

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/0035

Ward: Tottenham Green

Address: Land at Watts Close, London N15 5DW

Proposal: Demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings. The proposals includes 2. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Tania Skelli

Site Visit Date: N/A

Date received: 12/01/2022

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward and deliver 18 much needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including a new open space.

- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for the provision of two accessible parking bays) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would include solar panels and living roofs.
- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 13/04/2022 or within such extended time as the Head of Development Management or the Assistant Director shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

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

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

Informatives

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

Planning Obligations:

- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence enforcement against itself in respect of breaches of planning conditions and so prior to issuing planning permission measures will be agreed between the Council's housing service and the planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on planning permissions requiring the payment of monies and so the Director of Housing, Regeneration and Planning has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

Head of Terms:

1. Amending TMO for Car Free Development
 - The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.
2. Employment skills provision
 - Provision of employment skills and support payment.
3. Social Rent
4. Car Club membership
5. Residential Travel Plan
6. Employment and skills plan
7. Considerate Contractors
8. Architect retention
9. S278 Highway works

CONTENTS

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

APPENDICES:

Appendix 1	Planning Conditions and Informatives
Appendix 2	Consultation Responses - Internal and External Consultees
Appendix 3	Consultation Responses - Adjoining occupiers/ neighbours
Appendix 4	Plans and Images
Appendix 5	QRP Report

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 This is an application for the redevelopment of the site for residential use with associated landscaping and public realm enhancements. The development comprises 18 dwellings (12 apartments and 6 townhouses) for Council rent as follows:

4 x one-bed/ two-person flats incl. 2 wheelchair homes (22%)

8 x two-bed/ four-person flats (45%)

6 x three-bed/ five-person houses (33%)

3.1.2 The proposal includes the provision of cycle and refuse/recycling storage facilities, and provision of two new accessible car-parking spaces within Watts Close. The proposal also involves associated landscaping and public realm improvements which includes upgrading existing public and open spaces and creating new green, pedestrian and play space throughout the site.

3.1.3 The proposed buildings would be a mix of 2-storey townhouses and taller buildings of 3-storeys in height. The design reflects the surrounding built environment of the site and would be finished in brickwork with dark windows, metal panelling and balcony railings. It incorporates framed balconies on four main front elevations and stonework detailing for headers and cills.

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

3.2 Site and Surroundings

3.2.1 The site is located on Watts Close in the Tottenham Green. It measures 0.27 hectares and comprises 11 bungalows in use as Temporary Accommodation with an associated parking area which is accessed off Seaford Road and a small unused community building accessed from Lomond Close. A publicly accessible footpath runs through the centre of the site linking through to Greenfield Road. A sub-station and area of open space is located on the site's eastern boundary.

3.2.2 A number of trees of varying age and quality are present across the site. The surrounding area is urban and predominantly residential in character comprising a wide range of traditional and contemporary post-war residential development. Generally to the south, on Greenfield and Seaford Road the properties are traditional two-storey Victorian and to the north lie contemporary two and three-storey blocks of flats.



Figure 1: Aerial of existing site

- 3.2.3 The Public Transport Accessibility Level (PTAL) of the site is 4, regarded as 'good' albeit the properties adjacent to the east, south and north (including Greenfield Road and Lomond Close) achieve a PTAL rating of 6a which indicates an 'excellent' accessibility to public transport. Seven Sisters Underground and National Rail Stations are located within walking distance to the east and south of the site and there are several bus-stops nearby on West Green Road and Seven Sisters Road nearby serving regular bus routes.
- 3.2.4 The local area offers a wide range of retail and commercial facilities centred along West Green Road to the north of and Seven Sisters Road to the south of the site, in addition to a good range of community related uses including nurseries, schools, leisure facilities and parks and open spaces. In respect to the latter the nearest is at Brunswick Park Open Space, 0.2 miles/3 min. walk to the east of the site.
- 3.2.5 The site is not subject to any planning designations; however, it lies within Flood Zone 1, a Critical Drainage Area and the Tottenham Area Action Plan (TAAP). There are no protected trees nor local or statutory listed buildings on-site or in the immediate area. The Clyde Circus Conservation Area is located approximately 100m to the north of the site. The site is located within Controlled Parking Zone (CPZ) 7S which is restricted to permit holders only on Monday to Saturday between 8.00am – 6.30pm.

3.3 Relevant Planning and Enforcement history

- 3.3.1 The unusual shape and access to the site can be explained by the site's history with historic maps providing an explanation for the current site configuration. The rows of terraced houses in the two streets immediately adjacent to the site on Seaford and Greenfield roads were originally interrupted by a railway line, which was operational until the early 1960s. Seaford Road, which ran broadly parallel with the railway line, development was interrupted, leaving a wide gap to the west of a track-side land, unsuitable for building identical speculative terraced houses. Housing development on Greenfield Road came to an abrupt end to the east of the same track-side land which during this period, seems to have been used for light industrial buildings.
- 3.3.2 Following the dismantling of the railway, new housing on Lomond Close was developed, following the orientation of West Green Road and facing away from Seaford Road and Greenfield Road. The existing homes on Watts Close were fitted on the site to suit post-war prefab bungalow construction, but with little urban design consideration and poor connection, and integration with the surrounding streets and buildings.
- 3.3.3 There is no other planning or enforcement history relevant for this site.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

- 4.1.1 The scheme has been presented to Haringey's Quality Review Panel on one occasion; the comments are set out in appendix 5 and summarised as follows:
- 4.1.2 The panel considered the proposal has the capacity for some additional height and density, subject to testing. It supported the stepped configuration of the main block but, at a detailed level, it highlighted the scope to improve the entrance and circulation areas, access points, and the liveability of the accommodation, in terms of furniture layout and dual aspects. It welcomed the simplicity of the architectural expression of the main block but encouraged some further articulation in the materiality of the proposals. The panel wanted to see further consideration of the block at Lomond Close to the north of the site, to improve the liveability, quality and proportions of the accommodation, the outlook, and the architectural expression. It welcomed the landscape strategy for the overall development, but highlighted that more detail is required, alongside a less rigid approach. As design work continues, further consideration of the proposal for the landscaped open space at the south of the site, the links to the existing road network, and the generosity of the rear garden spaces was welcomed. A decorative fence was suggested along the substation boundary. The panel felt that the quality of construction and materials specified will be critical to the success of the scheme, and it would support officers securing this through planning conditions.

4.2 Application Consultation

4.2.1 The following were consulted regarding the application:

The following responses were received:

4.2.2 Internal:

- 1) Conservation: *No objection.*
- 2) Carbon Management/ Sustainability: *Support.*
- 3) Carbon Management/ Pollution & Land Contamination: *No objection subject to conditions and informatives.*
- 4) Nature Conservation: *No comment.*
- 5) Trees: *No objection subject to conditions.*
- 6) Building Control: *No objection.*
- 7) Drainage/ Highways: *Comment.*
- 8) Transportation: *Support, subject to conditions and legal agreement.*
- 9) Design: *Support.*
- 10) Waste: *No objection subject to details secured by condition.*
- 11) Social Services/ VSC: *No objection.*

4.2.3 External:

- 12) Thames Water: *Comments with suggested condition and informatives.*
- 13) Environment Agency: *No comment.*
- 14) London Fire Brigade: *No objection.*
- 15) Secure by Design/ Met Police: *No objection.*
- 16) UKPN: *No objection.*
- 17) Fountain Area RA (FARA): *No comment.*

18) Brunel Walk Centre: *No comment.*

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

164 Neighbouring properties
3 site notices were erected close to the site

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

No of individual responses: 6
Support: 0
Objection: 5
Others: 1

5.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 3 and summarised as follows:

Design/Appearance/Character

- Height out of keeping with surroundings
 - Visual intrusion and overbearing
- Mix/ standards of accommodation
- Wheelchair housing should be family sized

Amenity Impacts

- Overlooking from balconies to Seaford and Greenfield Road's properties
- Loss of privacy
- Impact on views

Transport impacts

- Lack of sufficient onsite parking
- Lack of sufficient electric vehicle charging points
- Proposed shared amenity space could be used for parking. Brunswick Park can be used for recreation instead

Other

- How will open space be maintained and not become an eyesore/ dumping ground?

