscaping on the podium roof.</li> <li>- Demonstrate how water demand will be reduced</li> <li>- How surface water runoff will be reduced, that it will be separated from wastewater and not discharged into</li> </ul>	



Stakeholder	Question/Comment	Response
	<p>the sewer.</p> <p><b>Conclusion</b> Overall, it is considered that the application could be supported from a carbon reduction point of view, but not from a sustainability point of view.</p> <p><b>Planning Conditions</b> To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> <li>- Energy strategy</li> <li>- Overheating</li> <li>- Biodiversity measures</li> <li>- Specification of electric vehicle charging points</li> </ul> <p><b>Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Carbon offset contribution (and associated obligations) of £13,823 (indicative), plus a 10% management fee</li> </ul> <p><b>Carbon Management Response 21/10/2021</b></p> <p><b>Submitted information</b></p> <ul style="list-style-type: none"> <li>• Letter by JAW Sustainability, dated 5<sup>th</sup> October 2021, regarding BREEAM</li> <li>• Revised Energy Strategy Report Version 1.1, prepared by JAW Sustainability (dated 5<sup>th</sup> October 2021)</li> <li>• Revised Overheating Assessment, prepared by JAW Sustainability (dated 5<sup>th</sup> October 2021)</li> <li>• JAW Sustainability comments to Carbon Management comments dated August 2021</li> </ul> <p><b>Energy Strategy</b> Updated information to the Energy Strategy includes:</p> <ul style="list-style-type: none"> <li>• Use of SAP10 carbon factors</li> <li>• Space heating demand: 32.61 to 67.47 kWh/m<sup>2</sup>/year</li> <li>• % improvement FEES: 14.2% to 29.2% improvement</li> </ul>	

