

APPENDICES:

Appendix 1

Time Limit

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

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

Approved Plans

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

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, and 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 Icenidated November 2021, Utilities Services Report by Sweco dated 2021 & Appendices, Travel Plan by Icenidated 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.

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

Materials

3. Details of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick

types and a roofing material sample combined with a schedule of the exact product references.

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

Energy

4. The development hereby approved shall be constructed in accordance with the Sustainability and Energy Assessment prepared by Sustain Quality (dated December 2021, v6) delivering a minimum 105% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 56.1 kWp of solar photovoltaic (PV) energy generation.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
- A metering strategy

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

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

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

(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most

energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

Overheating

5. Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the TM59 Overheating Analysis prepared by Flatt (dated 17 December 2021, v5):

- Natural ventilation, with openable areas of 30° (restricted to 10° on the ground floor)
- Glazing g-value of 0.50
- Air tightness of 1m³/hm² @ 50Pa
- Internal blinds in all flats (shading coefficient of 0.6, short-wave radiant fraction of 0.3)
- 565m window shading (window recess + Brise Soleil for south-facing elevations)
- MVHR with summer bypass
- Natural ventilation in corridors (with automated opening vent)
- No active cooling

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

Living roofs

6. (a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
 - i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
 - ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
 - iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;

- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vi) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Biodiversity

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

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

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

Land Contamination

8. Before development commences other than for investigative work:

a. Using the information already submitted on the Phase 1 Land Contamination Assessment with reference EES 20.109.1 V 3 prepared by Ecologia Ltd dated 15th September 2021, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.

b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;

d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

Unexpected Contamination

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

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

Demolition/Construction Environmental Management Plans

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

The following applies to both Parts a and b above:

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

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

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

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

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

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

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

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

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

Drainage

12. The authorised development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority. This shall include drainage calculations and confirmation of rate and point of discharge from the water authority.

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

Drainage 2

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

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

No Telecommunications apparatus

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

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

Secure By Design

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

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

Cycle storage

16. The proposed 26 secure and covered cycle parking facilities as set out on the approved plan shall be provided prior to the occupation of the use hereby permitted and such spaces shall be retained thereafter for this use only.

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

Refuse storage

17. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

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

Hard and soft landscaping

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

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

The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained including a method protection statement.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees (including a minimum of 19nos.) and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

The hard landscaping scheme shall include detailed drawings of:

- e. boundary treatment to sub-station side
- f. mitigation to prevent cars from entering unintended areas

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

next planting season with a similar size and species. Both the soft and hard landscaping scheme, once implemented, shall be retained thereafter.

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

EVCP

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

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

Service and Delivery Plan

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

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

Obscure glazing

21. Details of window treatment and obscure glazing to side windows the first floor 2b/4p units (central block of flats) (at 1.7m from internal ground floor level) shall be submitted to the Council, at the relevant stage, in order to secure the privacy of occupiers within the residential homes and within the surrounding properties. The approved details shall be maintained and retained as approved.

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

Piling/ Thames Water

22. No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

Noise attenuation to ASHP and substation acoustic barrier

23. The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria. The ASHP shall include noise attenuation enclosures and the boundary with the sub-station shall include an acoustic barrier.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Part M4(2)

24. Prior to occupation, the development hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (1), (2) and (3) as indicated on the approved plans and supplementary information. Evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time.

INFORMATIVES

INFORMATIVE: Secure-by-design

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

INFORMATIVE: Asbestos

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

INFORMATIVE: Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £54,849 (908.7sqm x £60.36) and the Haringey CIL charge will be £18,937 (5,620sqm x £20.84). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

INFORMATIVE: Hours of Construction Work

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

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

INFORMATIVE: Street numbering

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

INFORMATIVE: LFB

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

INFORMATIVE: Thames Water 1

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

INFORMATIVE: Thames Water 2

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx.

1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE: Thames Water Piling

With regards to the Piling/ Thames Water condition above; please read Thames Water guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

INFORMATIVE: Building Control

Your attention is drawn to the need to comply with the relevant provisions of Building Regulations, such as Part M and fire safety. Please refer to the following for further advice. <https://www.haringey.gov.uk/planning-and-building-control/building-control>

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<p>INTERNAL: Carbon Management/ Energy & Sustainability</p>	<p>Carbon Management Response 09/02/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Sustainability and Energy Assessment prepared by Sustain Quality (dated December 2021, v6) • TM59 Overheating Analysis prepared by Flatt (dated 17 December 2021, v5) • Whole Life Cycle Analysis and Building Circularity prepared by Sustain Quality (dated December 2021, v3) • Relevant supporting documents. <p>1. Summary</p> <p>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.</p> <p>2. Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 105.6% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 23.7 tonnes of CO₂ from a baseline of 22.4 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 8.19 tCO₂.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Please submit the SAP worksheets as an appendix/addendum to the ES. 	<p>Noted conditions attached.</p>

Stakeholder	Question/Comment	Response																										
	<p>Energy – Lean The applicant has proposed a saving of 4.76 tCO₂ in carbon emissions (18.8%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="541 529 1633 1052"> <tbody> <tr> <td>Floor u-value</td> <td>0.10 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td>0.15 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td>0.12 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.00 W/m²K</td> </tr> <tr> <td>Window u-value</td> <td>0.90 W/m²K</td> </tr> <tr> <td>G-value</td> <td>0.50</td> </tr> <tr> <td>Air permeability rate</td> <td>3 m³/hm² @ 50Pa</td> </tr> <tr> <td>Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)</td> <td>92% efficiency SPF of 0.52-0.55 W/l/s</td> </tr> <tr> <td>Thermal bridging</td> <td>Accredited Construction Details</td> </tr> <tr> <td>Heating system (efficiency / emitter)</td> <td>90% efficient boiler (Be Lean), underfloor</td> </tr> <tr> <td>Lighting</td> <td>Min. 75 lumens/W</td> </tr> <tr> <td>Thermal mass</td> <td>125-225 kJ/m²K</td> </tr> <tr> <td>Space heating requirement</td> <td>37.44 kWh/m²/year</td> </tr> </tbody> </table> <p>The scheme shows a 21% improvement in the fabric energy efficiency (FEE).</p> <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>Energy – Green</p>	Floor u-value	0.10 W/m ² K	External wall u-value	0.15 W/m ² K	Roof u-value	0.12 W/m ² K	Door u-value	1.00 W/m ² K	Window u-value	0.90 W/m ² K	G-value	0.50	Air permeability rate	3 m ³ /hm ² @ 50Pa	Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	92% efficiency SPF of 0.52-0.55 W/l/s	Thermal bridging	Accredited Construction Details	Heating system (efficiency / emitter)	90% efficient boiler (Be Lean), underfloor	Lighting	Min. 75 lumens/W	Thermal mass	125-225 kJ/m ² K	Space heating requirement	37.44 kWh/m ² /year	
Floor u-value	0.10 W/m ² K																											
External wall u-value	0.15 W/m ² K																											
Roof u-value	0.12 W/m ² K																											
Door u-value	1.00 W/m ² K																											
Window u-value	0.90 W/m ² K																											
G-value	0.50																											
Air permeability rate	3 m ³ /hm ² @ 50Pa																											
Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	92% efficiency SPF of 0.52-0.55 W/l/s																											
Thermal bridging	Accredited Construction Details																											
Heating system (efficiency / emitter)	90% efficient boiler (Be Lean), underfloor																											
Lighting	Min. 75 lumens/W																											
Thermal mass	125-225 kJ/m ² K																											
Space heating requirement	37.44 kWh/m ² /year																											

