

Appendix 1 Planning Conditions and Informatives

CONDITIONS

1) Development begun no later than three years from date of decision

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

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

2) In accordance with approved plans

The approved plans comprise drawing nos; 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL_0321; PL_0220; PL_0001 REV.A; PL_0110; PL_0320; PL_0120; PL_0310; PL_0311; 1200 REV.A; 1001 REV.C; PL_1100 REV.A; PL_1101 REV.C; PL_1102 REV.F; PL_1103 REV.G; PL_1104 REV.G; 1000 REV.H; 2201 REV.B; 1201 REV.F; 1202 REV.F; 1203 REV.F; PL_2100 REV.D; 2200 REV.D; 3200 REV.C; PL_3101 REV.E; PL_3102 REV.E; PL_3103 REV.F; PL_3104 REV.F; PL_3100 REV.B; PL - 4200; 3202 REV.D; 3204 REV.A; 3203 REV.F; PL - 4100; 3201 REV.D; Design and Access Statement; PHASE 1 ENVIRONMENTAL REPORT ref. 1890-P1E-1-C, REV.C; RIBA Stage 2 SuDS ref. 5571 - Ramsey Court - SuDS -2110-13nv; 'BSP' OUTLINE SCOPE OF WORKS FOR MECHANICAL AND ELECTRICAL SYSTEMS, ISSUE 2 dated 15/10/21; Sustainability Statement ref. 4412 - Ramsey Court - Sustainability Statement-2110-22dvQAMsRev4, Issue 4, dated 03/12/2; Energy Assessment ref. 4412-Ramsey Court-Energy Assessment-2112-03GKf, Issue 3, dated 03/12/21; Overheating Analysis ref. 5570-Ramsey Court-Overheating Risk-2109-27gk, Issue 1, dated 20/10/21; Bat Activity Survey, ref. 5572 - Ramsey Court - Bat Activity Survey - 2111-17rw, Issue 1, dated 17/11/21; Biodiversity Net Gain report, ref. 5572 - Ramsey Court - BNG - 2111-25gg v5, Issue 5, dated 25/11/21; Urban Greening Factor report, ref. 5572 - Ramsey Court - UGF - 2111-19mrf V4, Issue 4, dated 19/11/21; Air Quality Assessment. ref. 6429 - Ramsey court - Air Quality Assessment-2110-13nv, Issue 1, dated 13/10/21; Preliminary Ecological Appraisal, ref. 5572 - Ramsey Court - PEA - 2110-15mrf V2, Issue 3, dated 15/10/21; Arboricultural Impact Assessment and Arboricultural Method Statement, ref: RWKR108/001, October 2021; E21099/PNR/R1-B (Planning Noise Report) dated 13/10/21; 'TTP Consulting' Transport Note ref. 1-SK-JP-Transport Note, October 2021; Daylight and Sunlight Report (Within Development), dated 22/10/21; Daylight and Sunlight Report (Neighbouring Properties), dated 22/10/21'; Ecological Enhancements Plan dated 16/09/21. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3) Materials submitted for approval

Samples 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.

4) Details of hard and soft landscaping

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; pedestrian access and circulation areas; hard surfacing materials; details of children's play space provision; 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.)

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

The soft landscaping scheme shall include detailed drawings of:

- a. any existing trees to be retained.
- b. any existing trees to be removed.
- c. any 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. Any new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

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

5) SuDS Maintenance and Management

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.

6) Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Assessment by Eight Associates (dated 3 December 2021) delivering a minimum 100% 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 24.42 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 13% 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;
- Specification of the PV array, 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).

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.

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.

7) Overheating measures

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, shading coefficient, etc. 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 Overheating Analysis (dated 20 October 2021) prepared by Eight Associates:

- Natural ventilation, with openable areas of 50% (standard windows) and 90% (Juliet balconies)
- Glazing g-value of 0.45 (houses), 0.35 (flats),
- Fixed shading and overhangs (as annotated on plans);
- Internal blinds with low-reflective slats
- MVHR with summer bypass (min. flow of 0.3 l/m²/s)
- 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.

8) Living roofs

(a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) 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.

9) Land contamination

Before development commences other than for investigative work:

- a. Using the information already submitted in the Phase 1 Environmental Report with reference 1890-P1E-1-C prepared by GO Contaminated Land Solutions Ltd dated 27th October, 2021 or conducting a new Phase 1 report, 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 in accordance with Policy SD1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

10) Unexpected contamination

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 accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

11) Non-Road Mobile Machinery

No development shall take place 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 NO_x 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.

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality in accordance with Policies D3 and SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

12) Demolition/Construction Environmental Management Plans

No demolition works associated with the approved development shall take place until; A); a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority, and; 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 in accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 and SI 1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

13) Construction and Energy Plant

Prior to installation where applicable, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh (0%).