Stakeholder	Question/Comment	Response																														
	<ul style="list-style-type: none"> <li>Air source heat pump specification: 11.2kW Mitsubishi ECODAN Ultra Quiet PUZ range unit with a space heating efficiency of 289.5 (to be confirmed in detailed design). Assumed to provide 100% of demand, which means no gas boiler or electric immersion heaters should be installed to complement the heat pumps.</li> </ul> <p><u>Action:</u></p> <ul style="list-style-type: none"> <li>Information regarding the fabric efficiencies, hot water and heating strategy are missing for the commercial unit. No BRUKL reports have been submitted for this either. A minimum reduction of 15% must be achieved under Be Lean for the commercial unit. Please submit the necessary information. The shortfall in reduction emissions for the commercial need to be fed into the carbon offset contribution calculation.</li> <li>Please justify what changes have been made to the energy modelling under SAP to result in changes to the Be Lean reduction (from 14% to 10% reduction) and the Be Green reduction (from 52% to 64%) in emissions. This has resulted in a smaller shortfall for the residential elements.</li> </ul> <p><b>Carbon Offset Contribution</b> The applicant has not outlined the information required in the Energy Assessment Guidance, setting out the reduction in emissions in line with the Energy Hierarchy. It appears that the values have changed for the residential.</p> <table border="1" data-bbox="575 1182 1381 1401"> <thead> <tr> <th></th> <th colspan="2">Residential</th> <th colspan="2">Non-residential</th> </tr> <tr> <th>(SAP10 emission factors)</th> <th>tCO<sub>2</sub></th> <th>%</th> <th>tCO<sub>2</sub></th> <th>%</th> </tr> </thead> <tbody> <tr> <td><b>Baseline emissions</b></td> <td>14.84</td> <td></td> <td colspan="2">Not confirmed</td> </tr> <tr> <td><b>Be Lean savings</b></td> <td>1.54</td> <td>10.4%</td> <td></td> <td></td> </tr> <tr> <td><b>Be Clean savings</b></td> <td>0</td> <td>0%</td> <td></td> <td></td> </tr> <tr> <td><b>Be Green savings</b></td> <td>9.47</td> <td>63.8%</td> <td></td> <td></td> </tr> </tbody> </table>		Residential		Non-residential		(SAP10 emission factors)	tCO <sub>2</sub>	%	tCO <sub>2</sub>	%	<b>Baseline emissions</b>	14.84		Not confirmed		<b>Be Lean savings</b>	1.54	10.4%			<b>Be Clean savings</b>	0	0%			<b>Be Green savings</b>	9.47	63.8%			
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Stakeholder	Question/Comment				Response																							
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<b>Carbon offset contribution (incl. 10% management fee)</b>	£95 x 30 years x (3.83 tCO <sub>2</sub> /year + the non-residential shortfall) x 10% = £12,007.50 + TBC																											
<p><b>Overheating</b>  The revised model has been done in line with the London Weather Centre dataset.</p> <p>Updated results, based on:</p> <ul style="list-style-type: none"> <li>- Natural ventilation, with openable windows and doors (45-90%)</li> <li>- Glazing g-value of 0.44</li> <li>- MVHR with summer bypass</li> </ul> <table border="1" data-bbox="575 834 1377 1360"> <thead> <tr> <th data-bbox="575 834 751 987">(London Weather Centre files)</th> <th data-bbox="762 834 972 987">TM59 – criterion A (&lt;3% hours of overheating)</th> <th data-bbox="982 834 1178 987">TM59 – criterion B (pass &lt;32 hours)</th> <th data-bbox="1188 834 1377 987">% of habitable rooms pass</th> </tr> </thead> <tbody> <tr> <td data-bbox="575 992 751 1052">DSY1 2020s</td> <td data-bbox="762 992 972 1052">36/36</td> <td data-bbox="982 992 1178 1052">22/22</td> <td data-bbox="1188 992 1377 1052">36/36</td> </tr> <tr> <td data-bbox="575 1057 751 1117">DSY2 2020s</td> <td data-bbox="762 1057 972 1117">36/36</td> <td data-bbox="982 1057 1178 1117">0/22</td> <td data-bbox="1188 1057 1377 1117">14/36</td> </tr> <tr> <td data-bbox="575 1122 751 1182">DSY3 2020s</td> <td data-bbox="762 1122 972 1182">36/36</td> <td data-bbox="982 1122 1178 1182">1/22</td> <td data-bbox="1188 1122 1377 1182">15/36</td> </tr> <tr> <td data-bbox="575 1187 751 1247">DSY1 2050s</td> <td data-bbox="762 1187 972 1247">36/36</td> <td data-bbox="982 1187 1178 1247">2/22</td> <td data-bbox="1188 1187 1377 1247">16/36</td> </tr> <tr> <td data-bbox="575 1252 751 1360">Total number of spaces modelled</td> <td colspan="3" data-bbox="762 1252 1377 1360">10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors</td> </tr> </tbody> </table> <p>The applicant discusses that the thermal mass is currently sufficient</p>						(London Weather Centre files)	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B (pass <32 hours)	% of habitable rooms pass	DSY1 2020s	36/36	22/22	36/36	DSY2 2020s	36/36	0/22	14/36	DSY3 2020s	36/36	1/22	15/36	DSY1 2050s	36/36	2/22	16/36	Total number of spaces modelled	10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors	
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Stakeholder	Question/Comment	Response
	<p>to buffer temperatures, although it does not address the excess night-time heat between 10pm to 12am. The applicant has set out what measures could be implemented as part of a future retrofit strategy.</p> <ul style="list-style-type: none"> <li>• Minimising internal heat gains</li> <li>• Leave windows partially open, use MVHR</li> <li>• Purge heat excess by opening windows.</li> </ul> <p>Although the above points are helpful to residents, the model has already made assumptions for opening windows. In addition, we would expect mitigation measures to be of a passive design nature rather than focus on behaviour mitigation.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- The applicant references results improving with internal blinds, however, no evidence has been provided of this. Please submit the retrofit scenarios demonstrating how overheating risk will be reduced with proposed retrofit mitigation measures.</li> </ul> <p><b>Sustainability</b></p> <p>JAW propose the BREEAM is not required for the retail unit due to it being very small and built to shell specifications only. Unfortunately, Policy SP4 requires BREEAM 'Very Good' to be achieved for all new non-residential development, it does not make an exception for smaller units. Alternatively, the Pre-Assessment (Design Stage) could be conditioned instead of submitted as part of the planning application.</p> <p><b>Living roofs/wall</b></p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- The sections to demonstrate the minimum substrate depth for the intensively planted living roof (ground floor) and extensive living roof could not be located. Please submit a roof plan annotating the areas of extensive and intensive living roof spaces.</li> <li>- The Urban Greening Factor calculation refers to living</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>walls but no detail has been submitted to demonstrate the location on plans/elevations. This must be annotated on the plans to be approved (in addition to the location of air source heat pumps).</p> <p><b>Planning conditions</b> Planning conditions will be recommended once the updated information and clarifications have been submitted.</p> <p><b>Conclusion</b> The applicant still needs to address issues relating to the non-residential Energy Strategy, Overheating, BREEAM and living roofs/walls.</p> <p><b>Carbon Management Response 25/11/2021</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy Strategy Report (dated 15 November 2021, v 1.2), prepared by JAW Sustainability</li> <li>• BRUKL Output Document (Be Lean)</li> <li>• BRUKL Output Document (Be Green)</li> <li>• Overheating Assessment (dated 12 November 2021), prepared by JAW Sustainability</li> <li>• Relevant supporting documents.</li> </ul> <p><b>Energy Strategy</b> The applicant has submitted a revised Energy Strategy. Based on the carbon emission reductions on site for the commercial unit, a <b>carbon offset contribution of £16,647</b> is due to meet Policies SI2 and SP4.</p> <p>A site-wide reduction in carbon emissions of 69% can be achieved.</p>	

Stakeholder	Question/Comment						Response
	<i>(SAP10 emission factors)</i>	<b>Residential</b>		<b>Non-residential</b>		<b>Site-wide</b>	
		tCO <sub>2</sub>	%	tCO <sub>2</sub>	%	tCO <sub>2</sub>	%
	<b>Baseline emissions</b>	14.84		2.31		17.15	
	<b>Be Lean savings</b>	1.54	10.4%	0.71	31%	2.25	13%
	<b>Be Clean savings</b>	0	0%	0	0%	0	0%
	<b>Be Green savings</b>	9.47	63.8%	0.12	5%	9.59	56%
	<b>Cumulative savings</b>	11.01	74.2%	0.83	36%	11.84	69%
	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	3.83		1.48		5.31	
	<b>Carbon offset contribution (incl. 10% management fee)</b>	£95 x 30 years x 5.31 tCO <sub>2</sub> /y = £15,133.50 + £1,513.35 = <b>£16,647</b>					
	<p><b>Overheating</b></p> <p>Retrofit options were modelled to demonstrate that improvements could be gained against 2020s DSY2, DSY3 and 2050s DSY1 if these were installed in the future. These included:</p> <ul style="list-style-type: none"> <li>• Glazing g value has been lowered to 0.3</li> <li>• Two panel top hung windows in bedrooms have been changed to full panel 90-degree inward opening windows, to maximise</li> <li>• Blinds with a shading coefficient of 0.4 have been included with the assessment. Blinds have been modelled to start being lowered when global horizontal solar flux reaches 200 W/m<sup>2</sup> and be fully lowered when</li> </ul>						