Stakeholder	Question/Comment	Response																								
	<p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 18.5 tCO₂ (82.3%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 56.1 kWp with a total of 56 panels, based on 4.35 kWp installations per house and 2.5 kWp per flat. This is estimated to produce around 46,597 kWh/year of renewable electricity per year, at a 45° angle, facing south.</p> <p>The individual air-to-water ASHP systems (min. SCOP of 4) will provide hot water and heating to the dwellings through underfloor heating for 100% of demand.</p> <p>3. Carbon Offset Contribution</p> <p>No carbon shortfall for the site's regulated carbon emissions remains for this development. An additional 1.26 tCO₂ will be saved per year from unregulated emissions, leaving only 6.93 tCO₂ in operational carbon emissions per year.</p> <table border="1" data-bbox="541 898 1728 1214"> <thead> <tr> <th></th> <th colspan="2">Site-wide</th> </tr> <tr> <th><i>(SAP10 emission factors)</i></th> <th>tCO₂</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>22.43</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>5.23</td> <td>23.32%</td> </tr> <tr> <td>Be Clean savings</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green savings</td> <td>18.46</td> <td>82.3%</td> </tr> <tr> <td>Cumulative savings</td> <td>23.69</td> <td>105.6%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td colspan="2">-1.26 (no offset due)</td> </tr> </tbody> </table> <p>4. Overheating</p> <p>London Plan Policy S14 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p>		Site-wide		<i>(SAP10 emission factors)</i>	tCO ₂	%	Baseline emissions	22.43		Be Lean savings	5.23	23.32%	Be Clean savings	0	0%	Be Green savings	18.46	82.3%	Cumulative savings	23.69	105.6%	Carbon shortfall to offset (tCO₂)	-1.26 (no offset due)		
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Stakeholder	Question/Comment	Response										
	<p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. Results are listed in the table below.</p> <p>All rooms pass the overheating requirements for 2020s DSY1 in the baseline scenario. The report proposes to include two mitigation measures of Brise Soleil and internal blinds to improve mitigation results. The following measures will therefore be delivered:</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas of 30° - Ground floor windows restricted to 10° during the day, closed at night - Glazing g-value of 0.50 - Air tightness of 1m³/hm² @ 50Pa - Internal blinds in all flats (shading coefficient of 0.6, short-wave radiant fraction of 0.3) - 565m window shading (window recess + Brise Soleil for south-facing elevations) - MVHR with summer bypass - Natural ventilation in corridors (with automated opening vent) - No active cooling <p>Proposed future mitigation measures include (based on DSY2 and DSY3 for 2020s modelling):</p> <ul style="list-style-type: none"> - MVHR with summer bypass at 1.5 ach [However, not proposed to take forward] - Peak Lopping cooling system, 1.5kW to be retrofitted onto MVHR units <p>Based on the overheating period when the unit would run, the estimated cooling cost equates to between £20-55 p.a. depending on occupant use and flat size/orientation etc.</p> <p>The table below sets out the baseline + Brise Soleil + internal blinds scenario and the retrofit scenario with MVHR + peak lopping cooling system. Full results are included in the report.</p> <table border="1" data-bbox="541 1235 1745 1399"> <thead> <tr> <th data-bbox="541 1235 957 1399"></th> <th data-bbox="957 1235 1163 1399">TM59 – criterion A (<3% hours of overheating)</th> <th data-bbox="1163 1235 1360 1399">TM59 – criterion B (hours >26°C (pass <32 hours))</th> <th data-bbox="1360 1235 1562 1399">Number of habitable rooms pass</th> <th data-bbox="1562 1235 1745 1399">Number of corridors pass</th> </tr> </thead> <tbody> <tr> <td data-bbox="541 1235 957 1399"></td> <td data-bbox="957 1235 1163 1399"></td> <td data-bbox="1163 1235 1360 1399"></td> <td data-bbox="1360 1235 1562 1399"></td> <td data-bbox="1562 1235 1745 1399"></td> </tr> </tbody> </table>		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B (hours >26°C (pass <32 hours))	Number of habitable rooms pass	Number of corridors pass						
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Stakeholder	Question/Comment						Response		
	Baseline + Brise Soleil + internal blinds	DSY1 2020s	64/64	40/40	64/64	8/8			
		DSY2 2020s		2/40	26/64				
		DSY3 2020s		3/40	19/64				
	Retrofit scenario: MVHR with peak lopping system	DSY1 2020s		64/64	40/40	64/64		Not modelled	
		DSY2 2020s							
		DSY3 2020s							
		DSY1 2050s							
	DSY1 2080s								
	Total number of spaces modelled		18 homes 64 habitable rooms (40 bedrooms) 8 corridors						
	The submitted overheating strategy is considered acceptable.								
<p>5. Overall Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, and CO₂ emissions and landscape design.</p> <p>Sustainability – Living roofs All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs in the development.</p> <p>All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep to ensure most plant species can establish and thrive and can withstand periods of drought.</p> <p>Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p>									

Stakeholder	Question/Comment	Response											
	<p>Sustainability – Biodiversity The development achieves an Urban Greening Factor of 0.50, which complies with the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5.</p> <p>6. Whole Life Carbon Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1" data-bbox="541 565 1738 971"> <thead> <tr> <th data-bbox="541 565 806 662"></th> <th data-bbox="806 565 1094 662">Estimated whole-life carbon emissions</th> <th data-bbox="1094 565 1738 662">Meets benchmark?</th> </tr> </thead> <tbody> <tr> <td data-bbox="541 662 806 732">Modules A1-A3 Product Stage</td> <td data-bbox="806 662 1094 732">615 kgCO₂e/m²</td> <td data-bbox="1094 662 1738 732" rowspan="2">Meets GLA benchmark (750-850 kgCO₂e/m²) Misses GLA aspirational benchmark (450-500 kgCO₂e/m²) and LETI aspirational target (500 kgCO₂e/m²)</td> </tr> <tr> <td data-bbox="541 732 806 834">Modules A4-A5 Construction Stage</td> <td data-bbox="806 732 1094 834">99 kgCO₂e/m²</td> </tr> <tr> <td data-bbox="541 834 806 971">Modules B-C (excl. B6 and B7)</td> <td data-bbox="806 834 1094 971">179 kgCO₂e/m²</td> <td data-bbox="1094 834 1738 971">Meets GLA benchmark (300-400 kgCO₂e/m²) Meets GLA aspirational benchmark (180-240 kgCO₂e/m²) and LETI aspirational target (240 kgCO₂e/m²)</td> </tr> </tbody> </table> <p>The largest proportion of emissions is in the A1-A3 Product Stage, the second largest in the B6b unregulated energy use stage, followed by B4 replacement of materials during the use of the building and A4 transportation of materials.</p> <p>External enclosing walls and floors are responsible for the highest carbon emissions (22%) in terms of material classifications. When looking at resource types, 22% of emissions is attributed to pre-cast elements, 12% to insulation and 10% to flooring; these are the focus areas to reduce embodied emissions.</p> <p>7. Circular Economy Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design</p>		Estimated whole-life carbon emissions	Meets benchmark?	Modules A1-A3 Product Stage	615 kgCO ₂ e/m ²	Meets GLA benchmark (750-850 kgCO ₂ e/m ²) Misses GLA aspirational benchmark (450-500 kgCO ₂ e/m ²) and LETI aspirational target (500 kgCO ₂ e/m ²)	Modules A4-A5 Construction Stage	99 kgCO ₂ e/m ²	Modules B-C (excl. B6 and B7)	179 kgCO ₂ e/m ²	Meets GLA benchmark (300-400 kgCO ₂ e/m ²) Meets GLA aspirational benchmark (180-240 kgCO ₂ e/m ²) and LETI aspirational target (240 kgCO ₂ e/m ²)	
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Stakeholder	Question/Comment	Response
	<p>and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>This application is not required to submit a full statement. No reference has been made to consider and integrate circular economy principles within the proposed development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p>8. Conclusion</p> <p>Overall, it is considered that the application can currently be supported as it meets the London Plan and Local Plan policy requirements.</p> <p>Planning Conditions</p> <p>To be secured:</p> <p><u>Energy strategy</u></p> <p><i>The development hereby approved shall be constructed in accordance with the Sustainability and Energy Assessment prepared by Sustain Quality (dated December 2021, v6) delivering a minimum 105% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 56.1 kWp of solar photovoltaic (PV) energy generation.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> <i>- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> <i>- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;</i> <i>- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); - A metering strategy <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) Within six months of first occupation, evidence that the solar PV and ASHP installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered and submitted information onto the GLA's Be Seen energy monitoring platform.</i></p> <p><i>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u>Overheating</u></p>	