Reason: To safeguard residential amenity and air quality in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

14) Noise limits from plant

Prior to the occupation of the development, the three air source heat pumps on Block B of the approved development shall either be acoustically enclosed, or quieter units shall be used, in either case to result in a sound power level of 56dBA or lower. Alternatively, the lower noise limit from the pumps shall be set at equal to the existing background noise level, in which case no acoustic enclosure or alternative units will be needed.

Reason: To avoid noise pollution and safeguard the residential amenity of Ramsey Court occupiers, in accordance with paragraph 174(e) of the NPPF

2021, Policies D6 and D14 of the London Plan 2021, and Policy DM1 of The Development Management DPD 2017.

15) Cycle Parking

No above-ground development shall take place until full details of the type (parking system used), access, location, layout, and dimensions of secure and covered cycle parking facilities and the access and circulation spaces leading to them, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 18 long-stay spaces (6 serving Block B, 12 serving Block A, of which a minimum of 5% of spaces shall be for larger cycles) and 2 short-stay cycle parking spaces for users of the development, have been installed in accordance with the approved details and the London Cycling Design Standards. 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.

16) Construction Management Plan

No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

17) Roof restrictions as balconies

No part of any structure hereby granted, other than those specified on the approved plans, shall be used as a roof terrace or balcony.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

18) Central Satellite dish

Prior to the residential occupation of the development, details of a Central Satellite Dish/Receiving System for the development hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

Reason: To safeguard the visual amenities of the area consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

19) Satellite dish restriction

The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central dish/receiving system noted in the condition above.

Reason: To safeguard the visual amenities of the area consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

20) Highway works

Above ground works for the development authorised by this permission shall not commence until the developer has entered into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising:

- improved boundary treatments and street frontages;
- the removal of the two crossovers, the reinstatement of the footway and the kerbline outside the site on Barrington Road;
- the reinstatement of resident permit holder parking provision outside the site on Barrington Road;
- the creation of a disabled persons' parking space on Park Road; and
- all associated lining and signing works.

A detailed drawing showing the extent and nature of all proposed highway works shall be submitted to the Council so that an estimate of the cost of the works to be paid in full by the applicant can be carried out. A contribution of £4,000 towards the amendment of the Traffic Management Order shall also be secured. No highway works shall commence until all funds have been paid to the Council.

Reason: To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements and to enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.

21) Part M4(2)

All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and the London Plan 2021 Policy D7.

22) Part M4(3)

At least 10% of all dwellings (at least 1) hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

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

23) Permitted development restrictions

Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, means of enclosure (walls/fences), shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

INFORMATIVES

1) INFORMATIVE: Co-operation

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

2) INFORMATIVE: CIL liable

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 £51,185.28 (848 sqm x £60.36) and the Haringey CIL charge will be £312,165.76 (848 sqm x £368.12 (Indexation included)). 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

3) INFORMATIVE: Hours of construction

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.

4) INFORMATIVE: Party Wall Act

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

5) INFORMATIVE: Street Naming and 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 3472) to arrange for the allocation of a suitable address.

6) INFORMATIVE: Sprinklers

The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

7) INFORMATIVE: Thames Water

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.

8) 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.

9) **INFORMATIVE: Designing Out Crime**

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.

Appendix 2 Plans and Images



Aerial photo of existing site



Existing site location plan



Proposed site plan



Proposed floor plans – Park Road block



Proposed elevations – Park Road block



Proposed street elevation – Park Road



Proposed ground floor plans – Barrington Road houses



First floor and roof plans – Barrington Road houses



Proposed elevations – Barrington Road houses



Proposed street elevation – Barrington Road



Image of proposed development – Park Road block



Image of proposed development – Park Road block



Image of proposed development – Barrington Road houses

The Existing Site: the rear carpark



The Proposed Communal Garden



Existing and proposed landscaping



Aerial view of proposed development



Aerial view of proposed development

Appendix 3 Consultation Responses – Internal and External Consultees

LBH Transportation Group
 LBH Design Officer
 LBH Cleansing
 LBH Tree Officer
LBH Planning Officer
LBH Environmental Health
LBH Carbon Officer
 Transport for London
 Thames Water