Stakeholder	Question/Comment				Response
	it reaches 300 W/m <sup>2</sup> .				
<b>(London Weather Centre files)</b>	<b>TM59 – criterion A (&lt;3% hours of overheating)</b>	<b>TM59 – criterion B hours &gt;26°C (pass &lt;32 hours)</b>	<b>% of habitable rooms pass</b>		
DSY1 2020s	36/36	22/22	36/36		
DSY2 2020s retrofit	36/36	4/22	18/36		
DSY3 2020s retrofit	36/36	16/22	30/36		
DSY1 2050s retrofit	36/36	8/22	22/36		
Total number of spaces modelled	10 homes (6 flats, 4 homes) 36 habitable rooms; 22 bedrooms 0 corridors				
The overheating strategy is considered acceptable.					
<b>Conditions</b>					
<u>Energy Strategy</u>					
The development hereby approved shall be constructed in accordance with Energy Strategy Report prepared by JAW Sustainability (dated 15 November 2021, v 1.2) delivering a minimum site-wide improvement on carbon emissions by 69% over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies (min. 13% reduction), air source heat pumps (ASHPs) and minimum 12.5 kWp solar photovoltaic (PV) energy generation.					

Stakeholder	Question/Comment	Response
	<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"> <li>- 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;</li> <li>- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</li> <li>- 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;</li> <li>- A metering strategy.</li> </ul> <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 installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</p> <p>(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>Reason: To ensure the development reduces its impact on climate</p>	



Stakeholder	Question/Comment	Response
	<p>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>  Prior to occupation of the development, the following overheating measures must be installed and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Assessment (dated 12 November 2021), prepared by JAW Sustainability:</p> <ul style="list-style-type: none"> <li>• Natural ventilation, with openable windows and doors (45-90%)</li> <li>• Glazing g-value of 0.44</li> <li>• MVHR with summer bypass</li> </ul> <p>If the design is amended and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</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>BREEAM (or equivalent)</u>  (a) Prior to the commencement of development, a sustainability assessment should be submitted to the planning authority which achieves the highest possible standard have been achieved through measurable outputs to demonstrate how environmental sustainability has been integrated into the development. This may be achieved through a BREEAM Pre-Assessment with a minimum 'Very Good' rating, or similar independently audited assessment where measurable outputs can be demonstrated. This should include a table to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved, and justification for which credits will not be met.</p>	

Stakeholder	Question/Comment	Response
	<p>(b) Upon approval, the measures shall be implemented on site prior to occupation and maintained thereafter for the lifetime of the development. A post-construction certificate shall be submitted to the Council within six months of occupation of the development.</p> <p>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM21.</p> <p><u>Living walls/roof</u></p> <p>(a) Prior to the commencement of development, details of the living roofs (landscaped area above the basement) and living walls must be submitted to and approved in writing by the Local Planning Authority. Living roofs and walls 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"> <li>i) A roof plan identifying where the living roofs will be located and a floor plan identifying where the living walls will be rooted in the ground;</li> <li>ii) A section demonstrating settled substrate levels of no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</li> <li>ii) Plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</li> <li>iii) Plans annotating details of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 1m<sup>2</sup>), rope coils, pebble mounds of water trays;</li> <li>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>native);</p> <p>vi) Management and maintenance plan, including frequency of watering arrangements.</p> <p>(b) Prior to the occupation of the development, 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.</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 and a minimum urban greening factor of 0.4, 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>	

Stakeholder	Question/Comment	Response
	<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><b>Lead Pollution officer</b></p>	<p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m<sup>2</sup> flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works and I will like to comment as follows.</p> <p>Having considered all the supportive information especially the Design and Access Statement with reference 20-4351-500 dated November 2020, Planning Statement dated July 2021, Energy Strategy Report dated 11th November 2020 taken note of section 4 (Conclusion) on the use of PV panels and ASHP, Basement Impact Assessment with reference 2014157-SYM-BIA-Rev. A prepared by Symmetrys Structural/Civil Engineers Ltd, Air Quality Assessment with reference 784-B028143 prepared by tetra tech Ltd dated 23<sup>rd</sup> April 2021 taken note of sections 8 (Mitigation), 9 (Conclusions) and Table 8-1 and 8-2 (Highly/Desirable Mitigation Measures), Soil Investigation Report: Phase I &amp; II Environmental Assessment Report incorporated in the Basement Impact Assessment with reference LNE 2076/01/V2 prepared by BWB Consulting Ltd dated October 2014 taken note of sections 3 (Desk Study), 4 (Preliminary Environmental Risk Assessment), 5 (Phase II Environmental &amp; Geotechnical Assessment), 6 (Ground Conditions Encountered), 7 (Ground Gases), 8 (Contamination Distribution), 9 (Human Health Risk Assessment), 10 (Controlled Waters Risk Assessment), 13 (Environmental Risk Assessment), 15 (Conclusions and Recommendations) and Table 17 (Summary of Significant Pollution Linkages) as well as the Remediation Strategy with reference FGG-</p>	<p>Comments noted. Conditions/informative included</p>