Stakeholder	Question/Comment	Response
	<p><i>Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the TM59 Overheating Analysis prepared by Flatt (dated 17 December 2021, v5):</i></p> <ul style="list-style-type: none"> <i>• Natural ventilation, with openable areas of 30° (restricted to 10° on the ground floor)</i> <i>• Glazing g-value of 0.50</i> <i>• Air tightness of 1m³/hm² @ 50Pa</i> <i>• Internal blinds in all flats (shading coefficient of 0.6, short-wave radiant fraction of 0.3)</i> <i>• 565m window shading (window recess + Brise Soleil for south-facing elevations)</i> <i>• MVHR with summer bypass</i> <i>• Natural ventilation in corridors (with automated opening vent)</i> <i>• No active cooling</i> <p><i>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u>Living roof(s)</u></p> <p><i>(a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ol style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</i> <i>ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</i> 	

Stakeholder	Question/Comment	Response
	<p><i>iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i></p> <p><i>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vi) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u>Biodiversity</u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	
<p>INTERNAL: Trees</p>	<p>An arboricultural tree survey and impact assessment has been supplied by Anna French Associates dated 13/12/2021. The report has been carried out to British Standard 5837: 2012 Trees in relation to design demolition and construction- Recommendations.</p> <p>I concur with the classification categories for the trees with the lesser smaller and ornamental trees being highlighted for removal. These can be replaced. The larger category B trees T17 have been incorporated into the design with trees T18- T20 on the adjacent neighbouring land unaffected.</p> <p>I am not sure if the land where trees T18- T20 is to be used during development for storage? If so we will need an arboricultural method statement (AMS)</p> <p>I hold no initial objections provided the following conditions are adhered to:</p> <ul style="list-style-type: none"> • root protection areas (RPAs) are protected as shown in appendix V drawings D8521.001 and AFA-315-P-001 • landscape, species list, and aftercare plan are provided for loss of category C trees • AMS is provided 	<p>Noted. Conditions added.</p>

Stakeholder	Question/Comment	Response
<p>INTERNAL: Design</p>	<p><i>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 2no. three-storey blocks including 2no. wheelchair user dwellings. The proposals includes 2no. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage.</i></p> <p>This proposal is to replace a cluster of temporary homes, of single storey, on land originally used by or associated with the long removed Palace Gates Railway. The proposals comprise a single terrace of two and three storeys replacing Watts Close, along with a pair of houses on a site accessed from Lomond Close. Watts Close, the southern 80% of the site, connects two older residential streets of Seaford Road and Greenfield Road, both of late 19th century 2 storey terraced houses, although there is a more recent 3 storey block opposite the site entrance on Seaford Road. Lomond Close to the north is part of a 1960s or 70s council housing estate of 2 and 3 storey terraced houses. The vibrant shopping street of West Green Road, part of a designated town centre, is very close to the north, with Seven Sisters Station a similarly short distance to the west, just the other side of Brunswick Road Open Space, a small local park, containing a MUGA, equipped childrens playground and attractive lawns.</p> <p>The larger Watts Close part of the development will form a new terrace connecting Seaford and Greenfield Roads, containing a three storey flatted block at each end and two storey houses between. Their front doors will face a green pedestrian street along the side of the end of the existing terraces and their back gardens, and the back gardens of the proposals back onto the back gardens of Lomond Close. This will create an excellent, robust, legible street layout with a clear boundary between public and private realm, a good community character, safe for children to play in, for the new “street” and good approach to flat and house front doors. The two houses off Lomond Close “fill-in” the corner between two terraces, and are accessed off a short straight path off that street. The existing, poorly over-observed footpath will be closed up, which will be beneficial to this area with currently an excess of permeability, which is not good for anti-social behaviour and residents’ safety.</p>	<p>Support noted.</p>

Stakeholder	Question/Comment	Response
	<p>The architectural approach to both is a simple, brick based architecture, with a brick chosen to closely match the brick to the ground floor “plinths” to the existing Lomond Close houses and sit in roughly the middle of the wide range of existing bricks in neighbouring houses on Seaford and Greenford Roads. Elevational composition is elegant, with three storey bookends forming corners and a sense of enclosure to the Wats Close site, bookending 2 storey houses. Front doors and short defensible-space front gardens open directly off this, along with orderly arrayed, elegantly (predominantly vertically) proportioned windows. All the houses and ground floor flats have private rear gardens, with the two small flatted blocks also sharing a private communal back garden for the six flats in each core, the upper floor flats also having south, street-facing balconies tucked into inside corner for greater privacy.</p> <p>Neighbouring existing dwellings are sufficiently distant and/or angled away from this proposal to not have their privacy, daylight and sunlight affected by these proposals. Overall this development will provide high quality, elegant new council houses whilst improving the legibility and safety of the local street network.</p>	
INTERNAL: LBH VCS	<p>There is no or very little demand from the current residents for the community space due to demographic changes and embracing of digital communication. Funding will be made available for a local residents association to use for meeting space for at least three years and that potential community spaces for this use have been identified in the local area by the Housing Delivery team.</p>	Noted
INTERNAL: WASTE	<p>Sorry for the delay in responding to the waste related elements of this application. I note however from the D&A statement that guidance has been followed and advice received from the waste team regarding this development.</p> <p>The drawing and narrative for section 6.3 on pg. 73 of the D&A statement relating to the refuse and recycling strategy show a well planned containment and collection strategy.</p> <p>The 6 x two storey house at this development will each require 1 x 240l wheeled bin for refuse, 1 x 240l wheeled bin for recycling and a caddy for food waste. Refuse will be collected fortnightly, recycling weekly and food waste also weekly.</p>	Noted. Condition added.