Stakeholder	Question/Comment	Response								
INTERNAL										
Transportation Group	<p>Description: Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. x on-street wheelchair parking spaces and new street trees along Park Road.</p> <p>Further to the applicant’s clarification email, I have reviewed the above planning application, including the Design and Access Statement and the transport note.</p> <p>Proposed Schedule of Accommodation</p> <p>The development proposals are for the delivery of 9 residential units:</p> <table border="1" data-bbox="456 1417 1198 1709"> <thead> <tr> <th data-bbox="456 1417 831 1473">Park Road Apartments</th> <th data-bbox="831 1417 1198 1473">Barrington Road Houses</th> </tr> </thead> <tbody> <tr> <td data-bbox="456 1473 831 1563">1 Bed 2 Person: 2 apartments</td> <td data-bbox="831 1473 1198 1563">3 Bed 5 Person: 2 Houses</td> </tr> <tr> <td data-bbox="456 1563 831 1653">2 Bed 4 Person: 3 apartments</td> <td data-bbox="831 1563 1198 1653">2 Bed 4 Person: 1 House</td> </tr> <tr> <td data-bbox="456 1653 831 1709">3 Bed 5 Person: 1 apartment</td> <td data-bbox="831 1653 1198 1709"></td> </tr> </tbody> </table> <p>Of the 9 units, 6 would be social-rented and 3 for private market sale. One unit would be wheelchair-accessible.</p> <p>Proposed Cycle Parking</p> <p>Cycle parking is proposed in line with the London Plan (2021) minimum cycle parking standards.</p>	Park Road Apartments	Barrington Road Houses	1 Bed 2 Person: 2 apartments	3 Bed 5 Person: 2 Houses	2 Bed 4 Person: 3 apartments	2 Bed 4 Person: 1 House	3 Bed 5 Person: 1 apartment		<p>Comments noted.</p> <p>Contents are detailed, but in summary the proposal is acceptable subject to conditions to secure the works and measures listed.</p> <p>Cycle parking details have since been clarified with the Council’s Transportation Officer and conform with their requirements. A condition is nonetheless attached for the avoidance of doubt to ensure these details are formally secured.</p> <p>These issues are addressed in full in section 6 of the report.</p>
Park Road Apartments	Barrington Road Houses									
1 Bed 2 Person: 2 apartments	3 Bed 5 Person: 2 Houses									
2 Bed 4 Person: 3 apartments	2 Bed 4 Person: 1 House									
3 Bed 5 Person: 1 apartment										

Park Road Apartments	Cycle Parking Required vs Proposed	Barrington Road Houses	Cycle Parking Required vs Proposed
1 Bed 2 Person: 2 apartments 2 Bed 4 Person: 3 apartments 3 Bed 5 Person: 1 apartment	A minimum of 11 long-stay cycle parking spaces are required, 12 are proposed A minimum of 2 short-stay (visitor) spaces are required, 2 are proposed for the whole development	3 Bed 5 Person: 2 Houses 2 Bed 4 Person: 1 House	A minimum of 6 long-stay spaces are required, 6 are proposed in individual cycle stores in front gardens capable of containing 2 cycles each

In accordance with the London Cycling Design Standards (LCDS), cycle parking should follow these principles:

- Long-stay parking: secure (with access for residents only), lockable and covered/sheltered; and
- Short-stay (visitor) parking: secure, conveniently located close to the entrance and overlooked.

It is advised that all short-stay cycle parking should be provided in the form of Sheffield stands. The communal cycle store on Site A appears to be showing an indicative layout but it is not clear whether this is the proposed outline of Sheffield stands or two-tier racks, or a combination of both. In line with the London Cycling Design Standards (LCDS), it is advised that a minimum of 5% of spaces be for larger cycles (in this case, one space in the form of a double-sided Sheffield stand should be able to accommodate a larger cycle on one side and a regular cycle on the other). All minimum dimensional and spacing requirements should comply with the LCDS. Cycle access should avoid any stairs, narrow doorways or gates of less than 1.2m in width.

The individual cycle stores for the houses on Site B are supported in principle but their acceptability would need to be demonstrated. The Cambridge Cycle Guide for New Residential Developments contains useful information on how to size cycle sheds to the right dimensions (see Diagram 17): <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>

The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details

showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.

Existing Parking

The existing site comprises 10 car parking spaces, namely 7 in the form of garages and 3 in the form of delineated spaces (including a disabled persons' parking space) in an off-street car park accessed from Barrington Road. Evidence shows that up to 4 vehicles park in the rear car park, which would bring the total of spaces to 11. The transport consultant has clarified that one of the 7 garages is used for refuse but the exact use of the others is unknown. It is understood that they are mainly used for storage and not parking. For the parking impact assessment, it has been assumed as a worst case that all 7 garages are used for parking and that their removal would cause the need to relocate up to 7 vehicles on street.

It is noted that the existing disabled persons' parking spaces on site would be reprovided along Park Road, alongside a new wheelchair-accessible space serving the proposed development.

Proposed Car Parking

The site is located in the Crouch End A Controlled Parking Zone (CPZ) operating Monday-Friday 10:00-12:00. The site's Public Transport Accessibility Level is 2. As such, the proposed development would not be eligible for a car-free status and future residents would be able to apply for an on-street resident parking permit to park in the CPZ.