- A renovated community Hall could benefit some local groups' activities

5.6 The following issues raised are not material planning considerations:

- None.

6. MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

Considerations

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

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

6.3 Principle of the development

National Policy

6.3.1 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.

6.3.2 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local

planning authorities should support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.

Regional Policy - The London Plan

- 6.3.3 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.
- 6.3.4 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.
- 6.3.5 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites. Whilst this site is slightly above the above size (0.27ha), the proposal is considered to address the broad aims of the policy by developing underutilised land for housing delivery.
- 6.3.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.3.7 London Plan Policy D3 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 - Haringey Local Plan

- 6.3.8 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.

6.3.9 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.

6.3.9 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.

Principle of additional Housing

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

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

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

6.3.13 The existing site is located in an established and accessible area and comprises 11 bungalows in use as Temporary Accommodation - occupied by 28 residents, a small disused community building and parking area which fall under the Council's ownership. The Applicant and the Council's Move-on Team are liaising closely with all the existing residents to ensure that appropriate alternative accommodation is provided.

Principle of additional Housing

6.3.14 The majority of site is in an area with a PTAL of 4 which is considered 'good' but part of the eastern side of the site sits within a PTAL of 6a which indicates an 'excellent' accessibility to public transport. In particular, the site is located within walking distance of Seven Sisters underground and overground stations, bus stops, shopping facilities and other local amenities including recreational open space. According to London Plan Policy H1 referenced above, this type of brownfield location is a key source of housing capacity.

6.3.15 The site is considered a brownfield site location, close to sustainable transport connections in an established residential area. The existing land is considered

underutilised and has the capacity for additional housing floorspace. The scheme also intends to deliver significant improvements to the environmental quality of the site that will serve to enhance both the setting of the new development and the quality, functionality, safety and attractiveness of the surrounding area for existing and new residents. In addition, these changes will substantially enhance local biodiversity.

6.3.16 The site currently includes 11 homes of outdated design and low quality it provides low quality temporary accommodation for the existing residents. The proposed replacement affordable housing to include 18 homes, will be of the highest standards and result in a significant increase in affordable housing provision in line with policy DM13.

6.3.17 In summary, the site is considered suitable for replacement housing accommodation provisions. The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regards to neighbouring residential amenity and the character and appearance of the surrounding area.

6.3.18 As such, there is strong policy support for the principle of residential development on this site as set out in Policy H1 and H4 of the London Plan. The principle of a replacement and intensified affordable residential development on the site is strongly supported by national, regional, and local policies. The provision of 18 units will make an important contribution towards meeting Haringey's housing target in line with Policies SP1, SP2 and DM10 and an important contribution to the Borough wide target of 40% affordable housing.

Loss of Community Hall

6.3.19 The Community Hall was used by tenants on Lomond Close (as an estate related facility) and has now been disused for over 3 years, due to lack of demand. Its removal has been carefully considered with alternative provision in mind.

6.3.20 DM Policy DM49 seeks to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. Where a development proposal may result in the loss of a facility, evidence will be required to show that the facility is no longer required in its current use, that the loss would not result in a shortfall in a provision of that use; and that the existing facility is not viable in its current use and there is no demand for any other suitable community use on the site.

6.3.21 Lomond Hall is a small community venue, containing kitchen and toilet facilities. It is currently in poor condition, with traces of asbestos. An internal inspection by HfH confirmed that the Hall is no longer fit for purpose and the cost of repair would be prohibitive and the hall is now permanently closed. Since May 2021, the council (HfH) has engaged with residents to provide suitable alternative

accommodation for activities by tenants and Voluntary Community Sector (VCS) groups. For example, Lomond Hall Resident Association could use one of the nine existing community centres within walking and cycling distance of the site.

6.3.22 Specifically, the council intend to make funding available to residents for a period of up to 5 years to use the hall and associated facilities at the West Green Methodist Church on nos. 182-184 West Green Road, approximately 12 minutes' walk away from the site. The funding will enable residents to meet up to four times each year in accordance with Tenants Constitution and will be managed by Homes for Haringey. As such, it is considered that the loss of the community hall facility has been addressed and therefore demolition, and re-allocation of the land to housing is considered to comply with policy.

6.4 Design and impact on the character and appearance of the surrounding area

National Policy

6.4.1 Chapter 12 of the NPPF (2021) states that that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.4.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy - London Plan

6.4.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).

6.4.4 Policy D6 concerns housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy - Haringey Local Plan

6.4.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

Policy SP12 requires new development to conserve the historic significance of Haringey's heritage assets and their settings.

- 6.4.6 Policy DM1 of the 2017 DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.4.7 DPD Policy DM6 concerns building heights. It expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, meeting prescribed design requirements.

Assessment

Site context

- 6.4.8 In accordance with the above policies, the design of any proposal should optimise the potential of the site to deliver high-quality homes having regard to the character and appearance of the surrounding area. The proposals have been informed by a contextual analysis of the area and were considered and developed through pre-application engagement with the Local Planning Authority and the Quality Review Panel.
- 6.4.9 The area comprises of a wide range of property types and styles including two and three-storey post-war Council developments to the north on Lomond Close and more traditional two-storey housing to the south on Seaford Road and Greenfield Road. In order to make the most efficient use of the land a number of layout and massing options were considered and presented at pre-application and QRP stages. The proposed layout seeks to improve the existing environment and urban grain and enhance the use, quality and safety of the area.

Design Assessment

- 6.4.10 The proposed 12 flats are within a three-storey buildings which bookend 4 of the proposed two-storey houses to form a linear block of development orientated west to east across the centre of the site and accessed from Seaford Road and Greenfield Road. The two other proposed houses are designed as a semi-detached pair sitting to the north and rear of the main block accessed from Lomond Close. The proposed homes are at least dual aspect, incorporate storage and include terraces, balconies and/or gardens which comply with the relevant planning policy space standards. A communal amenity space including a children's play area is included across the front of the main block to serve the

dwellings in this part of the development. The front area is designed to be car-free to exclude 2 blue badge parking bays near the edge/ entrance of the site.



Figure 2: Aerial of proposed site and development

Materials and elevational treatment

6.4.11 The architectural treatment and materiality of the proposed development has been considered carefully alongside its form and massing throughout the design process. The buildings will be constructed from high-quality masonry, and this is been crucial to the overall design approach. The proposed apartments and houses adopt a simple, consistent, and complementary style. The architectural approach is completed with the use of carefully proportioned fenestration, stone headers and cills and brick detailing. The apartments incorporate carefully positioned and designed open metal balconies. This arrangement respects the scale of the different building typologies proposed and enhances their character and presence in the townscape. The simple and ordered articulation of the elevations are considered to appropriately complement the form and massing of the buildings.

6.4.12 A red brick has been selected which picks-up on the general materiality within the local area and assists in reinforcing the architectural approach across the development and tying the different buildings together. Additional brickwork detailing, horizontal stonework banding, and appropriately designed and coloured metal panelling and railings will provide contrast and further visual interest to the building facades.

6.4.13 The layout, height, form and massing of the proposed development and its architectural treatment is considered to sit well within its immediate context and in relation to neighbouring property and the wider urban setting.