Stakeholder	Question/Comment	Response
	<p>The flats will need 2 x 1100l metal bins for refuse, 2 x 1100l metal bins for mixed dry recycling bins and 2 x 140l wheeled bins for food waste. These need to be split equally between both bin stores. All waste streams will be collected weekly. These bin stores would need to be lockable with resident access only to prevent misuse/ASB. Digi locks or fobs are preferable to keys. These would need to be shared with the council waste team before occupation.</p> <p>Dimensions/specification of the RCV that will collect from this development in operation are attached. Access for this vehicle must be possible and suitable surfaces in place to safely accommodate. Drag distances to the collection vehicle of both the communal bins and the bins for the individual houses are within acceptable limits.</p> <p>The presence of bulky waste stores is positive; however waste/items would need to be moved to accessible locations for a vehicle to collect from either Greenfield Road and/or Seaford Close on the day of the booked collection. It is assumed that residents/caretaking service would carry this out.</p> <p>I hope these comments are helpful.</p> <p>Many thanks,</p> <p>Richard</p> <p>Richard Gilbert Project Manager – Waste and Street Cleansing</p>	
INTERNAL: BUILDING CONTROL	<p>This department has no objection to this application.</p> <p>This type of work will require a Building Regulation application to be made after Planning permission has been granted.</p> <p>You may also contact Haringey Building Control for Free Application advice/meeting to discuss the scheme further in particular B5 - fire brigade Access / vehicle access</p>	Noted. Informative added

Stakeholder	Question/Comment	Response
<p>INTERNAL: CARBON MANAGEMENT TEAM (POLLUTION & Land contamination)</p>	<p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the 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 2no. three-storey blocks including 2no. wheelchair user dwellings with the proposals includes 2no. on-site wheelchair parking bays, amenity and play space, landscaping, cycle and refuse/recycling storage and we will like to comment as follows.</p> <p>Having considered all the supportive information especially the Design and Access Statement dated January 2022, Sustainability and Energy Assessment report reference 001058 – PL version: v6 prepared by Sustain Quality Ltd dated December 2021, Air Quality Assessment report with reference 444307 – 01 (03) prepared by RSK dated November 2021 taken note of sections 3 (Assessment Scope), 4 (Baseline Air Quality Characterisation), 5 (Assessment of Impacts), 6 (Mitigation Measures and Residual Impacts), 7 (Conclusions) with the proposal for the installation ONLY of Air Source Heat Pumps and Photovoltaic Sources for heating and domestic hot water, Phase I Land Contamination Assessment with reference EES 21. 080.1 prepared by Ecologia Environmental Solutions Ltd dated 26th November 2021 taken note of Table 5.4 (Outline Conceptual Site Model & Preliminary Risk Assessment) and section 6 (Conclusions and Recommendations) as well as Phase II Geo – Environmental Assessment with reference EES 21. 080. 2 also prepared by Ecologia Environmental Ltd dated 26th November 2021 taken note of Table 6.2. (Updated Conceptual Site Model & Risk Assessment), sections 5 (Generic Quantitative Risk Assessment (GQRA)), 6 (Conceptual Site Model) and 8 (Conclusions & Recommendations), please be advise that we have no objection to the proposed development but the following planning conditions are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u> Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> a. With the remediation of contamination on the site required as noted in section 8.2. (Findings & Conclusions) of the Phase II Geo – Environmental Assessment reference EES 21. 080. 2 prepared by Ecologia Environmental Ltd dated 26th November 2021; completion of the remediation detailed in the method statement and for any additional investigation where applicable 	<p>Noted. Conditions added.</p>

Stakeholder	Question/Comment	Response
	<p>including that for the site gas within area of Lomond Hall shall be carried out and;</p> <p>b. A report that provides verification that the required works as detailed in the submitted report for condition 1 (a) above has been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u> If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. <u>NRMM</u></p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which</p>	

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

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

Stakeholder	Question/Comment	Response
	<p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p>I hope the above clarify our position on the application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/523593.</p> <p>Yours sincerely</p> <p>Kenny Abere Lead Officer (Pollution) Carbon Management</p>	
<p>INTERNAL: Transportation</p>	<p><u>Development proposal</u></p> <p>This application is for the provision of 18 Council built homes at Watts Close in Seven Sisters. It is proposed to provide the following;</p> <ul style="list-style-type: none"> • 4 No. 1 bed units (including 2 fully accessible/wheelchair units) • 8 No. 2 bed units • 4 No. 3 bed units • 2 No. 4 bed units. <p>2 blue badge parking spaces are proposed off of the highway, and external cycle stores for the flats, with cycle parking for the houses within their curtilage.</p>	<p>Noted. Conditions/s106 added accordingly.</p>

Stakeholder	Question/Comment	Response
	<p>On site at present and what would be demolished to enable this development are 11 bungalows currently used for temporary accommodation.</p> <p><u>Location and access</u></p> <p>The development site is located within Watts Close, which connects to the wider Highway Network at the junction with Seaford Road. The 11 bungalows are along the whole length of Watts Close including the footway connection to Greenfield Road. Watts Close is not Haringey Public Highway, it is owned and maintained/administered by Homes for Haringey.</p> <p>The site has a PTAL of 4, considered 'good' access to public transport services. 2 different bus services are accessible within 5 minutes walk of the site, Seven Sisters Rail/Underground Station is also a 5 minute walk, and South Tottenham Overground Station is an 11 minute walk.</p> <p>It is noted that the site is very close to and surrounded on three sides by an area of PTAL value 6A, considered 'excellent' access to public transport services.</p> <p>Whilst Watts Close is within a Home for Haringey administered/managed street with respect to parking management and control, the site is also within the area covered by the Seven Sisters CPZ, which has operating hours of 0800 – 1830 Monday to Saturday.</p> <p><u>Transportation considerations</u></p>	

Stakeholder	Question/Comment	Response
	<p>A Transportation Statement accompanies this application.</p> <p><u>Access Arrangements</u></p> <p>At present, it is possible for vehicles including refuse and recycling collection trucks to enter and access/park within Watts Close.</p> <p>With this redevelopment proposal there will be a reduction of carriageway within Watts Close, access will be able to be made to (including manoeuvring) the two blue badge spaces, and it is noted that a Fire Appliance will be able to proceed into the site in emergency situations.</p> <p>Refuse and recycling collections will be able to be made by reversing into the access at the Seaford Road end of the development, and for the units at the eastern end, a reversing collection truck will be able to get sufficiently close by reversing up Greenfield Road. It is assumed that this is existing practice for collections from dwellings in Greenfield.</p> <p><u>Car parking and blue badge parking</u></p> <p>The development is proposed essentially as a car free site, apart from two blue badge spaces for allocation to the two fully accessible units.</p> <p>Overall, the development will be appropriate for formal designation as car free/permit free, according with the requirements of Policy DM32, given the PTAL and location within a CPZ. The applicant will need to meet the administrative costs of this (£4000).</p>	