Based on 2011 Census local car ownership data, houses had an average vehicle ownership of 1.15 vehicles per household and flats an average of 0.56 vehicles per household. That equates to a predicted demand for parking of up to 7 vehicles.

Parking stress surveys were undertaken following the Lambeth methodology within 200m of the site in both November 2019 and November 2020. Both surveys show similar results, with a slight change in study areas due to the later addition of Site A to the scheme.

The survey analysis shows that, depending on the methodology used (observed free spaces and theoretical spare capacities based on 5m and 6m bay lengths respectively), the overall baseline parking stress varies between 73% and 90%. With the addition of the likely demand generated by the proposals (up to 7 vehicles) and the relocation of up to 11 vehicles (7 assumed to be parked in the existing garages and 4 in the on-site car park), the total parking stress would vary between 81% and 101%. Using a 6m bay length constitutes a worst-case scenario and it is likely that the actual stress would be based on a 5.5m bay length, which would equate to a total on-street parking capacity of 192 spaces, i.e. close to that of the original assessment. Therefore, with a total on-street parking demand of 172-174 spaces with a capacity of 192 spaces, the total stress would likely be in the region of 90%-91%.

	Original Assessment	5m Bay Length	6m Bay Length
Baseline Parking Stress	154/200 = 77% - 156/195 = 80%	154/211 = 73% - 156/211 = 74%	154/173 = 89% - 156/173 = 90%
Baseline Parking Stress + Additional Stress (7+7+4 = 18)	172/200 = 86% - 174/195 = 89%	172/211 = 81% - 174/211 = 82%	172/173 = 99% - 174/173 = 101%

Although this is above the 85% threshold beyond which it becomes difficult for drivers to find available spaces to park in, this is considered acceptable. It is noted that this is the worst-case scenario where all 7 existing garages are currently occupied by vehicles, but it appears that most (if not all) are only used for storage, which would reduce the average total parking stress to 86%-87%.

A total of 2 disabled persons' parking spaces would be provided along Park Road outside Site A, one as a re-provision of the existing on-site space that would be lost as a result of the development proposals on Site B and another serving the proposed block on Site A. The highway works would be secured by means of a Section 278 agreement (scope of works and estimate to be confirmed) and a contribution of £4,000 towards the amendment of the Traffic Management Order would be sought.

New Facilities for Existing Residents

It is noted that a refuse store adjacent to the Site B houses would be provided for existing residents. Likewise, new cycle stores for existing residents would be provided on the other side of the Ramsey Court building. This initiative is welcome.

Highway Improvements

The development proposals include a number of other highway improvements, namely:

- Improved boundary street frontage to Barrington Road
- Improved boundary treatment to the Park Road frontage
- Passing place on Barrington Road for local traffic

The exact nature of the proposed highway works should be clearly explained and illustrated on a Section 278 drawing, which should be provided to show their extents, alongside the accessible bay provision on Park Road. The Section 278 agreement would be secured pre-occupation and a detailed drawing required at the earliest possible opportunity to enable

the Council to estimate the cost of the works to be paid in full by the applicant.

We would not object to the planning application being granted permission on transport grounds, subject to a number of planning conditions:

Planning Conditions

1) Cycle Parking

No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 18 long-stay and 2 short-stay cycle parking spaces for the users of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

2) Construction Management and Logistics Plan

Prior to the commencement of development, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).

The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated peak number and type of vehicles per day and week;
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the

	<p>Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.</p> <p>3) <u>Section 278 (Highway Works) Agreement</u></p> <p>Prior to the first occupation of the development, the developer shall enter into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising:</p> <ul style="list-style-type: none"> - improved boundary treatments and street frontages; - the removal of the two crossovers, the reinstatement of the footway and the kerbline outside the site on Barrington Road; - the reinstatement of resident permit holder parking provision outside the site on Barrington Road; - the creation of a disabled persons' parking space on Park Road; and - all associated lining and signing works. <p>A detailed drawing showing the extent and nature of all proposed highway works shall be submitted to the Council so that an estimate of the cost of the works to be paid in full by the applicant can be carried out. A contribution of £4,000 towards the amendment of the Traffic Management Order shall also be secured. No highway works shall commence until all funds have been paid to the Council.</p> <p><u>Reason:</u> To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements. To enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.</p>	
<p>Design Officer</p>	<p>Re.: HGY/2021/3522 - Ramsey Court, Park Road, London N8 8JU</p> <p><i>Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. x on-street wheelchair parking spaces and new street trees along Park Road.</i></p> <p>Thank you for asking for my comments on this application. In summary, I have no concerns with this design, which I consider to be high quality, of appropriate scale form and appearance to context and capable of providing good quality homes.</p>	<p>Comments noted.</p> <p>Design is discussed in section 6 of the report.</p> <p>Officers agree with the Design Officer's comments and support the design for the reasons set out in the report.</p>