Stakeholder	Question/Comment	Response
	<p>BWBZZ- XX-YE-RP-0005_RS prepared by BWB Consulting Ltd dated December 2020 taken note of sections 2 (Contamination Sources), 4 (Remediation Objectives), 5 (Acceptance Criteria), 6 (Enabling Works Phase Remediation), 7 (Construction Phase Remediation), 9 (Verification Testing and Monitoring), 10 (Reporting) and Table 3.1 (Summary of Significant Pollution Linkages), <b>please be advise that we have no objection to the proposed development but the following planning conditions are recommend should planning permission be granted.</b></p> <p><b>1. Land Contamination</b></p> <p>Before development commences other than for investigative work:  a. A report that provides verification that the required works as detailed in section 15 (Conclusions and Recommendations) of the Soil Investigation Report: Phase I &amp; II Environmental Assessment Report incorporated in the Basement Impact Assessment with reference LNE 2076/01/V2 prepared by BWB Consulting Ltd dated October 2014 and Remediation Strategy with reference FGG-BWB-ZZ-XX-YE-RP-0005_RS prepared by BWB Consulting Ltd dated December 2020 have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><b>2. Unexpected Contamination</b></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>	

Stakeholder	Question/Comment	Response
	<p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p><b>3. NRMM</b></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 has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. 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</p> <p><b>4. Demolition/Construction Environmental Management Plans</b></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 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</p>	

Stakeholder	Question/Comment	Response
	<p>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>xi. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>xii. 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>xiii. Details of plant and machinery to be used during demolition/construction works;</p> <p>xiv. Details of an Unexploded Ordnance Survey;</p> <p>xv. Details of the waste management strategy;</p> <p>xvi. Details of community engagement arrangements;</p> <p>xvii. Details of any acoustic hoarding;</p> <p>xviii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance)</p> <p>xix. Details of external lighting; and</p> <p>xx. Details of any other standard environmental</p>	

Stakeholder	Question/Comment	Response
	<p>management and control measures to be implemented.</p> <p>C) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> <li>i. Monitoring and joint working arrangements, where appropriate;</li> <li>ii. Site access and car parking arrangements;</li> <li>iii. Delivery booking systems;</li> <li>iv. Agreed routes to/from the Plot;</li> <li>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</li> <li>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</li> <li>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</li> </ul> <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"> <li>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</li> <li>ii. Details confirming the Plot has been registered at <a href="http://nrmm.london">http://nrmm.london</a>;</li> <li>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</li> <li>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);</li> <li>v. A Dust Risk Assessment for the works; and</li> <li>vi. Lorry Parking, in joint arrangement where appropriate.</li> </ul> <p>The development shall be carried out in accordance with the</p>	



Stakeholder	Question/Comment	Response
	<p>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>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><b>Informative:</b> Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<b>Building Control</b>	<p>In general the BIA submitted is very detailed and meets your requirements, however a detailed CMP has not been provided, so I would suggest adding a pre-commencement condition requesting a Construction Management Plan</p> <p>I refer to the fire strategy plans attached, and can confirm that the fire safety design appears satisfactory subject to;</p> <ol style="list-style-type: none"> <li>1. The lower ground car park ventilation complying with Approved Documents B and F or an acceptable fire engineered solution.</li> <li>2. Sprinkler’s provision may be required depending on the height of the building and when the application for Building Regulations approval is submitted.</li> <li>3. Fire door provision.</li> </ol>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<p>4. Ventilation details to stairs and lobbies in accordance with Approved Document B/ BS 9991</p> <p>5. Fire alarm and detection in accordance with BS 5839 being provided.</p>	
<b>Private Sector Housing Team</b>	<p>The Private Sector Housing Team has no objection to the development. If any of the properties are let to three or more people from more than one family then they will need to apply for an HMO licence.</p>	<p>Comments noted.</p>
<b>Drainage Officer</b>	<p>Comments dated 20/08/2021</p> <p>The LLFA, has now reviewed planning application HGY/2021/2151 – 109 Fortis Green, full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class 3) comprising of 6 residential flats and 4 mews houses and 131m2, flexible commercial space in the lower ground floor units, basement car parking and other associated works.</p> <p>The site is located in flood zone 1, that has a low risk of flooding, there is limited opportunity for above ground SuDS. The applicant has followed the drainage hierarchy and has selected the most suitable SuDS, for the proposed development, these include an attenuation tank to store 33m3, of surface water before being discharged at a rate of 3.1 l/s, via a pump to the public surface water sewer subject to Thames Water, consent to connect to their network. The proposal also includes green roofs on some of the buildings, there are no details of what type of green roofs that will be used, can clarification be made if the roofs will be a deep planted substrate or a sedum mat system and included in the maintenance schedule.</p> <p>A management maintenance plan has been provided that</p>	<p>Comments noted. Haringey, pro-forma was completed</p>