Stakeholder	Question/Comment	Response
	<p>In terms of numerical provision, the two spaces will meet the requirements of the London Plan with respect to blue badge parking.</p> <p>A Parking Stress Survey has been carried out and presented within the TA to accord with the Lambeth Methodology, and included as required have been assessments of stress and capacity considering a 6m car length alongside the normal 5m car length.</p> <p>The survey predicted 83 to 87 spaces available of the 224 within the survey area based on a 5m car length, a parking stress of 61% to 63%. Using the 6m car length assessment, 46 to 50 spaces were predicted as being available out of 187, with corresponding parking stresses in the range of 73% to 75%.</p> <p>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). 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.</p> <p><u>Car club facility</u></p> <p>Provision of a car club facility for these units will however be appropriate in mitigating potential parking impacts and providing an alternative to car ownership, and the applicant should provide this facility for future residents and occupiers. The applicant should obtain</p>	

Stakeholder	Question/Comment	Response
	<p>the written recommendations of a car club operator and provide this facility for the residents/occupiers.</p> <p><u>Cycle parking</u></p> <p>36 cycle parking spaces are proposed in total, 34 long stay and 2 visitor spaces. 24 cycle parking spaces will be provided in two separate cycle storage areas for the eight 2 bedroom and four 1 bedroom flat, to be located within the separate communal gardens to the rear of the main building. The cycle parking will be housed in sheltered and secure storage with access gained via separate side entrance gates with fob key activation.</p> <p>Cycle storage for the six houses will be provided in the front or rear gardens of the four 3-bedroom family houses.</p> <p>Visitor cycle parking is to be located close to the communal entrances to the flat blocks. It appears a single Sheffield stand is located by each entrance. These appear quite close to a property fence/boundary so will need to be located so that cycles can easily be parked.</p> <p>Whilst the numerical provision meets London plan requirements, there are no dimensioned layout drawings provided to detail the centres, spacing and layout of the proposed cycle parking arrangements. These will need to be provided (including the systems intended for use and the installation specifications) to ensure that the design and arrangements meet the requirements of TfL's London Cycle Design Standards.</p>	

Stakeholder	Question/Comment	Response
	<p>These details will be required for review and approval prior to commencement of the works and can be covered by a pre commencement condition.</p> <p><u>Delivery and servicing arrangements</u></p> <p>It is detailed in the TA 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, it is not expected that this will be problematical. CPZ bays are available for parking/dwelling for up to 20 minutes for service vehicles.</p> <p><u>Refuse and recycling collection arrangements</u></p> <p>The bin drag distances appear to meet the requirements of the Waste team within the Council. Refuse and recycling collections will be able to be made by reversing into the access at the Seaford Road end of the development, and for the units at the eastern end, a reversing collection truck will be able to get sufficiently close by reversing up Greenfield Road. It is assumed that this is existing practice for collections from dwellings in Greenfield. Colleagues in the waste team will need to confirm acceptability of the proposed waste and recycling arrangements, however on reviewing the swept path plots it is considered acceptable from the transportation perspective.</p> <p><u>Travel Plan</u></p> <p>A draft framework Travel Plan has been included within the application. Whilst this development is under the suggested threshold for the implementation of one, it will be fine for this to be in place and to encourage the uptake and increase of mode shares for active</p>	

Stakeholder	Question/Comment	Response
	<p>and sustainable travel modes. There are proposed mode share targets to increase these and following occupier surveys these can be adjusted as required.</p> <p><u>Build out of the development</u></p> <p>A draft Construction Logistics Plan has been submitted with the application. This details a 16 month build out. It also details the following;</p> <ul style="list-style-type: none"> • All loading and unloading will take place within the site • All construction vehicles will access the site from Seaford/Watts Close • The foot connections accessing the site would need to be temporarily closed for the works to take place – this may require agreement with Highways with respect to diversion routes, signing and the like. Early consultation with Highways well before work starts will be required. • A slot booking system for timing of deliveries and collections will be utilised. • The draft CLP references vehicles only attending between 0900 – 1630. This period will need to be reduced to between 0930 and 1530 but this can be checked with the Borough’s Network Managers. <p>This draft largely fulfils the requirements of what will need to be seen with respect to the build out stage, however a final draft will be required for review prior to commencement of the works. This will need to refine the timing of when vehicles arrive and depart, and it is also strongly suggested that the applicant engage with the Borough’s Network Management</p>	

Stakeholder	Question/Comment	Response
	<p>Officers to go through these proposals and ensure acceptability of them from the Highway Authority and Network Management perspective.</p> <p><u>Summary</u></p> <p>This application is for the provision of 18 Council built homes at Watts Close, to replace the 11 temporary accommodation bungalows on site at present. It is proposed as a car free/permit free development apart from meeting the London Plan requirements for the provision of off street blue badge parking for the fully accessible units. Car parking demands arising should not be problematical with respect to local parking conditions and the applicant should provide a car club facility to reduce potential demands and provide an alternative to private car ownership.</p> <p>Cycle parking will be provided to meet the numerical requirements of the London Plan, however full details will need to be submitted and can be covered by condition. Delivery and servicing trips will be low in number and will be able to be accommodated within CPZ bays on street. The arrangements for refuse and recycling collections appear to be satisfactory however the Waste Team will need to confirm their view.</p> <p>A draft CLP is included in the application, and this appears sound subject to minor amendments and the applicant engaging with Network Managers at the Council with regards their proposals for the build out.</p> <p>Summarising, Transportation are supportive of this application subject to the following;</p>	

Stakeholder	Question/Comment	Response
	<p><u>Conditions</u> Cycle parking details Construction logistics Plan Travel plan</p> <p><u>S106 (or equivalent)</u> Permit free/car free formal designation Car club facility for the development</p>	
<p>INTERNAL: Drainage/ highways and Flooding</p>	<p>Having reviewed the applicant' submitted "Flood Risk Assessment and Drainage Strategy" reference 65202627-SWE-ZZ-XX-RP-0001(Rev 4) dated 17th December 2021 prepared by Sweco, please see below some of our observations:</p> <ol style="list-style-type: none"> 1) It has been noted that applicant has supplied WinDES Quick Storage Estimate for this application. However for any Full planning application we would not consider WinDES Quick Storage Estimate as an appropriate level of assessment for attenuation volumes. Therefore we will require a full supporting calculations that include proposed attenuation systems within the proposed drainage network. 2) As a part of Full application, we would like to see a full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change. 3) We also understood that the drawings reference number Drg 65202627-SWE-ZZ-XXX-DR-C-0110 shows attenuation tanks in seven different places around the building without any dimensions. Only one tank has been shown with the dimension. Can you please provide the correct details as a part of full application. 	<p>Noted. Condition added.</p>