	<p>In detail, the proposals are for 9 new properties - a 3 storey block of 6 apartments fronting Park Road and a terrace of 3 - 2 storey houses fronting Barrington Road, the former to the right hand side and the latter behind the existing Ramsey Court. This is a four storey, 1950s council housing block, rectangular in plan, containing flats and set in open landscaped space. It was apparently built on the site of Second World War bomb damage, where there had previously been two and (along Park Road) some three storey, terraced and semi-detached housing just like those adjacent to and opposite the site. However, Ramsey Court is a simple block, rectangular in plan, aligned with Park Road but set-back considerably further than those pre-existing and neighbouring houses, leaving a fairly large gap to the right of the block, up to the blank flank wall of the 1st neighbouring house on Park Road to the right. Between the rectilinear block of Ramsey Court and the curve of Barrington Road, irregular shaped space was laid out with garages, parking, a sub-station, drying yards and incidental landscaping. It is these two irregular spaces, that form breaks in the urban grain and present inactive and in the Barrington Road case ugly frontage to the street that are considered reasonable development plots. Both are very rarely used (apart from the sub-station, which will be retained). Ramsey Court will continue to benefit from the large, well landscaped frontage, there will still be a large number of trees and a generally landscaped setting to both streets, but developments of these two plots will improve active frontage to both streets, clarity and separation of public and private land, and reduce opportunities for anti-social behaviour.</p> <p>The design of both blocks is well considered and appropriate for their different locations and contexts. The block on Park Road will have a strong identity and presence on this busy street, and at three storeys with a forward projecting bay will be within the prevailing range of two to four storeys and architectural form of the street, and whilst being a clearly contemporary design, its fenestration proportions and brick materials will further harmonise with its context. The three houses on Barrington Road will more closely reference the existing Edwardian terraces of this otherwise more consistently designed context, with a closely matching red brick and contemporary reinterpretations of the strong, regularly spaced bay windows. The proposed accommodation on both new blocks will be of excellent quality, with generous space standards, including generous private gardens, balconies and roof terraces for the houses and flats, with careful screening of the windows and private gardens of the nearest houses to protect existing and new residents' privacy. The applicants' consultants' daylight and sunlight assessments, prepared fully in accordance with the BRE Guide, demonstrate that all new dwellings will benefit from exemplary day and sunlight, as will all existing neighbours.</p>	
<p>LBH Cleansing (waste services)</p>	<p>I can confirm that having looked at the documents attached to this proposal that waste management in operation has been adequately considered with the proposed locations, sizing and bin number/capacity calculations for the communal bin stores being suitable for the 6 x new developments to be built on</p>	<p>Noted. No objection.</p>

	<p>Park Road, the existing properties of Ramsey Court that will be retained with a new bin chamber constructed, and for the new 3 x houses to be built on Barrington Road. All bins will be stored within a 10m drag distance to a collection vehicle which can stop safely on the adjoining roads.</p> <p>Park Road</p> <p>The bin store here will contain 3 x 1100l communal bins. The split of these will/should be 2 x refuse and 1 x dry mixed recycling. 1 x 140l communal wheeled bin to capture food waste will also need to be provided here. The bin store should be easily accessible to collection crews. If locks are proposed then these should be fob or digilocks rather than keys. Any fobs or codes will need to be provided to the council in advance of occupation. I would advise that a drop kerb will be needed to allow the communal bins to be pulled to the collection vehicle. This should be factored in if not already in the proposal.</p> <p>Collections of refuse, dry recycling and food will be carried out weekly here. Bulky waste from the properties will need to be booked for collection by the occupants as needed.</p> <p>Barrington Road</p> <p>The three houses here will be issued with wheeled bins for refuse and dry mixed recycling. Food waste recycling is also available to these properties collected from an outside 23 litre lockable bin/box. The bins will be stored within the property frontages as indicated. Refuse will be collected fortnightly with dry recycling and food waste collected weekly.</p> <p>The bin store for the existing properties of Ramsey Court that are to be retained will contain 6 x 1100l bins. The split here will/should be 4 x refuse and 2 x mixed dry recycling. 2 x 140l communal wheeled bin to capture food waste will also need to be provided here. The bin store should be easily accessible to collection crews. If locks are proposed then these should be fob or digilocks rather than keys. Any fobs or codes will need to be provided to the council in advance of occupation. I would advise that a drop kerb will be needed to allow the communal bins to be pulled to the collection vehicle. This should be factored in if not already in the proposal.</p> <p>Collections of refuse, dry recycling and food will be carried out weekly here. Bulky waste from the properties will need to be booked for collection by the occupants as needed.</p>	<p>Dropped kerb is suggested in this scheme – as suggested in their comments.</p> <p>Arrangements over the type of locks on any bins are not a planning matter but rather an issue of the site management.</p> <p>Addressed in section 6 of the report.</p>
<p>LBH Tree Officer</p>	<p>To facilitate this new development, it is proposed to remove 9 trees. The trees have been categorized in accordance with BS 5837, 3 of the trees specified for removal are 'B' trees and 6 are 'C' trees, which should not be an impediment to development. There are no trees of high quality and value proposed for removal as part of this scheme.</p> <p>To mitigate for the loss of the trees above, the new landscape plan proposes the planting of 20 new trees, which includes 5</p>	<p>Noted.</p> <p>Scheme is supported for reasons set out in the comments and this is elaborated upon in section 6 of the report.</p>