Quality Review Panel

6.4.14 The proposal has been presented to QRP at pre-application stage. The QRP report is set out in full at Appendix 5. The report summarises the scheme then presented as follows:

- The Quality Review Panel welcomes the opportunity to consider the proposals for Watts Close at an early stage. It supports many of the strategic decisions that have been taken so far in the design process.
- The panel considers that the proposals have the capacity for some additional height and density, subject to testing. It supports the stepped configuration of the main block but, at a detailed level, it highlights the scope to improve the entrance and circulation areas, access points, and the liveability of the accommodation, in terms of furniture layout and dual aspects.
- It welcomes the simplicity of the architectural expression of the main block but would encourage some further articulation in the materiality of the proposals. The panel would like to see further consideration of the block at Lomond Close to the north of the site, to improve the liveability, quality and proportions of the accommodation, the outlook, and the architectural expression.
- It welcomes the landscape strategy for the overall development, but highlights that more detail is required, alongside a less rigid approach. As design work continues, further consideration of the proposals for the landscaped open space at the south of the site, the links to the existing road network, and the generosity of the rear garden spaces would be welcomed.
- The panel feels that the quality of construction and materials specified will be critical to the success of the scheme, and it would support officers securing this through planning conditions.

6.4.15 The initial proposals have been revised following the Quality Review Panel's observations as set out in the table below:

Summary of Quality Review Panel Comments	Officer Response
<i>Massing and development density</i>	

<p>While the panel feels that the massing of the proposals is 'polite' (at two and three storeys) towards neighbouring housing, it thinks that generally, the site appears slightly under-developed. It would encourage the design team to produce sections through the proposals and adjacent buildings, in addition to undertaking daylight / sunlight studies. This work will likely illustrate that an additional storey on the proposed massing would be achievable while still protecting the amenity of existing dwellings nearby.</p> <p>Exploring an asymmetrical composition to the massing could present opportunities and benefits; the western and eastern ends of the primary building have very different contexts.</p>	<p>An early options appraisal looked at the possibility of increasing the height of the blocks of flats and the houses. Following careful assessment, informed by mix and viability considerations, a detailed sunlight/daylight study and comments received during public consultation it is considered that the 2- and 3-storey massing as proposed is appropriate for the site and its surrounding context.</p> <p>The proposed three-storey flatted buildings have been positioned at each end of the development to minimise impact on neighbouring property and to act as 'bookends' facing and addressing the sites two road frontages. The two-storey houses break-up the overall scale of the development and complement the lower rise terraced housing nearby.</p> <p>The density, scale and height of the proposed development is considered in keeping with the nature of the existing property in the locality and safeguards neighbouring residential amenity.</p>
<p><i>Place-making, public realm and landscape design</i></p> <p>Clarification was sought on whether the central shared garden and play space is envisioned as a public alleyway or a shared yard; gated access to this open space would be a concern.</p>	<p>The communal amenity space and walkways across the front of the development have been refined reinforcing the main pedestrian route connecting from Seaford Road to Greenfield Road. While the site remains accessible to the public, there is little reason for the wider community to cross the site as it offers no short-cut. The communal amenity space is set back, well-</p>

There is scope for further refinement of the landscape proposals and the panel would encourage a less rigid and formal approach to the green space at the south of the development. Opportunities for informal play and playable paths should be exploited where possible.

While it welcomed the inclusion of a circular footpath linking the different entrances and routes, the panel suggested a clearer understanding of the potential desire lines across the space to help avoid damage to soft landscaping.

Bringing the stepped central block southwards slightly could improve the relationship with the open space to the front of the building, while increasing the generosity and access to sunlight from the west of the gardens to the north of the block.

The panel notes from the briefing documents

overlooked by the new homes and it was the clear preference of the Housing Department to have some control particularly around the central play space. Access from the two roads remains open but appropriately landscaped while the play space is discreetly fenced behind mature hedging to provide security for children.

The communal amenity space is informally and attractively laid out incorporating substantial hard and soft high-quality landscaping and natural play facilities including paths and lawn.

Landscape proposals were explored and articulated further taking into account desire lines and planting. The intention has been to allow for incidental and informal meeting spaces to supplement the central more formal play area. The hard landscaping within the shared forecourt area and the nature of the interface between the existing pavement and road network were further considered to blend in better with the existing pavements and context.

This was explored and the consensus was that the balance between public space to the south and private gardens to the north is appropriate. Moving the central houses slightly further south would impact on neighbouring property and reduce the shared central open space and the stepped profile that helps to define this communal area.

<p>that the site is in a Critical Drainage Area and would like more information on how the scheme responds to this context.</p>	<p>The scheme incorporates a comprehensive Sustainable Urban Drainage (SUDS) systems including green roofs to improve surface water run-off rates.</p>
<p>Scheme layout</p> <p>Generally, the panel thought that the key strategic decisions were good: the creation of a connection between Seaford Road and Greenfield Road and to the adjacent open space; the reinforcement of a clear 'front' and 'back' to the main body of the development; and the stepping of the building line to create a more generous space in front of the development.</p> <p>The panel welcomed the understanding of the different edge conditions and contexts and felt that the stepping in plan could be successful. It would like to see the benefits of a stepped building line exploited even further to improve the external and internal building layouts.</p> <p>The panel suggested further consideration of the relationship between the new development and the adjacent terrace on Seaford Road to improve the interface.</p> <p>The panel questioned the nature of the access to rear gardens and encouraged the design team to explore access arrangements to avoid replicating alleyways on the existing site.</p>	<p>With a limited number of repeated house types, care has been taken to ensure that all layouts work well. All dwellings are dual aspect. Living rooms are dual aspect in all cases including south facing windows and views from balconies over the central communal garden from all flats. Bedrooms have been deliberately located to quieter rear frontages wherever possible. All bathrooms have windows. Entrance hallways to all flats have windows providing natural light and elevating them from being purely functional spaces. Houses are currently designed with separate living and kitchen/ dining spaces.</p> <p>This relationship has been articulated further with more detailed treatment on windows and bays. The street view from the main entrance off Seaford Road demonstrates a comfortable relationship in terms of scale and materiality.</p> <p>Unlike the existing alleyways on the site, which have public right of access and therefore feel insecure and could encourage antisocial behaviour, the proposed two routes to the rear gardens are secure and only accessible to the six homes in the block which they serve. They perform</p>

The panel encouraged the project team to reconsider the proposals for the Lomond Close block to improve the outlook and quality of accommodation.

The panel would like to see more detailed room layouts across the whole development to ensure that the accommodation is liveable and works well.

other useful additional roles by placing a gap between the boundary and the flat blocks, allowing for secondary windows, providing the required distance to the adjacent substation and reducing the impact on the property at Seaford Road. There is also a direct route through the building from entrance to rear gardens for everyday use, which means that the side access purely provides a route for private access to rear bicycle sheds and occasional servicing and maintenance access.

Different options have been considered by the applicant including a small 2/3-storey block of flats, with principal rooms orientated towards the Lomond Close open space. The applicant's preference was for the inclusion of much-needed family homes to this part of the site. The access arrangement to houses is intended as a simple extension of the existing path and frontage of adjacent houses, which it was felt will significantly improve the current arrangement on the site. Living rooms to the new houses open at ground floor to south-facing patio gardens which will be fenced and therefore screened from the adjacent substation.

Care has been taken to ensure spacious and practical internal layouts that include all required furniture, meet storage and space standards and provide some flexibility. The layout of the homes including furniture is illustrated to meet M4(2) and M4(3) accessibility requirements and represent genuine 'lifetime homes'.