Stakeholder	Question/Comment	Response
	<p>4) Thames Water Asset location search has been provided. However, we will require to see a confirmation of the allowable rate and point of discharge from the relevant water authority. Please note that the rate and point of discharge set by the water company may have implications on the overall drainage scheme for the site.</p> <p>5) The surface Water Drainage Strategy within the report suggests a contributing area of 0.135 Ha, however the WinDES quick storage estimate has been calculated using 0.127 Ha. Please clarify and amend accordingly including storage requirements.</p> <p>In view of above we may have further comments to make on receipt of revised submission from the applicant.</p>	
<p>INTERNAL: PUBLIC HEALTH</p>	<p><u>Community engagement</u></p> <p>Community Hall – Surrounding local community are likely to be impacted by the loss of a close community hall. From the Design and Access Statement and the Statement of Community Involvement it is clear residents are worried about the loss of the existing community hall and feel they have not been consulted appropriately on this. Although addressing this question with this response: “the proposed development will facilitate and fund the use of alternative community space in the local area for residents” it would be good to see more detail.</p> <p><u>General comments</u></p> <p>It is positive to see a number of communal gardens and private amenity spaces currently planned in the development, particularly homes with front and rear gardens with further access to green spaces.</p> <p>It is important for the entrance signage to be inclusive and easily readable for all walks of life, as well as attractive.</p> <p>The Ecology and Biodiversity Strategy shows that all species have been considered – fantastic to see the inclusion of gaps under fences for easy movements for hedgehogs.</p>	<p>Noted.</p>
<p>INTERNAL: CONSERVATION</p>		<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>The proposed development will be barely visible from the nearby Clyde Circus Conservation Area which is located to the north of Watts Close.</p> <p>The proposed buildings will match the prevailing proportions and height of those two-to-three storey buildings that characterise the immediate surrounding of the conservation area to the south.</p> <p>The new buildings will blend in with their immediate context and will be largely screened by the existing buildings fronting Lomond Close in southward views taken from within the Conservation Area . Such a context- sensitive and unobtrusive new scheme will have a neutral impact on the character and appearance of the conservation area and we offer no objection to this development proposal from conservation grounds.</p>	
EXTERNAL:		
EXTERNAL: Environment Agency	No Comment.	
EXTERNAL: UKPN	No Comment.	
EXTERNAL: Met Police/ Secure by Design	<p><u>Section 1 - Introduction:</u></p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects and agent to discuss Crime Prevention and Secured Design at both feasibility and pre-application stage and have discussed our concerns around</p>	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<p>design and layout of the development. The Architects have made mention in the Design Access Statement referencing design out crime or crime prevention and have stated that they be working in close collaboration with DOCOs to ensure that the development is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offence.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching suitably worded conditions and an informative. The comments made can be easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout design and build process. This can be achieved by the below Secured by Design conditions be applied (Section 2). If the Conditions are applied, we request the completion of the relevant S application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given adhered to.</p> <p><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><u>Conditions:</u></p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Informative:</u></p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p>	
<p>EXTERNAL: Thames Water</p>	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole</p>	<p>Noted. Informative/s and condition added.</p>

Stakeholder	Question/Comment	Response
	<p>installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other</p>	

Stakeholder	Question/Comment	Response
	<p>structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Water Comments On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>	

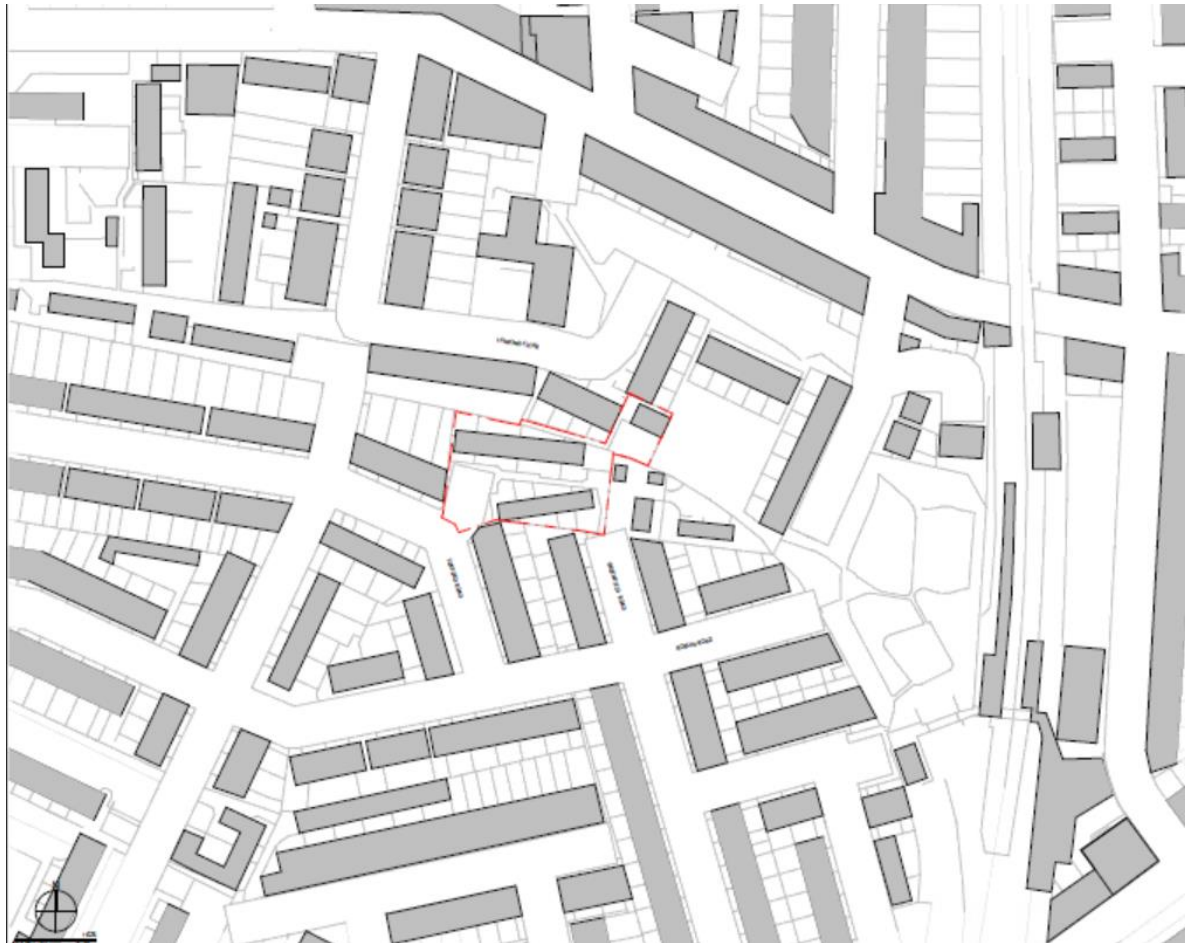
Stakeholder	Question/Comment	Response
EXTERNAL: UKPN:	<p>Thank you for your email</p> <p>Could you please let me know if this development will affect our substation or 24/7 access to</p> <p>If not, my company has no objections</p> <hr/> <p>In this case I can confirm my company has no objections to this planning application</p>	Noted. Substation or access not affected.
EXTERNAL: Fountain Area RA (FARA):	No comment.	
EXTERNAL: London Fire Brigade	The fire fighting access and provision for this premises would be considered acceptable subject to compliance with the fire strategy document	Noted.
EXTERNAL: Brunel Walk Centre:	No comment.	
EXTERNAL: Haringey Federation of RA	No comment.	
<u>APPENDIX 3:</u> <u>REPRESENTATIONS</u> <u>BY Adjoining</u> <u>occupiers/ neighbours</u>		
22 Seaford Road	<p>- excellent proposal overall</p> <p>Concern over:</p> <ul style="list-style-type: none"> - overlooking from balconies including gardens of 20-24 Seaford Road and 94-90 Greenfield Road - noise pollution from balconies - lack of onsite parking 	<p>Noted.</p> <p>Impact on neighbours and parking are</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Lack of electric vehicle charging points 	addressed in the report.
30 Seaford Road	<ul style="list-style-type: none"> - support for additional affordable housing <ul style="list-style-type: none"> - Lack of parking, including for the disabled - Lack of access and parking for deliveries - Three-storey development is out of keeping with surroundings - Loss of privacy to seaford Road properties - outdoor communal space could be used for parking. There is sufficient play space at Brunswick Park <ul style="list-style-type: none"> - Concern over the communal area becoming untidy and a dumping ground - - wheelchair homes should be provided with more bedrooms renovated community hall would be of great benefit to the community, to accommodate for community groups 	Objection noted and addressed in report.
33 Lomond Close	<ul style="list-style-type: none"> -Loss of light and overshadowing - Loss of privacy and increase in overlooking -Visual intrusion and overbearing -Effect on views 	Objection.
41 Lomond Close	<ul style="list-style-type: none"> - Consultation letters received late into the consultation period - A notice was affixed to the hall notifying of its impending demolition - A notice notifying of car park suspension was received - A vehicle, which cause obstruction, parked outside prpirety, were seen to be involved in asbestos removal in the hall - No notification was received regarding the removal of asbestos. This work should stop immediately. 	<p>Noted.</p> <p>Letters to adjoining occupiers (re ref. HGY/2020/0035) were sent out on 13/1/2022.</p> <p>Comments from the public are received and considered up to committee date.</p>