	<p>London plane trees to be planted along Park Road and 15 within the new communal garden area. The London plane trees will develop large canopies and, in the future, provide wider benefits to the local community. The other 15 new trees include flowering and fruiting varieties which will provide a food source for pollinating insects and birds.</p> <p>A new native boundary hedge along the whole Park Road frontage is also proposed which will provide a green corridor and increase wildlife habitat on the site. Other improvements to enhance biodiversity include green roofs, greater plant diversity and bird/bat bricks installed within the buildings.</p> <p>In summary, I would support this new development proposal as the existing trees specified for removal are of moderate and low quality and have a limited life expectancy. The proposed new trees and landscaping will help mitigate the loss of existing canopy cover, increase biodiversity, enhance the quality of life for existing / future residents of Ramsey Court and the wider community.</p>	
<p>LBH Planning Department (Planning Policy Team)</p>	<p><u>Key Designations</u></p> <ul style="list-style-type: none"> • Critical Drainage Area (Development Management Policy DM26 applies) <p><u>Site and Proposal</u></p> <p>The proposal comprises two infill residential developments on the Ramsey Court plot in Muswell Hill. The plot is bounded by Park Road to the southwest and Barrington Road to the north.</p> <p>The proposed development will provide a total of 9no. new homes comprising 7no. social rent and 2no. market sale homes.</p> <p>The proposal comprises 6no. apartments on Site A (currently comprising amenity space accessible from Ramsey Court including 6no. existing trees) and 3no. houses located on Site B (currently occupied by 7no. garages and 4no. existing trees).</p> <p><u>Principle of Development</u></p> <p>Policy SP1 of the Local Plan Strategic Policies sets out that the Council will focus Haringey's growth in the most suitable locations and manage growth to ensure that the Council delivers the potential opportunities and benefits and achieves strong, healthy and sustainable communities for the whole of the Borough. The Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement of 19,802 homes over the plan period from 2011-2026. The site falls within an Area of Limited Change which is an area in which expected growth is likely to make only a modest but still important contribution towards the overall local development needs of the Borough through opportunities on identified previously developed land, and small-scale infill and conversions. Development within these areas is likely to be more constrained by the local context and</p>	<p>General planning policy context provided.</p> <p>Officers note that planning policy is guidance, not fixed requirements, and it is for the decision-maker to apply appropriate weight and consider proposals against policy in the context of the relevant material planning considerations at the time of the decision.</p> <p>The planning report, notably section 6, sets out the relevant material planning considerations and outlines how and why the recommendation was reached with regard to planning policy.</p>

the capacity of existing local infrastructure and services and to be of an incremental nature.

3no. houses are proposed to be located on Site B which is currently occupied by 7no. garages. It is noted that the garages are unused and the delivery of housing on this previously developed part of the site is supported in policy terms.

6no. apartments are proposed on Site A which comprises amenity space associated with Ramsey Court. The amenity space is grassed and contains 6no. existing trees. The amenity space does not have any planning designation for open space or otherwise. In addition, the site is located in close proximity to a significant expanse of Metropolitan Open Land of which much is publicly accessible and consequently the site is not located within an area of Open Space Deficiency. Notwithstanding this, the plot is bounded by hedges along Park Road and is accessed from Ramsey Court and is therefore considered to be garden land in accordance with the definition in the Development Management DPD. Development Policy DM7 sets out a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots. The development comprises infill development rather than comprehensive development, however it is noted that the loss of garden land is proposed to be mitigated via the delivery of new communal garden to the rear of Ramsey Court which will provide compensation for the loss of existing amenity. The proposal is otherwise compliant with the criteria for infill developments on garden land should set out in part B of Policy DM7 and Policies DM1 and DM2.

The loss of garden land at Site A is noted, however it is located in close proximity to a number of significant designated open spaces and the impact of the loss of garden land needs to be weighed against the benefits of bringing forward high-quality, genuinely affordable homes on the site. Considerable weight should be given to the provision of 7no. social rent units which will help to meet significant identified need for this housing type in the borough. Finally, regard should be had to Policy H2 of the London Plan 2021 which requires Boroughs to pro-actively support well-designed new homes on small sites (sites below 0.25 hectares in size)

Affordable Housing

Policy H4 of the London Plan 2021 seeks to maximise affordable housing provision, setting a strategic target for 50 per cent of all new homes delivered across London to be genuinely affordable.