Stakeholder	Question/Comment	Response
	<p>suggests a nominated company will be responsible for the SuDS, this must be for the lifetime of the development. The pumps are included in the maintenance schedule, the schedule will need to include what measures/backup will be put in place should the pumps fail.</p> <p>We have attached the Haringey, pro-forma, this will need to be completed and returned to us for review.</p> <p><b>Comments dated 22/09/2021</b></p> <p>Thank you for the information. We are content with the maintenance strategy.</p> <p>You may want to ask for an up to date information for your file and record to reflect the current project and the year. i.e. 2021. The maintenance plan has been copied from 2015 file and they have kept the same date. Please see below an extract.</p> <p style="text-align: center;">Fertiliser Use Only slow-release organic low-phosphorous fertilisers will be used in any landscaped areas in order to limit the amount of nutrients that could enter the stormwater system.</p> <p style="text-align: center;">Prepared by: Dimitris Linardatos December 2015 24295</p>	
<p><b>Waste Management Team</b></p>	<p><b>The proposed planning application will require the following:</b></p> <p><b>For the 6x flats:</b>  <b>1x 1100L Refuse</b>  <b>1x 1100L recycling</b>  <b>1x 140L food waste</b>  <b>6x Kitchen Caddies</b></p> <p><b>For the 4 Houses:</b>  <b>4x 240L refuse</b></p>	<p>Comments noted.  Waste Strategy updated to reflect the waste management comments</p>

Stakeholder	Question/Comment	Response
	<p><b>4x 240L recycling</b>  <b>4x 25L food waste</b>  <b>4x Kitchen Caddies</b></p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection for the following reasons.</p> <ul style="list-style-type: none"> <li>• The flats have not allowed for food waste container</li> <li>• It is not clear how far the storage area is from collection point</li> <li>• It is not clear if the gradient is within 1:20 as outlined in this guidance</li> <li>• It is not clear if there will be dropped kerbs or flush for the 1100L bins</li> <li>• Waste vehicles should enter and exit the development in forward motion gears.</li> </ul> <p>It is not clear if there is a turning point within the development.</p>	
<b>EXTERNAL</b>		
<b>Thames Water</b>	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater_services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater_services</a>.</p> <p>As required by Building regulations part H paragraph 2.36, Thames</p>	<p>Comments noted.  Informative included</p>

Stakeholder	Question/Comment	Response
	<p>Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be</p>	

Stakeholder	Question/Comment	Response
	<p>completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="http://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
TFL	<p>Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 – 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards (<a href="https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit">https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</a>).</p> <p>Please contact me if you consider that there are any strategic as opposed to local transport issues raised by this case. If the development is permitted I recommend the developer is reminded of</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>the following:</p> <p>Fortis Green supports bus routes 102, 234, 603 and 653. In the event that implementation of the development requires the temporary re-routeing of bus services or other such arrangements, these must be agreed with TfL before the work.</p>	
<p><b>Designing Out Crime Officer Metropolitan Police Service</b></p>	<p>With reference 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, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations to be taken when determining planning applications. This belief is reinforced through the legislation and policies listed with in appendix 1. Although we have not had opportunity to meet with the project architects or agents to discuss Crime Prevention and Secured by Design (SBD), we are pleased to see the 'Crime Prevention Statement' submitted with this application. The applicant has indicated their intention to complete this development to SBD standards. In light of this, should you agree to grant planning permission, we request the following condition be attached to ensure the development is completed to the intended standard.</p> <p><i>The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter</i></p> <p>The applicant must seek the continual advice of the Metropolitan</p>	<p>Comments noted. Condition/informative included</p>

Stakeholder	Question/Comment	Response
	<p>Police Service Designing out Crime Officers (DOCOs) to achieve accreditation.</p>	
<p><b>Environment Agency</b></p>	<p>We have reviewed the information submitted and have no objections to the proposals.</p> <p>This development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters.</p> <p>However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:</p> <ul style="list-style-type: none"> <li>• Protecting and improving the groundwater that supports existing drinking water supplies</li> <li>• Groundwater within important aquifers for future supply of drinking water or other environmental use.</li> </ul> <p>We recommend that you refer to our published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment.</p> <p>We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 170 of the National Planning Policy Framework. Advice to applicant Model procedures and good</p>	<p>Comments noted. informatives included</p>



Stakeholder	Question/Comment	Response
	<p>practice We recommend that developers should:</p> <p>Advice to applicant Model procedures and good practice We recommend that developers should</p> <ul style="list-style-type: none"> <li>• Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination</li> <li>• Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health</li> <li>• Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed</li> <li>• Refer to the contaminated land pages on gov.uk for more information</li> </ul> <p><u>Waste on site</u>  The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> <li>• excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution</li> <li>• treated materials can be transferred between sites as part of a hub and cluster project</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• some naturally occurring clean material can be transferred directly between sites</li> </ul> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>We recommend that developers should refer to:</p> <ul style="list-style-type: none"> <li>• the position statement on the Definition of Waste: Development Industry Code of Practice</li> <li>• The waste management page on GOV.UK</li> </ul> <p><u>Waste to be taken off-site</u></p> <p>Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:</p> <ul style="list-style-type: none"> <li>• Duty of Care Regulations 1991</li> <li>• Hazardous Waste (England and Wales) Regulations 2005</li> <li>• Environmental Permitting (England and Wales) Regulations 2016</li> <li>• The Waste (England and Wales) Regulations 2011</li> </ul> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer.</p>	