Stakeholder	Question/Comment	Response
84 Greenfield Road	<ul style="list-style-type: none"> - lack of parking - concern over future antisocial behaviour - lack of EV charging points - disturbance during construction period- Greenfield Road needs regeneration 	Noted. Address in report and via conditions and informatives.

Appendix 4 Plans and Images

Location Plan



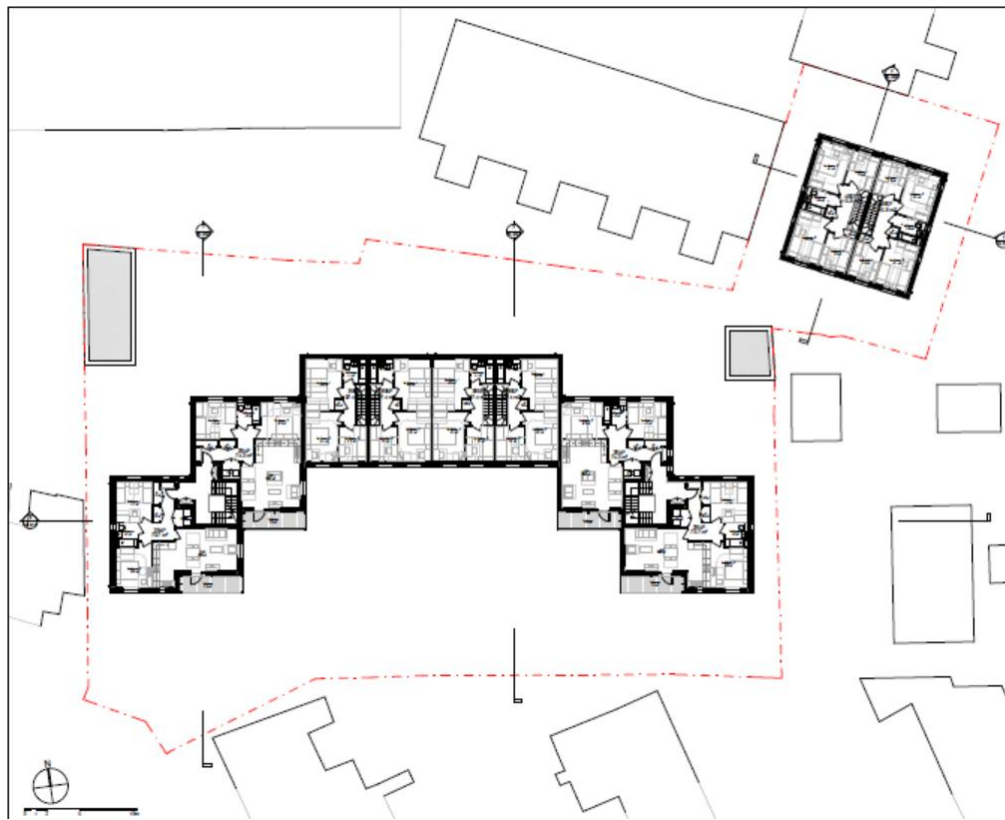
Proposed Location plan



Proposed site plan



Proposed ground floor plan



Proposed first floor



Proposed second floor



Proposed south front elevation - Watts Close



Proposed elevations – main frontage



Proposed east side elevation - Watts Close



Proposed north front elevation - Lomond Close

Proposed elevations – east side elevation (Watts Close) and new houses Lomond Close





1 North Elevation -Lomond Close



2 South Elevation -Lomond Close



3 East Elevation -Lomond Close



4 West Elevation -Lomond Close



Proposed elevations – houses on Lomond Close



CGI entry to site from Seaford Road



CGI as from further back



CGI on Watts Close frontage viewed from Greenfield Road



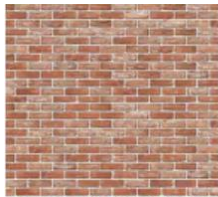
CGI view onto front new houses on Lomond Close



Landscaping plan including trees



Landscaping aerial



Vindensanden Cayenne for main brickwork, stretcher bond and light mortar



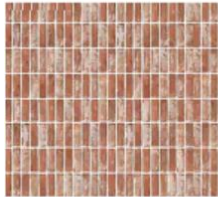
House entrance door - Solid flush external entrance door with glazed sidelight



Communal entrance door - Factory colour-coated proprietary curtain walling system with glazed entrance door with GRC surround



Perfloor Kalken, Breckle - Colour Bianco



Vindensanden Cayenne outdoor course brickwork to front garden walls and parapets details



Entrance area fascia and window surrounds: Glass Reinforced Concrete (GRC), Pure Facade - Reiter Fibre C - Colour off-white sandstone TSC



Composite aluminium-fibre window system - Lath Royal or Metastorm: Future - or similar approved



Postbox: The Safety Letterbox Company - CCM 1 Medium



Rectangular metal rainwater pipe and hopper powder coated. Colour: TBA to match with window frames and balcony metal railings



Wall-mounted IP rated LED up-down cylinder light, surface mounted external. Colour: TSC to match window frame