Policy SP2 of the Local Plan Strategic Policies document seeks to ensure that housing growth across the borough makes provision for an appropriate mix of high-quality housing, including affordable housing. Affordable housing will be achieved by sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%.

Despite the proposal being for only 9 units (under the affordable housing threshold), the proposal includes 7 affordable homes (all at Social Rent). This provision is supported in policy terms having regard to current identified need in the borough and the preferences set out within Appendix C of the Council's Housing Strategy.

Mix of Housing

Policy DM11 of the Development Management DPD requires that proposals for new residential development should provide a mix of housing.

The proposals will provide 33% of homes as 3 bed 5 person units, with a further 44% as 2 bed 4 person and 22% as 1 bed 2 person units. Having regard to Appendix C of the Council's Housing Strategy, and in the context of the site's location and surroundings, this mix is considered to be acceptable.

Biodiversity and trees

Policy G6 of the London Plan 2021 requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain.

The new development at Site A will replace an open plot of land with grass lawn and an ecological survey has deemed the existing site to be of low ecological value. The proposals achieve a high Biodiversity Net Gain score of 234.47% net increase in habitat areas and a 100% net increase in linear habitat, compliant with London Plan Policy G6.

Policy G7 of the London Plan 2021 states that, wherever possible, proposals should ensure that existing trees of value are retained. Adequate replacement is required based on the existing value of the benefits of the trees removed.

The proposed new development will necessitate the removal of 9no. existing trees. The existing trees on Site A and Site B are not protected by a Tree Preservation Order. The proposed tree strategy was developed in consultation with Haringey's Tree Officer and replaces the existing trees with 20 new trees to ensure no net loss of green cover, compliant with London Plan Policy H2 (4.2.10). A further 5no. new street trees will also be provided along Park Road, which will help to mitigate the impact of existing traffic pollution.

Overall, the proposals achieve a target Urban Greening Factor score of 0.4, compliant with Policy G5 of the London Plan 2021.

Parking

The existing disused garages and external parking spaces at Site B (adjacent Barrington Road) will be replaced by 2no. on-street wheelchair accessible parking bays on Park Road. The site location is rated PTAL 2 and the proposed new development will be car-free, compliant with Development Management Policy DM32.

	<p><u>Critical drainage areas (CDAs)</u></p> <p>The site is located within a Critical Drainage Area (CDA). Policy DM26 of the Development Management DPD requires that proposals located within CDAs to incorporate measures to reduce the overall level of flood risk in the CDA.</p> <p>Proposals for new development within Local Flood Risk Zones must include a statement describing how flood risk issues have been addressed. The Council may also require a further site-specific Flood Risk Assessment to assess risk, particularly from surface water flooding.</p> <p>A statement describing how flood risk issues have been addressed should be provided as part of the application.</p> <p>Helen Evans Planning Policy</p>	
<p>LBH Environmental Health (Contaminated Land)</p>	<p><u>Re: Planning Application HGY/2021/3522 at Ramsey Court Park Road N8 8JU.</u></p> <p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. x on-street wheelchair parking spaces and new street trees along Park Road and I will like to comment as follows.</p> <p>Having considered all the relevant pollution supportive information especially the Air Quality Assessment Report Issue 1 with reference 6429 – Ramsey Court – Air Quality Assessment – 2110 – 13nv prepared by Eight Associates Ltd taken note of sections on Existing Air Quality Assessment, Operational Impacts: Dispersion Modelling, Air Quality Neutral, Mitigation and Conclusions as well as the Phase 1 Environmental Report with reference 1890-P1E-1-C prepared by GO Contaminated Land Solutions Ltd dated 27th October, 2021 taken note of sections 7 (Site History), 9 (Potential Contamination), 10 (Risk Assessment), 11 (Site Work) and 13 (Conclusions), please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>However, we must but advised that, the submitted Phase 1 report is incomplete and un-satisfactory going by the standard of the current submission. Moreover, for the reason best known</p>	<p>Comments noted.</p> <p>Details are discussed in full in section 6.</p> <p>In summary, Officers note that no objection is raised subject to conditions to address contamination and any remediation works necessary. These conditions are attached.</p>

to the applicant, we wouldn't know why the applicant was looking at the local authority planning portal for information on the site contamination and we consider the applicant submission in the report that; no significant potentially contaminants sources were found on the site to be not reliable. The applicant fails to follow our advice on how to get the required information for submitting a satisfactory report whilst we can also confirm that, the applicant did not make any official contaminated land enquiry to the pollution team but enquired if the information been requested from the council on this where the relevant fee is to be paid can be substituted by another report from other third party and of which an appropriate response was given to that effect.