Stakeholder	Question/Comment	Response
	<p>Refer to the hazardous waste pages on GOV.UK for more information</p>	
<p><b>London Fire Brigade</b></p>	<p>Comments dated 04/10/2021</p> <p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London.</p> <p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Commissioner is not satisfied with the proposals for fire fighting access as compliance with part B5 of the Building Regulations is not shown. Please provide provisions for fire fighting access with regards to distance from the nearest fire hydrant to the furthest point of the building</p> <p>Comments dated 11/10/2021</p> <p>From the drawing supplier the fire fighting access would appear to comply</p>	<p>Comments noted</p> <p>Fire strategy and site plan updated to reflect London Fire Brigade comments</p>
<p><b>NEIGHBOURING PROPERTIES</b></p>		
	<p><u>Principle of development</u></p> <p>- Loss of car wash facility</p> <p><u>Housing and infrastructure</u></p> <p>- Lack of affordable housing</p>	<p><u>Principle of development</u></p> <p>There is no policy protection for such a use. The introduction of flexible commercial floorspace would ensure employment space is re-provided and would more appropriate use for this location. The inclusion of an active frontage which follows a similar pattern of development within the area would add vitality and vibrancy to this section of Fortis Green.</p> <p><u>Housing and infrastructure</u></p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- Increased pressure on local infrastructure/services</li>   <li>- Density of development is excessively high</li> <li>- Additional housing supported</li>   <li>- Omitting the basement could assist viability of the scheme</li>   <li>- Cramped living space</li>   <li><u>Design and heritage</u></li> <li>- The building should be limited to the height of the Clissold Pub</li> <li>- Design is not in keeping with Victorian/Edwardian character of the conservation area</li> <li>- Scale of development will dominate the immediate area</li> <li>- The height of the buildings are excessive</li> <li>- Provision should be made for larger front gardens</li> <li>- A well designed scheme</li>   <li>- Landscaping could improve without the car park</li> <li>- The front of the development should have green space</li> </ul>	<p>While it is acknowledged that there would be no on-site affordable housing, the council consider in this instance an off-site contribution would better benefit the borough. This could be more effectively used as part of Haringey's own house building programme. The reasons are set out in paragraph 6.3.4-6.3.6 of the report</p> <p>The scheme proposes a small number of residential units and would provide CIL payment towards local infrastructure.</p> <p>The density of the development has not changed since the previous approvals Comments noted</p> <p>Officer support the basement development in principle</p> <p>The proposed flats meet London Plan Policy standards in terms of design quality.</p> <p><u>Design and heritage</u></p> <p>The alterations to the approved scheme are relatively minor in nature and do not alter the assessment of the previous consent in that the proposal is broadly acceptable with a good design response to a sensitive site</p> <p>Officers consider the changes to the consented scheme are of a very small scale and would not have a further impact on the conservation area.</p> <p>Landscaping in the rear courtyard is considered acceptable</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- The existing building offers little to the conservation area</li>   <li>- The scheme will erode the quality of the conservation area along Fortis Green</li> <li>- The Collins block along Fortis Green should be an example to follow</li>   <li>- The balconies are uninspiring</li>         <p style="text-align: center;"><u>Trees</u></p> <li>- Development should not harm the health of the tree in front of the site on Fortis Green</li>   <p style="text-align: center;"><u>Highways and transportation</u></p> <li>- Insufficient on-site parking</li> <li>- Adverse impact on on-street parking conditions</li> <li>- Adverse impact on traffic and highway safety conditions</li> <li>- Development should be car-free with access to parking in CPZ by residents removed</li> <li>- The road is very narrow exacerbating problems during the construction phase and also at completion</li> </ul>	<p>Noted</p> <p>The proposed scheme is considered acceptable from a conservation perspective, as it would enhance the quality of the area through well-designed new buildings and would respect and reinforce the positive characteristics of the conservation area.</p> <p>The proposed balconies are of a good design. A condition is imposed that requires further details of the balcony to ensure high quality</p>    <p><u>Trees</u></p> <p>The development will not harm the health of the trees</p> <p><u>Highways and transportation</u></p> <p>The Council's Transportation team are satisfied with the parking provisions for the development</p> <p>In terms of trip generation, a development of the scale proposed will not generate a significant number of vehicle trips on the highway and public transport networks.</p> <p>The transportation team has considered highway</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="667 386 764 412"><u>Amenity</u></p> <ul style="list-style-type: none"> <li data-bbox="573 448 1192 474">- Impact on privacy of neighbouring occupants</li> <li data-bbox="573 480 1003 506">- Loss of daylight and sunlight</li> <li data-bbox="573 513 1381 565">- Commercial use should be controlled to avoid noise during anti-social hours</li> </ul> <p data-bbox="667 873 1037 899"><u>Impact from construction works</u></p> <ul style="list-style-type: none"> <li data-bbox="573 935 1381 987">- Noise, odour and air disturbance and safety issues arising from construction works</li> <li data-bbox="621 1091 1352 1117">- Increased flood risk resulting from basement development</li> <li data-bbox="621 1334 1150 1360">- Concerns with the scale of the basement</li> </ul>	<p data-bbox="1409 233 2032 285">and pedestrian safety during demolition, excavation and construction phase</p> <p data-bbox="1409 324 1505 350"><u>Amenity</u></p> <p data-bbox="1409 386 2032 474">Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking</p> <p data-bbox="1409 509 2032 656">There are no daylight/sunlight and overshadowing concerns to neighbouring properties. The only minor adverse effect are onto rooms that receive most of their day or sunlight from other windows that would not be affected by this development.</p> <p data-bbox="1409 691 2032 776">The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site.</p> <p data-bbox="1409 812 1776 837"><u>Impact from construction works</u></p> <p data-bbox="1409 873 2032 1084">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition on any grant of planning permission.</p> <p data-bbox="1409 1120 2032 1295">The basement development is considered acceptable subject to a detailed construction management plan condition prior to the commencement of works on site to ensure there would be no increased flood risk resulting from the development and no impact</p> <p data-bbox="1409 1331 2032 1419">The applicant has submitted a very detailed Basement Impact Assessment which meets the local plan policy requirement. It will be the responsibility of</p>

Stakeholder	Question/Comment	Response
		the structural engineer and the applicant to ensure that the basement construction is sound.