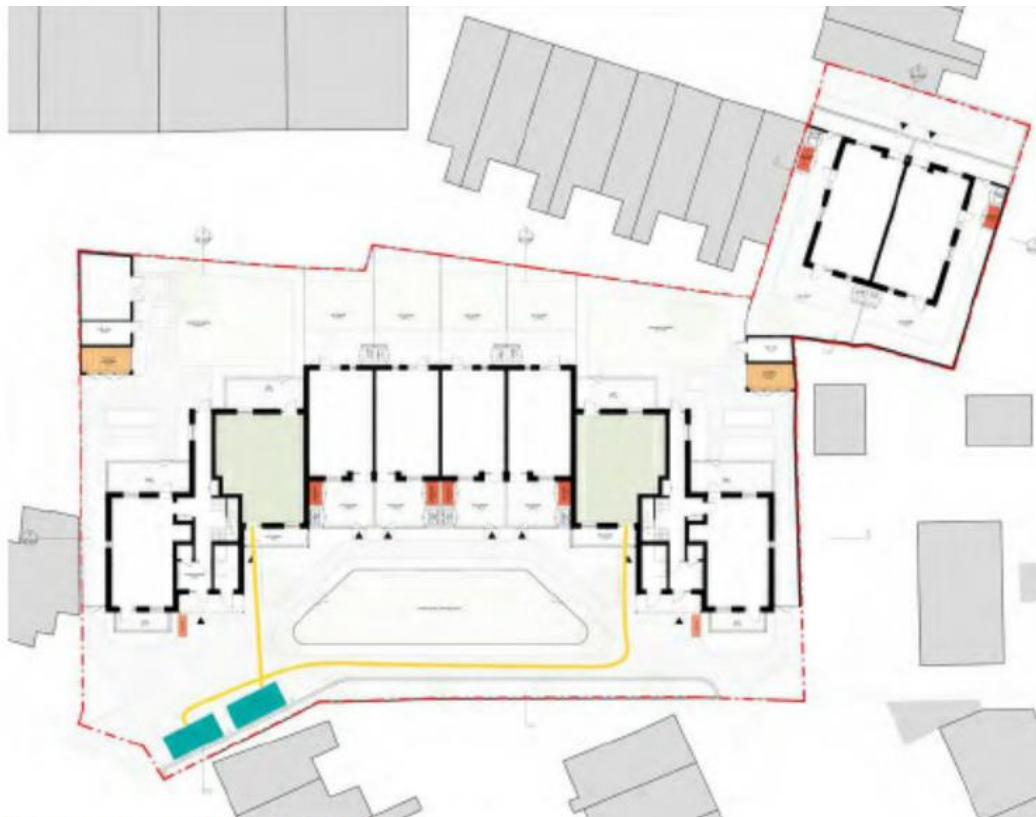


Rectangular metal grille, powder-coated to match brick colour



Sample of colour-coated railings

Materials



Blue-badge parking spaces and cycle store location diagram

Parking arrangements - blue badge bays shown in green. Orange shown for bicycles

Appendix 5 QRP Note

Report of Formal Review Meeting
21 July 2021
HQR111_ Watts Close

Summary

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

Massing and development density

- 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.
- The panel would encourage exploration of how additional massing might be incorporated and configured. Options for consideration include the middle section of the primary block increasing in height and providing access onto roof terraces; provision of through-flats on the ground floor of the central block, with maisonettes above; or three-storey townhouses in this location.
- 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.

Place-making, public realm and landscape design

- The new green space located between Seaford Road and Greenfield Road will be very important to help reinforce the new community that is being created within the development. Clarification of whether this space is envisioned as a public alleyway, or a shared yard would be welcomed; gated access to this open space would be a concern.
- 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.

- The hard landscaping within the shared forecourt area would also benefit from further consideration. This should include the nature of the interface between the existing pavement and road network, and the continuation of the line of the pavement through it.
- While it welcomes the inclusion of a circular footpath linking the different entrances and routes within the shared open space at the front of the development, the panel notes that a clearer understanding of the potential desire lines across this space will 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 that the site is in a Critical Drainage Area and would like more information on how the scheme responds to this context.

Scheme layout

- Generally, the panel thinks that the key strategic decisions are 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.
- The panel welcomes the project team's understanding of the different edge conditions and contexts and feels that the stepping in plan could be successful, as it unlocks opportunities within the layout. It would like to see the benefits of a stepped building line exploited even further, to improve the external and internal building layouts. This should include work to increase and improve dual aspect accommodation within the development.
- The relationship between the new development and the adjacent terrace on Seaford Road would also benefit from further consideration, to improve the interface and give a better visual connection.
- The panel would also encourage the design team to explore different options to provide access from the front of the development to the gardens at the rear, instead of the proposed alleyway at the western and eastern edges of the site. It notes that these alleyways are very similar to those that are being designed out, and it might be better to locate through-access via the 'knuckles' of the block, rather than at the end.
- Further work to simplify and improve the entrance and circulation areas would also be supported. Moving the bin stores and reconfiguring the entrance areas could allow for a more generous through-lobby that would have greater access to sunlight and daylight, while giving views through to the gardens beyond. Reducing the number of doors within lobby areas would also be welcomed.
- The panel would encourage the project team to reconsider the proposals for the Lomond Close block to improve the outlook and quality of accommodation, as the proposed pair of houses will have a very poor outlook: to a blank gable wall at the front, and over the substation to the rear. Reconfiguring the block may help, as would changing the accommodation to apartments, which could have a primary outlook over the Lomond Close open space to the east of the site. If the block became apartments, then the shared amenity space could provide a link to the shared amenity space of the new linear block to the south (Seaford Road and Greenfield Road).
- The panel would like to see more detailed room layouts, across the whole development, to ensure that the accommodation is liveable and works well. This work should include typical furniture arrangements and should lead to adjustments in room configurations to make the most of the living spaces. It highlights the example of a kitchen table shown half in front of a window; adjustments to the plans could allow for furniture to be aligned with key features and focal points.

- The location of the bin stores should be very 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.

Architectural expression

- It will be 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.
- The panel likes the simplicity of the approach to architectural expression, with a simple palette of window types, and effort focused on the window surrounds and high-quality brickwork. It notes that the quality of materials and construction - for example the brick stock specified - will be essential to the success of the completed scheme; it would support planning officers in securing this through planning conditions.
- 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, perhaps through the creation of vertical bands or differentiating the blocks.
- In terms of brick colours, the panel notes that a paler toned brick would reflect more light into the garden spaces.
- The panel would like to see further consideration of the key views on approach, particularly from Greenfield Road. The elevation that terminates this view would benefit from a greater level of articulation and activity, rather than simply relying on fenestration for visual focus, and the panel feels that locating an entrance here may further strengthen it.
- Similarly, the corners of the building could also be visually strengthened and articulated.
- The panel highlights that balconies can become external storage spaces; a careful balance between visually 'open' or 'solid' elements of balconies would be encouraged, to mitigate the visual impact of external clutter on the elevation.
- The proposed Lomond Close building is isolated from the block that adjoins Seaford Road and Greenfield Road, as it has a different access from a separate street and has no shared space. The panel considers that in this regard, it 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.

Inclusive and sustainable design

- The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme. Following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later; proposals should demonstrate how they comply with these targets.
- This strategic approach should include information about the design of the roofscape. The panel questions whether green roofs are shown within the drawings; it would also encourage exploration of options to include roof gardens within the development, that would be accessible to residents.

Next steps

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

- The panel also offers a focused Chair's Review specifically on the approach to low carbon design and environmental sustainability.