<p>The panel suggested that location of the bin stores should be carefully considered to avoid damage and disruption to the landscape as bins are dragged from the store to the street. Locating the bin stores to the edge of the site may mitigate some of these issues.</p> <p>The panel considered it important for the project team to have a clear understanding of what the ambitions for the adjacent Homes for Haringey site are as the current proposals will set a precedent for what is to come.</p>	<p>Options for the waste collection strategy have been considered carefully. The current proposals meet Council waste management requirements and would compromise the landscape proposals, as the main amenity space is located centrally, away from any servicing. Small, localised refuse stores, ideally in close proximity to block entrances, are the simplest and most workable solutions on smaller developments and are preferred by Secure by Design guidelines. They encourage ownership by the smaller group of residents, are generally better looked after and are less prone to vandalism, dumping and antisocial behaviour. A centralised bin store, as a standalone building, was not considered to sit well in context, or work well in practical terms. It would mean longer distances for drop-off by residents and would be more susceptible to the issues mentioned above.</p> <p>There are currently no plans for the sub-station site to be developed. The proposed arrangement is, however, mindful of possible future development and proposes a simple gable end to the site's eastern boundary with only a secondary window and a reasonable distance to the boundary.</p>
<p><i>Appearance and materiality</i></p> <p>The panel liked the simplicity of the approach to architectural expression, including a simple palette. To ensure the quality of the built scheme, the panel stated they would support planning officers in securing this through planning conditions.</p>	<p>Key elevational details further take into consideration appearance, construction, and energy requirements. A specific brick has been proposed as part of the planning submission. This retains the required flexibility, but also provides a</p>

<p>The panel welcomes the thorough audit of materials within the streetscape that has been undertaken by the project team. It highlights the eclectic nature of Seaford Road and wonders whether the proposals could reference this variety through breaking up the brickwork in some way. In terms of brick colours, the panel notes that a paler toned brick would reflect more light into the garden spaces.</p> <p>The panel suggested further consideration of the key views on approach, particularly the view from Greenfield Road. The corners of the building could also be visually strengthened and articulated.</p> <p>The panel highlighted that balconies can become external storage spaces; and a careful balance between visually 'open' or 'solid' elements of balconies would be encouraged.</p> <p>The panel considered that the Lomond Close houses could be considered as a separate building that takes some visual cues from Lomond Close, rather than replicating the expression of the larger block to the south.</p>	<p>clear benchmark in terms of appearance, quality and cost. A materials condition and condition covering detailed design treatment is attached to the recommendation.</p> <p>A light red brick with some variegation has been selected after an extensive review of the options taking into account the context and material availability. Brick detail has been added including special coursing to parapets and clear expression of divisions between different dwellings.</p> <p>The communal entrances have been located to form a focus at the end of views. We have considered detail around the entrances to further announce and differentiate them. The stepped blocks with balconies mean that corners are articulated in all views.</p> <p>The detail design of balustrades has been considered to address this. Practicality, cost and ongoing maintenance all have a bearing on the approach adopted. More substantial vertical angled members are intended to provide some solidity to balconies when viewed obliquely from below, while maintaining a simple expression externally.</p> <p>The houses on Lomond close share a common materiality and detailing but have minor differences to reflect their context. This is considered appropriate to ensure the overall development adopts a consistent style and is important to allow for the rationalisation of construction and ongoing management.</p>
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<p><i>Inclusive and sustainable design</i></p> <p>The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme, following Haringey Council’s adopted Climate Change Action Plan (March 2021), which identifies a route map to enable the borough to become net zero carbon by 2041.</p> <p>This strategic approach should include information about the design of the roofscape. The panel questioned whether green roofs are shown within the drawings; it would also encourage the exploration of options to include roof gardens within the development that would be accessible to residents.</p>	<p>The proposed development has been designed to be operationally zero-carbon with a specialist energy consultant and Homes for Haringey.</p> <p>Green biodiverse roofs are proposed. Large areas of the roof are also currently identified for PV arrays and other plant, which form an important part of the energy strategy. Access by the residents could be provided, but given the proposed roof plant and large areas of private and shared amenity elsewhere, as well as safety and management issues associated with roof-top amenity, this is not considered an appropriate option in this instance.</p>
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Conclusion

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

6.5 Landscaping, public realm, amenity and associated works

Policy Context

6.5.1 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to “*promote the creation of new areas of publicly-accessible open space*” as well as “*enhance open spaces to provide a wider range of benefits for Londoners*”. London Plan Policy G5 requires major

development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.

- 6.5.2 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m² of play space per child provided which meets several criteria.
- 6.5.3 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor's SPG Providing for Children's and Young People's Play and Informal Recreation.
- 6.5.4 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.5.5 In response, a comprehensive approach to landscaping, amenity spaces and biodiversity is included in this proposal. It includes spaces for natural play and rest, new planting and trees, permeable paving and flood water mitigation, biodiversity measures, an active and safe streetscape with seating and lighting high quality hard landscaping materials and appropriate refuse, waste and cycle storage facilities.
- 6.5.6 The proposal is accompanied by a drainage (SUDS) strategy to address climate change policies. These will include permeable paving, soakaways, planting to reduce surface run-off, address storm water drainage, useable green amenity space to address micro-climate, local habitats and extremes of heat and wet weather.

Trees

- 6.5.7 The majority of the existing trees located centrally on the site will need to be removed to facilitate the development. In total, 16n trees and two tree groups (Category B & C) will need to be removed. These are mainly relatively small trees such as domestic fruit trees, Sumac and Norway Maple that were growing in the gardens of the existing bungalows.
- 6.5.8 It is noted that 3. Category B trees (T18-20) are to be retained, however, these are outside the site boundary. T20 is also outside the site boundary but as the root protection area (RPA) extends into the site, it will require protection measures, which are recommended via condition. An additional single Category B tree (T17; Sycamore), which lies to the north of the site and within the site

boundaries) is to be retained. This tree is also recommended to be protected via condition.

- 6.5.9 The proposal includes 19 new semi-mature trees to be planted in the central amenity space and in the rear gardens to mitigate the removal of existing trees. A combination of tree species is carefully selected, specified and appropriate for their location and future growth, particularly in relation to adjacent buildings. Many of the proposed trees are native, designed to support local wildlife. 27 large feature shrubs are also proposed, including native and pollinator species to support local wildlife and enhance biodiversity.
- 6.5.10 To summarise, an ecological report as well as Arboricultural Report are submitted with this proposal. A number of trees would be removed under this proposal to enable erection of the new buildings. As mentioned, the quality of the open space and trees is of such level that is considered acceptable and justified on the balance of the elements proposed within this development. The proposal includes 19 new trees (a net gain of 3 trees) supplemented with hard and soft landscaping measures to mitigate against this loss and its details together with an appropriate quantity of tree replacement is recommended to be conditioned.

Urban Greening Factor

- 6.5.11 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.
- 6.5.12 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposals deliver an UGF of 0.52, which exceeds the requirement for residential development as set out in London Plan policy G5 and therefore satisfy this requirement.
- 6.5.13 The above landscaping details can be secured by condition to ensure Officers review the next level of detail and with necessary consultation as required in order to secure a high-quality scheme and a long-term, viable implementation. Subject to this, the proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in play space provision which is considered acceptable for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard.

6.6 Housing Mix, Tenure and Quality of Residential Accommodation

Policy Context

- 6.6.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.6.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units of particular sizes.
- 6.6.3 London Plan Policy H4 requires residential proposals on public land to deliver at least 50 per cent affordable housing on each site. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.
- 6.6.4 The Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.
- 6.6.5 DPD Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

Housing Mix

- 6.6.6 The proposal is for 18 units. The dwelling mix is as follows:

- 12 apartments (incl. 2 wheelchair homes); and
- 6 houses.

providing the following accommodation:

- 4 x one-bed two-person apartments incl. 2 wheelchair homes (22%);
- 8 x two-bed four-person apartments (45%); and
- 6 x three-bed five-person houses (33%).