**Appendix 2 Plans and Images**

**Location Plan**







View from Fortis Green Road

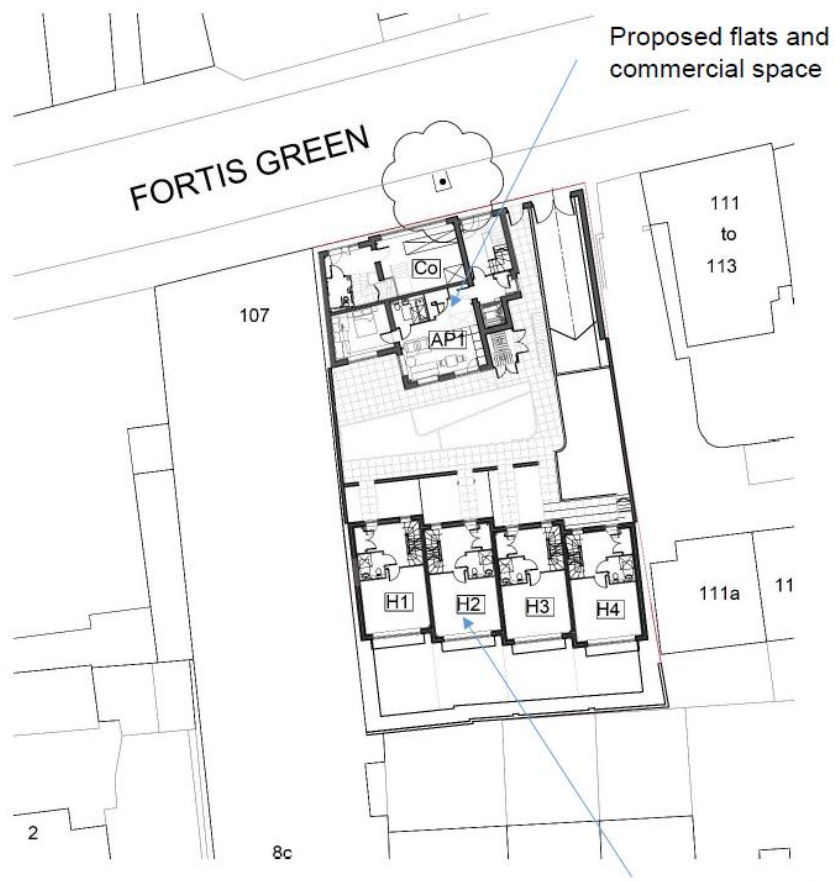


View from Fortis Green Road



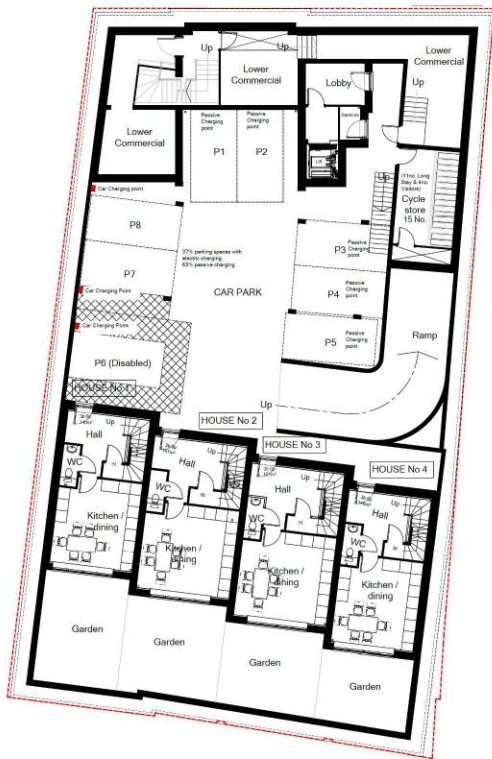
Aerial View looking south



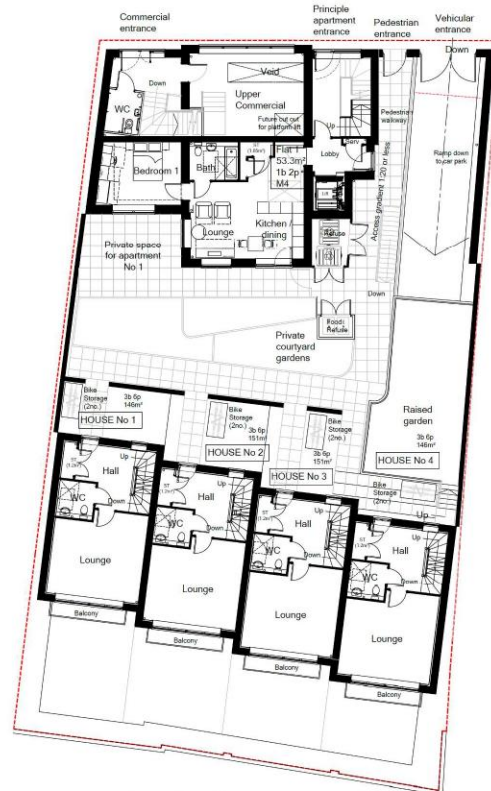


Proposed site plan

Proposed Mews Houses



LOWER GROUND FLOOR PLAN



GROUND FLOOR PLAN

Proposed Floor Plans



Block A - Proposed Front Elevation fronting onto Fortis Green



Block A - Proposed Rear Elevation fronting onto central courtyard

Block A - Visualisations



Block B - Proposed Front Elevation of Mews Houses

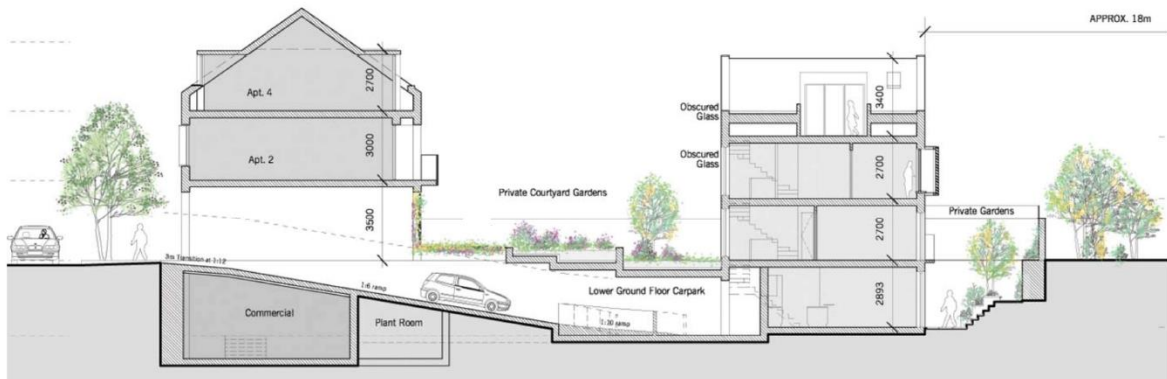


Block B - Proposed Rear Elevation of Mews Houses

Block B - Mews Houses Visualisations

Block A Commercial & Residential

Block B Mews Houses



Proposed site sections

**Appendix 3 Quality Review Panel (QRP) Note**

CONFIDENTIAL



**London Borough of Haringey Quality Review Panel**

Report of Chair's Review Meeting: 109 Fortis Green

Wednesday 15 July 2015

River Park House, 225 High Road, London, N22 8HQ

**Panel**

Selina Mason (chair)

John Lyall

**Attendees**

Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

**Apologies / report copied to**

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
John McRory	London Borough of Haringey

**Confidentiality**

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

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### 1. Project name and site address

109 Fortis Green, London, N2 9HR

### 2. Presenting team

Malcolm Last	Chassay Last Architects
Maciej Gutowski	Chassay Last Architects
Karim Ayoub-Agha	KA Investments and Development Company Ltd
Liz Stephen	Heritage Collective
Rebecca Rogers	DP9 Ltd

### 4. Planning authority's views

Planning officers support the principle of residential led development of this site, but have been discussing a number of issues with the design team. Gym use is proposed for the ground floor accommodation on Fortis Green, whereas planning officers feel B1 or A3 use could be more appropriate. Officers asked the panel to comment on the density of development, particularly in relation to overlooking between the new apartment and mews houses.

### 5. Quality Review Panel's views

#### *Summary*

The Quality Review Panel supports the layout and massing of development proposed for this site, providing apartments on Fortis Green, with commercial use at ground level and mews houses accessed via a shared courtyard. The panel also welcomes the simple, elegantly proportioned design of the Mews Houses, with textured brick providing subtle decoration. The apartments on Fortis Green are intended as a pastiche of nearby Arts and Crafts mansion blocks. The panel think a simpler approach would be more successful. There is also scope to improve the landscape design of the courtyard, and minimise the impact of the car park ramp. More detailed comments are provided below on the site layout, architecture and landscape design.