- 6.6.7 The mix has been determined by the site's physical constraints, its location close to public transport facilities and local amenities, local housing need and viability. Application site is irregular in shape and presents a number of differing boundary conditions including neighbouring properties and a sub-station.

- 6.6.8 The form of the proposed development reflects the shape of the site to optimise the space available for a wide range affordable housing types and sizes. The layout of the development is efficiently planned to accommodate 1 and 2-bedroom apartments and 3-bedroom family houses, including wheelchair adapted and accessible homes to meet local housing need. All dwellings are at least dual aspect, meet the required planning policy space requirements and provide useable and high-quality living spaces.
- 6.6.9 This scheme provides a high number of family-sized housing as part of a mix that includes a good range of unit sizes and a varied typology, i.e. small, medium and large flats as well as single-dwelling-houses with the appropriate provision of wheelchair homes (20% of total units). Therefore, the proposal would meet the identified need in the Local Plan and provide a balance across the Council's housing programme. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

Tenure

- 6.6.10 The proposed development provides accommodation for Council rent and forms part of the Council's Housing Delivery Programme which seeks to deliver new affordable housing across the Borough as referred to earlier. The Programme is part funded by the HRA and the GLA and aims to address the Council's housing waiting list through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.6.11 The 18 proposed Council homes are considered to make a valuable contribution to the provision of affordable homes within the Borough. The proposed development of 18 Council rented homes will complement the balance of tenures across the local area and support the need for range of housing types to meet demand.

Quality of accommodation

- 6.6.12 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.

- 6.6.13 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.
- 6.6.14 DPD policy DM12 (Housing design and quality) seeks all new housing to be of high quality, considering the privacy and amenity of neighbouring uses and requires the minimum national space and London Plan standards to be met.

Indoor and outdoor space/accommodation standards

- 6.6.15 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards (balconies and terraces). All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space.
- 6.6.16 The QRP panel has applauded the aspiration of this project and its overall ambitious quality. All units would be at least double aspect. This would ensure good natural light penetration and levels of outlook to help ensure high-quality accommodation. The development is designed to be sustainable with levels of insulation, efficient means of heating and cooling, adequate levels of sunlight/daylight and ventilation.
- 6.6.17 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance. It concludes that all dwellings including external space receive good levels of sunlight/daylight. The proposal would result in a good standard of accommodation for future occupiers in this regard.
- 6.6.18 Side windows within the first floor 2b/4p new units (central block of flats) provide cross-ventilation and a second aspect. However, to prevent overlooking from within the development into bedrooms of the 3b/5p bedrooms of houses in the centre of the development a condition that those windows to be part obscured glazed as appropriate.
- 6.6.19 External cycle parking is located to the rear gardens of each block. Refuse and recycling storage is provided at the ground floor of each block. The houses are provided with their own refuse and cycle storage. Two of the cores serving the larger blocks also provide access to an external amenity and play space to the rear. High quality landscaping with new trees and blue badge parking spaces are provided.

Accessible Housing

6.6.20 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.

6.6.21 All dwellings achieve compliance with Building Regulations M4 (1), (2) and 10% of units achieve M4 (3) compliance. Two accessible car parking spaces are provided for the two wheelchair accessible units (20% of units). The proposal is therefore exceeding policy requirements and acceptable in this regard.

Child Play Space provision

6.6.22 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.

6.6.23 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. It requires 240sqm of play space based on a yield of 24 children with 10sqm provision per child. The amount of play space provided exceeds this requirement, as explained below.

6.6.24 The proposed scheme will provide 310sqm of play space within the central open space and rear communal gardens. This caters to 'door-step' type play space aimed at younger children in overlooked locations close to entrances to new homes.

6.6.25 This will be equipped with informal play elements and incorporate new planting including trees, seating, and lighting. The new areas will provide an opportunity for sociable interaction, overlooked play with additional vegetation and seating. The proposed houses on Lomond Close will not have access to the communal amenity and play space for security reasons but are provided with appropriately sized private gardens.

6.6.26 In addition, the site is less than 200m (1-2 minute walk) of Brunswick Road Open Space, a Neighbourhood Playable Space with a playground and separate ball court and Youth Space, located within a green and attractive public space. The quickest route is via Greenfield Road and the journey can be made without crossing any roads. There is an additional green space immediately north-east of the site, comprising open lawn and tree planting. This is currently only accessible to immediately adjacent properties on Lomond Close and Brunswick Road but

presents an opportunity in the future to provide an informal recreation and play space for the two proposed houses on Lomond Close.

6.6.27 The proximity of an equipped play space and ball court suggests that play provision within the development should target younger children where play provision closer to proposed homes, in an overlooked and safe setting, is acceptable.

Noise - future occupiers

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

6.6.29 The application is accompanied by an Acoustic Report, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. The main noise generator in respect to the site is the UKPN substation to the south and east.

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

6.6.31 In addition, 6. air source heat pumps (ASHPs) are proposed to be installed to the 6. houses. The ASHPs units are proposed outside each of the houses (as opposed to the flats), where internal units are proposed). The acoustic report has found that no adverse effect will be observed from these. However, these would be contained within louvered enclosures primarily for aesthetic reasons, providing additional noise mitigation. This is recommended to be secured via condition.

6.6.32 With regard to the UKPN substation which primarily includes a pair of transformers, the noise levels generated are very low (at around 47 dB (LAeq,16h) during the day and 45 dB (LAeq,8h) at night). The acoustic on-site measurements concludes that that in the vast majority of the instances, there would be no observed adverse effect (on the proposed dwellings). However, for the units nearest to the sub-station there would be a low observed effect in the gardens and inside bedrooms if windows are open.

6.6.33 Erecting an acoustic barrier along the western and northern boundaries of the substation site (where currently there is limited or no such screening will provide a worthwhile noise reduction and is secured by condition. To limit the risk of reflected noise back towards other receptors, the side facing the transformers should be acoustically absorptive.

Housing provision: Summary

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

6.7 Impact on neighbouring amenity

Policy Context

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

6.7.2 DPD policy DM12 (Housing design and quality) seeks all new housing to be of high quality, considering the privacy and amenity of neighbouring uses and requires the minimum national space and London Plan standards to be met.

Outlook, and overlooking/privacy

6.7.3 The buildings' position, distance and scale of the proposed development in relation to neighbouring buildings ensures that the outlook and privacy enjoyed by existing residents will not be adversely affected.

6.7.4 The proposal is supplemented by a daylight and sunlight report which demonstrated that adjoining properties will not be significantly affected by the new buildings. As there are no balconies with direct views into Seaford Road properties and (narrow side/ hallway) windows at first and second floors are at some 12m distance (with diagonal view into the rear elevation of Seaford Road's rear elevation) away, no detrimental impact is foreseen from the new three-storey western block of flat on its adjoining occupiers.

6.7.5 The gable ends of Greenfield Road's end-of-terrace and Seaford Road two end-of terraces, which face the development site, are windowless. Accordingly, the privacy of adjoining occupiers will be maintained and protected in the context of this proposed development.

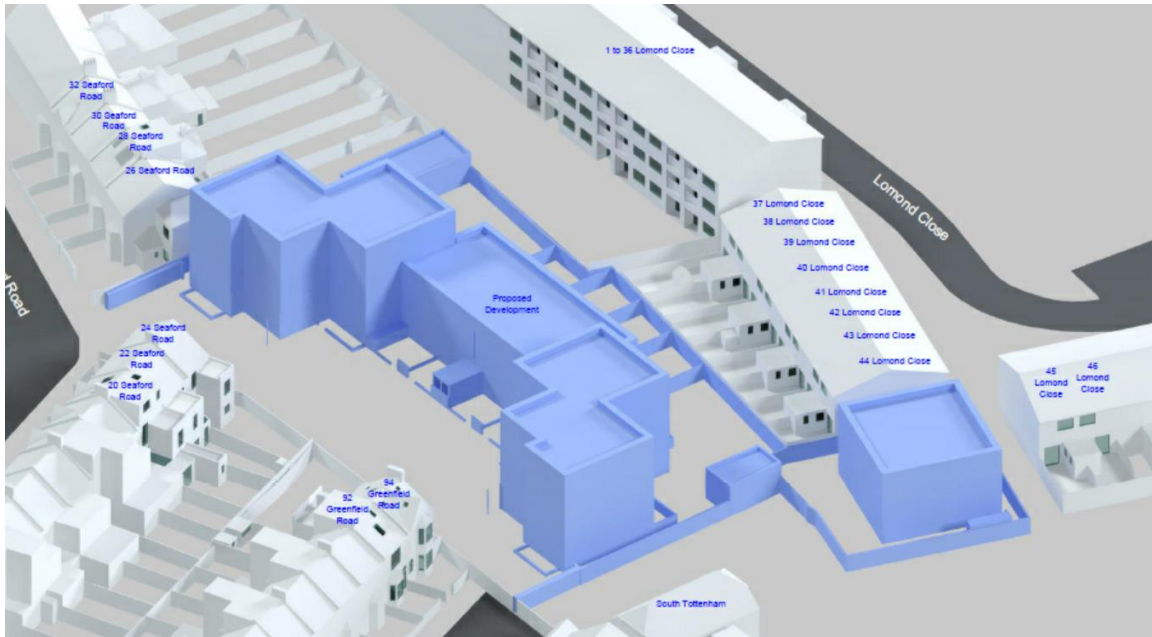
Daylight/sunlight assessment

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

6.7.7 The proposed development has been sited to fit into the surrounding context. The proposed buildings have been sensitively sited and designed to fit into the urban pattern which includes the Victorian terraces and post-war three-storey modern development to the north. The proposed development reflect the height of surrounding development which ensures levels of sunlight/ daylight and privacy received by adjoining occupiers is not detrimentally affected.

6.7.8 The submitted daylight/sunlight report demonstrates that the proposed development will have a low impact on the neighbouring properties. This is primarily because of the development's design with a lower two-section building in its middle section. The majority of windows meet the Building Research Establishment (BRE) guidelines for daylight levels. Some of those which do not pass the BRE guidelines, including some at the rear of nos. 1-36 Lomond Close (ground and first floors only) are already situated underneath overhangs or adjacent to projecting wings which limits the current daylight levels. Those windows are some 20m away from the rear of the proposed main development.

6.7.9 Other windows at the rear of nos. 37-44 Lomond Close are 12m away from the nearest new elevation and are not negatively affected by loss of daylight and sunlight due to the orientation and height of the development.



Figures 4; Nos. 1-36 Lomond Close south elevation at the far top of image, showing overhangs at rear elevation

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

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

Noise

6.7.12 The proposal is not considered to increase noise levels beyond those expected in a residential area and the proposal is not considered to result in harm to neighbouring living conditions in this regard. A condition to attenuate the proposed ASHP units to protect future residents from any noise will be imposed to protect adjoining existing residents too.

Summary

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

6.8 Impact on nearby Conservation areas

- 6.8.1 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area. DPD Policy DM9 states that development should sustain and enhance the significance of heritage assets.
- 6.8.2 The site lies near the Clyde Circus Conservation Area (CA) which located approximately 100m to the north of the site. The proposed development has very limited visibility from the Conservation Area and would therefore not harm its character or appearance. Existing buildings of similar height to that proposed effectively serve to screen the site from the CA.
- 6.8.3 The Council's Conservation Officer has reviewed the proposal and raised no objections over any impact on the significance of the Clyde Circus CA and associated historic buildings.
- 6.8.4 In summary, the proposal would have a very negligible impact on the surrounding heritage assets. In line with paragraph 202 of the NPPF this must be treated as less than substantial harm, when weighed against the public benefits of the proposal, it is considered acceptable and sufficient to satisfy planning policy. The proposal is considered to preserve the character and appearance of the conservation areas.

6.9 Transport, parking, highway safety, waste/recycling and servicing

Policy Context

- 6.9.1 Paragraph 110 of the NPPF (2021) states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.9.2 The Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for car parking spaces that are proposed.

- 6.9.3 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.
- 6.9.4 DM32 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 4-6 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists in the surrounding area, parking is provided for disabled people and the development is proposed to be designated as car-free.

Highway changes

- 6.9.5 The proposed development would remain as an unadopted highway with the sole vehicular access from Seaford Road. Refuse collection will be provided from both ends of the development as shown in figure 6 below.
- 6.9.6 The arrangement will suit the proposed building layout and facilitate deliveries, enable provision of blue badge parking for the accessible units, accommodate refuse/recycling collections and also accommodate cyclists in both directions. Swept path plots have been provided for visiting refuse collection trucks and these indicate a satisfactory arrangement that can accommodate vehicle movements.
- 6.9.7 The proposed development will reduce car movement and will not have a significant impact on the adjoining highway network. Vehicles would not have access to the area of open space in front of the development or through the site to Greenfield Road. As such, the proposal is not considered to lead to unacceptable safety risks for its future users. The hard landscaping scheme to be conditioned is recommended to include the appropriate mitigation to prohibit the access of cars to areas which are not intended to.
- 6.9.8 At present within Watts Close there are 7-10 informal on street parking spaces. The proposals within this application eliminate on-site car parking and include 2 blue badge bays which will have access to an electric charging source. The proposed blue badge bays are designed to be provided adjacent to their residences. This provision meets the London Plan requirements.
- 6.9.9 The proposed improvements to the public realm and access arrangements as well as manoeuvring and turning areas has been assessed by the Transport Team. It is considered to increase highway and pedestrian safety in and around

the site for the benefit of all users. A Fire Appliance will be able to proceed into the site in emergency situations.

Car parking/ free

6.9.10 The site is located with easy access to a range of local amenities, has a PTAL of 4-6 and good pedestrian and cycle links. The site and roads adjoining the site are within the 7S controlled parking zone (CPZ) where regulations apply Monday to Saturday 8am to 6.30pm. Accordingly, the proposal meets the relevant policy criteria for Car-free development.

6.9.11 The application was submitted with a comprehensive transport statement/assessment which includes a trip generation assessment which has shown that the proposed development would have a negligible impact on local roads and public transport services. Due to the loss of informal parking a Parking Survey following the 'Lambeth Methodology' (which is typically used in assessing parking stress/impacts of proposals in the borough) has been carried out.