#### *Site layout*

- Whilst the development proposes relatively dense development of the site, the panel think the layout of the apartment block and mews is successful.
- The main challenge that the tight layout presents is the distance between windows where the mews houses face apartments across a courtyard.
- The distance between facades is slightly less than the minimum overlooking distances recommended by Haringey policy. However, the panel think this can be addressed through detailed design of windows.

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- Where frosted glass is proposed, it should be possible to provide high level clear glass at high level to give views of the sky.

### *Architecture*

- The mews houses promise robust, well-proportioned architecture, drawing inspiration from the character of buildings in the surrounding area, in simplified form.
- The panel would encourage the architects to explore similarly contextual contemporary architecture for the mansion block on Fortis Green, rather than the historic pastiche currently proposed.
- It is more likely that a simplified architecture will be delivered to a high quality on site.
- Entrances to both the flats and mews houses are via a narrow passage leading from a gate on Fortis Green to the courtyard.
- The panel thinks a more generous, thoughtfully detailed entrance from Fortis Green could enhance both the architecture and the arrival experience for residents.
- One option would be to create a generous entrance hall, which celebrates the design of the apartment staircase, and also gives access to the courtyard.
- Careful integration of signage for the commercial unit will also be important to the quality of the development at street level on Fortis Green.

### *Landscape design*

- The landscape design of the courtyard requires further thought, to maximise its quality and value for residents.
- This work should include explorations of ways in which the car park ramp can be screened from view, either by fully enclosing it, or screening it with a pergola.
- It may be that this relatively small space, providing access to 4 mews houses, as well as the apartments, would be most successful as a predominantly hard landscape.
- The panel also think the building line should follow the site boundary to the east, to avoid leaving a slither of planting that no one maintains.

### *Next steps*

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

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