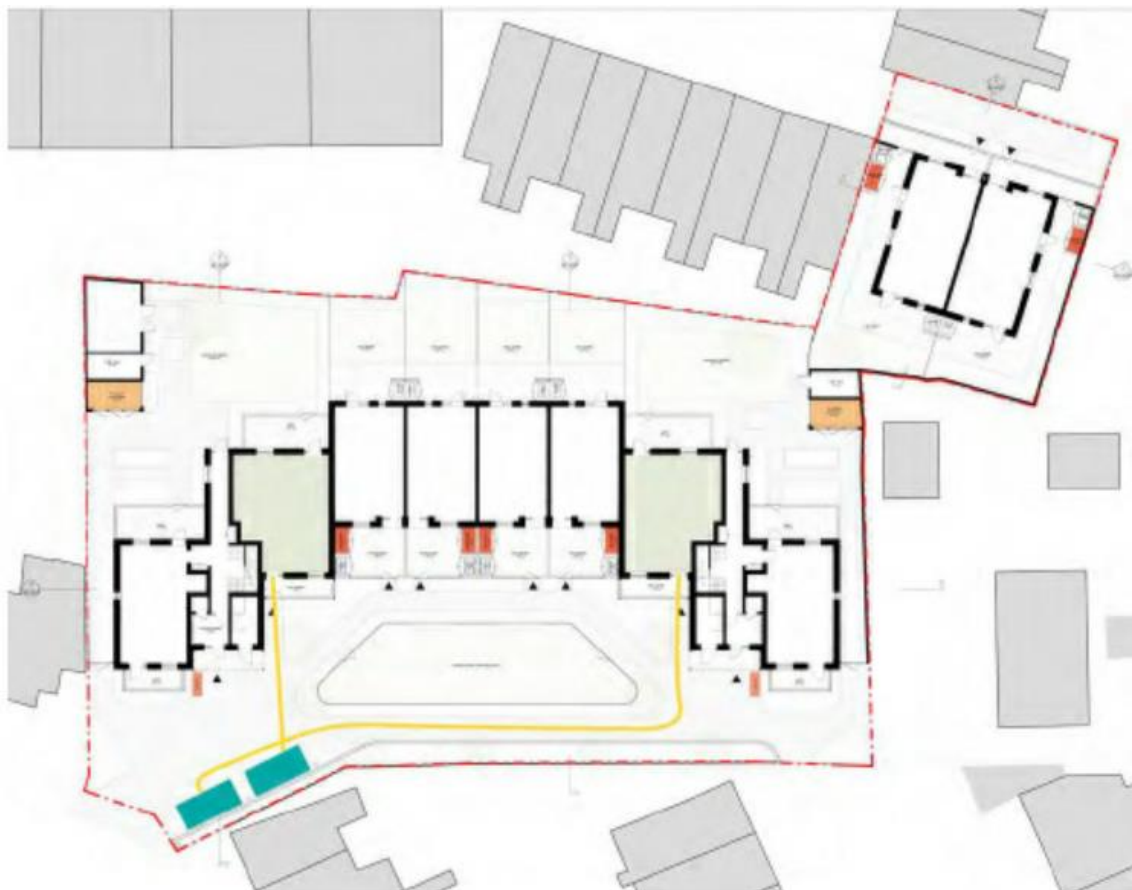


Figure 5: Proposed highway arrangement: pedestrianised zone except vehicular access to front (left side of figure) and two blue badge parking bays

- 6.9.12 As outlined above, planning policy sets out that residential developments in PTAL 4 can be 'car free'. The proposed development will be car-free in that no on-site parking is provided (other than 2 nos. wheelchair bays which are a requirement for the accessible flats), and new residents (within the development) would not be permitted to apply for on-street CPZ parking permits. Subject to this, the proposal would not increase overnight parking stress on CPZ permit-controlled spaces nearby. Therefore, whilst the development is 'car-free' this means that residents with accessibility requirements would be able to apply for the blue badge bays.
- 6.9.13 This development is well located for public transport accessibility, and on assessing local census information for car ownership, the TA predicts a worst case of parking demand for 8 vehicles being generated that would require parking on the public highway (outside of CPZ operational hours). In accordance with the results of the Lambeth method parking stress methodology, an additional 8 vehicles would be able to be comfortably accommodated without creating any adverse impacts for either car length scenario that has been assessed.
- 6.9.14 The Transport Assessment details that 5 delivery and servicing trips will be made to the development per day on average. These will need to park and dwell on either Seaford Road or Greenfield Road. This is considered acceptable. CPZ bays are available for parking/dwelling for up to 20 minutes for service vehicles.
- 6.9.15 Accordingly, the highway and parking arrangement for this development are considered acceptable.

Transport alternatives

- 6.9.16 To supplement this, and encourage sustainable travel choices/options for residents, cycle parking is provided for 24 cycles within two secure communal cycle stores in accordance with the planning policy requirements above. 2. Visitor cycle parking is also provided, in accordance with policy requirements. As mentioned, private cycle parking is provided to each of the townhouses and maisonettes.
- 6.9.17 A Transport Assessment including an Outline Residential Travel Plan has been prepared in support of the application. The Transport Assessment sets out the impacts of the proposed development in respect to the highway and parking implications of the development and mitigating circumstances/measures.
- 6.9.18 Cycle parking arrangements for the proposed development are in accordance with planning policy requirements. All the apartment and houses will provide secure cycle storage including visitor cycle parking.
- 6.9.19 A Travel Plan forms part of the planning submission and residents will be encouraged to travel by more sustainable means having regard to the site's

accessible location. Residents will also be able to take up 'free' car club membership.

6.9.20 The Council's Transportation Officers have reviewed the scheme. They note that the scheme is considered to result in acceptable highway safety, capacity or parking impacts. They are satisfied with the above parking assessment, a car-free development (with exception to the accessible parking spaces), and the cycle parking provision. The cycle parking will be secured by condition to confirm the details.

Waste/ recycling and servicing

6.9.21 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 requires well designed recycling facilities to be integrated into all new developments, and DPD Policy DM4 requires all proposals to make on-site provision for general waste and separate recycling provision. Further guidance of waste and refuse is set out in Haringey's Sustainable Design SPD and its Waste Management Services guidance note.

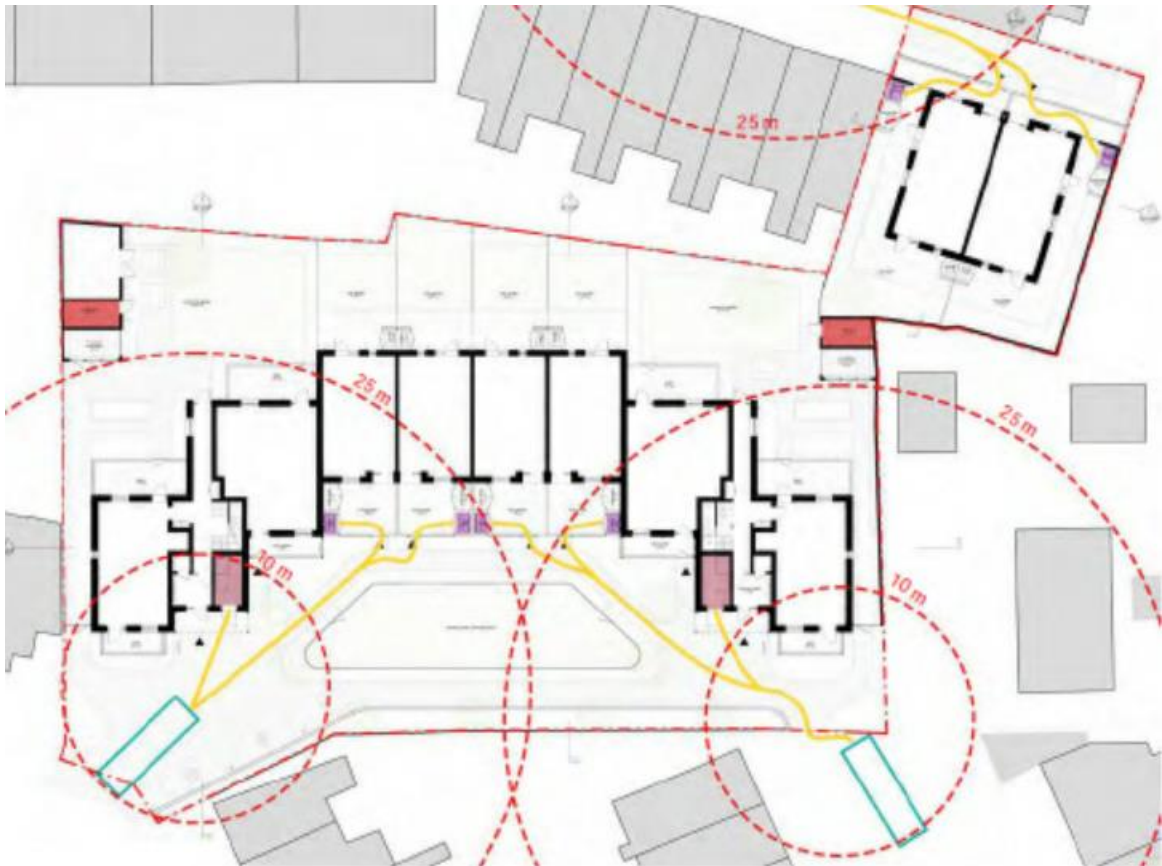


Figure 6: refuse collection points

6.9.22 Refuse collection arrangements are considered satisfactory including refuse/recycling carry and pulling distances and refuse vehicular access (see figure 6 above).

6.9.23 The waste storage arrangements are detailed in the Design and Access Statement and Transport Statement. The building would have integral waste storage (accommodating general waste, food waste, and recycling waste), accessible externally by residents and for collection via a ground floor front door. The proposed houses will have refuse/recycling bin storage incorporated into their frontages.

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

6.10 Sustainability, Energy and Climate Change

Policy Context

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 Plan Policy SI 2 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 development achieves a reduction of 105.6% carbon dioxide emissions on site, which means the development is zero carbon in its regulated operational energy. This is strongly supported. Planning conditions have been drafted below to secure the benefits of this scheme.

- 6.10.5 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing. Air source heat pumps and PV Panels are specified to maximise carbon savings for the site. An Overheating Assessment has been submitted which details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. All rooms are shown to provide a good level of thermal comfort for new residents.
- 6.10.6 The Council's Carbon Management Team has been consulted on the application. In summary, it supports the scheme based and its carbon reductions. It has requested further information which can be dealt with by conditions. No carbon shortfall for the site's regulated carbon emissions remains for this development so there is no requirement for an offsetting contribution.
- 6.10.7 Therefore the proposal represents a zero carbon scheme which significantly exceeds the Local Plan Policy requirements of a 35% reduction and therefore represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard.

6.11 Crime Prevention

Policy Context

- 6.11.1 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.11.2 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated from the pre-application stage where the Metropolitan Police Designing Out Crime Officer and a Constable were consulted and provided advice, commentary on the indicative proposals, and recommendations on what measures to include in the scheme. They indicated that the proposal was capable of SBD accreditation. These measures and approaches have been incorporated into this proposal. The Design and Access Statement provides information on the way the proposed development seeks to enhance security through the design of the building and treatment of the public realm.
- 6.11.3 The scheme improves the pedestrian routes through the site, introduces active residential frontages providing better natural surveillance, incorporates attractive, useable and high-quality useable external spaces and improved lighting and boundary treatments. The Applicant will also be exploring the provision of CCTV with HfH and the Metropolitan Police.

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

6.12 Flood Risk and Drainage

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

6.12.2 A Flood Risk Assessment has been carried out for the site which highlights it as being in Flood Zone 1 (low). It concludes that the risk of flooding is low. It demonstrates that the effect of the proposed development on off-site flood risk is low and that there is a decrease of surface water run-off rates and run-off volume as a result of the development.

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

6.12.4 The Council's drainage Officers have reviewed the scheme and requested further details which can be secured by condition A condition is also attached securing details of the long-term management of the sustainable urban drainage systems in-place to remain in place for the lifetime the development. Subject to this, the proposal satisfies relevant planning policy and is acceptable in this regard.

6.13 Air Quality

6.13.1 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.

6.13.2 Officers have reviewed this assessment and agree that while concerns raised about construction works are noted, these are temporary and can be mitigated

through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or to harm nearby residents, or future occupiers. The proposal is acceptable in this regard.

6.14 Ecology

6.14.1 Consistent with the NPPF, London Plan Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain, while G5 requires major developments to contribute to urban greening.

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

6.14.3 The ecological approach and proposed soft landscape strategy is guided by the baseline ecology survey to ensure that all existing ecological assets are protected and opportunities for enhancement are maximised. Consideration has been given to opportunities for green roofs, rainwater harvesting and the introduction of hibernacula, bird-feeding stations, bat boxes and artificial nest boxes. The proposal is considered to enhance biodiversity and is acceptable in this regard, and this would be secured by condition.

6.14.4 A number of trees would be removed under this proposal to enable erection of the new buildings. As mentioned, the quality of the open space and trees is of such level that is considered acceptable and justified on the balance of the elements proposed within this development. The proposal includes 19 new trees (a net gain of 3 trees) supplemented with hard and soft landscaping measures to mitigate against this loss and its details together with an appropriate quantity of tree replacement which will be conditioned.

6.15 Land Contamination

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

6.15.2 A desk study preliminary risk assessment has been carried out which has identified the risk of contamination as low.

6.15.3 Officers consulted the Council's Environmental Health/ Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions which would initially require a site

investigation to be conducted, to allow a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any remediation requirements if necessary. An asbestos survey is also advised to be undertaken prior to any demolition works, to identify the location and type of asbestos containing materials. Any asbestos containing materials would be required to be removed safely from the site.

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

6.16 Conclusion

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward and deliver 18 much needed affordable homes as per the Council's Local Plan. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new play areas.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for the provision of accessible parking bays) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels

- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

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

7. CIL

Based on the information given on the plans, the Mayoral CIL charge will be £54,849 (908.7sqm x £60.36) and the Haringey CIL charge will be £18,937 (908.7sqm x £20.84). This will be collected by Haringey after/should the scheme is/be commenced and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8. RECOMMENDATIONS

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

Applicant's drawing No.(s):

21095-00-001, 002, 003, 10-001, 002, 003, 004, 20-001, 002, 101, 102, 51-001, 002, 003, 004, 53-101, block plan, TM-495-LA-101, 102, 103.

Supplementary documents:

Air Quality Assessment ref. 444307-01(03) by RSK dated November 2021, Noise Impact Assessment by Anderson Acoustics dated November 2021, Arboricultural Impact Assessment prepared by Anna French Associates project 315 & Survey Data Sheet, Daylight and Sunlight Report (to Neighbouring Properties) Assessment by Right of Light Consulting dated 22/11/21, Daylight and Sunlight Report (within development) Assessment by Right of Light Consulting dated 22/11/21, Design and Access Statement by Newground Architects dated November 2021, Preliminary Ecological Assessment by TEP dated November 2021, Detailed Fire Strategy by Pellings dated 30/1/2021, Flood Risk Assessment & Drainage Strategy by Sweco Rev. 4 dated 17/12/2021, Phase 1 – Land Contamination Assessment by Ecologia dated 26/11/2021, Phase 2 Geo-Environmental Assessment by Ecologica dated 26/11/2021, Planning Statement

by the London Borough of Haringey dated January 2022, Statement of Community Involvement (SCI) by the London Borough of Haringey dated November 2021, Sustainability and Energy Assessment ref. 001058PL/V6 by Pellings and LBH dated December 2021, Topographical Survey, Whole Life Cycle Analysis and Building Circularity by Pellings and LBH, Outline Construction Logistics Plan ref. 82082-B by PRP dated November 2021, Transport Assessment prepared by Icení dated November 2021, Utilities Services Report by Sweco dated 2021 & Appendices, Travel Plan by Icení dated November 2021, Overheating Analysis by Flatt V5 dated 17/12/2021, Bat Emergence/ Re-entry Survey Draft Report by Species dated September 2021, Cover letter by LBH dated 11/1/2022.