Can we please therefore advise that any future applicant report must be based on factual information why such reports and investigation will need to be undertaken by the appropriate land contamination professional?

1. Land Contamination

Before development commences other than for investigative work:

- e. Using the information already submitted in the Phase 1 Environmental Report with reference 1890-P1E-1-C prepared by GO Contaminated Land Solutions Ltd dated 27th October, 2021 or conducting a new Phase 1 report, 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.
- f. 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.
- g. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
- h. 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.

2. Unexpected Contamination

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

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

3. NRMM

- 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.
- b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

4. Demolition/Construction Environmental Management Plans

- 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.

	<p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>5. Combustion and Energy Plant Prior to installation where applicable, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>Informative:</p> <ol style="list-style-type: none"> 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>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/521883.</p>	
<p>LBH Carbon Officer</p>	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Assessment prepared by Eight Associates (dated 3 December 2021) • Sustainability Statement prepared by Eight Associates (dated 3 December 2021) • Overheating Analysis prepared by Eight Associates (dated 20 October 2021) • Relevant supporting documents. <p>1. Summary The development achieves a reduction of 101.2% carbon dioxide emissions on site, which is strongly supported. This means the development is ‘net zero carbon’ in terms of its regulated operational emissions and goes beyond requirements set out in Policies SI2 of the London Plan and SP4 of the Local Plan. Some minor clarifications must be provided with regard to the Overheating Strategy.</p> <p>2. Energy – Overall 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 101.2% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant).</p>	<p>Addressed in detail in section 6 of the report.</p> <p>In summary, the proposal represents The scheme represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard.</p> <p>Details of this energy approach and related aspects of the build will be secured by conditions, as suggested in the comments, and listed in Appendix 1.</p> <p>Issues relating to crime are noted, however are not</p>

This represents an annual saving of approximately 13.66 tonnes of CO₂ from a baseline of 13.5 tCO₂/year.

Energy – Lean

The applicant has proposed a saving of 2.01 tCO₂ in carbon emissions (13.4%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% reduction set in London Plan Policy SI2, so this is supported.

The following u-values, g-values and air tightness are proposed:

Floor u-value	0.10 W/m ² K
External wall u-value	0.15 W/m ² K
Roof u-value	0.10 W/m ² K
Door u-value	1.20 W/m ² K
Window u-value	1.40 W/m ² K
G-value	0.45 (houses); 0.35 (flats)
Air permeability rate	3 m ³ /hm ² @ 50Pa
Ventilation strategy	Balanced mechanical ventilation with heat recovery One-toilet dwellings (89% efficiency, SPF of 0.53 W/l/s) Two-toilet dwellings (88% efficiency; SPF of 0.60 W/l/s)
Cooling	None
Thermal bridging	Default psi-values and bespoke values for flat roof with parapet and balcony junctions.
Low energy lighting	100% min. 75 lumens/W
Heating system Be Lean only	Gas boilers (89.5% efficient – Be Lean)
Thermal mass	Medium
Fabric energy efficiency improvement	10% improvement for flats to 23.48 MWh/year 16% improvement for houses to 17.43 MWh/year

Overheating is dealt with in more detail below.

Energy – Clean

The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.

Energy – Green

As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 16.9 tCO₂ (84.3%) reduction of emissions are proposed under Be Green measures.

material to this response. They are addressed in Appendix 4 below.

The total solar array peak output would be 24.42 kWp, which is estimated to produce around 20,106 kWh/year of renewable electricity per year, equivalent to a reduction of 4.7 tCO₂/year. The array of 74 panels of 330W would be mounted on a roof area of 26 m² per house and 130m² on the flats, at a 30° angle, facing south-west.

The individual air-to-water 5kW ASHP systems for the houses and flats (min. COP of 3.37) will provide hot water and heating to the dwellings through hot water cylinders of 210l, underfloor heating and radiators.

3. Carbon Offset Contribution

This proposal reduces all of its regulated operational emissions within the current design, meaning it goes beyond the London Plan and Local Plan net zero carbon target. A further 0.16 tCO₂ is reduced from the unregulated operational emissions.

<i>(SAP10 emission factors)</i>	Site wide	
	tCO ₂	%
Baseline emissions	13.50	
Be Lean savings	2.28	16.9%
Be Clean savings	0	0%
Be Green savings	11.38	84.3%
Cumulative savings	13.66	101.2%
Carbon shortfall to offset (tCO₂)	-0.16 (no carbon offset due)	

4. Overheating

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.

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.

All rooms pass the overheating requirements for 2020s DSY1, DSY2 and DSY3. In order to pass this, the following measures will be built:

- Natural ventilation, with openable areas of 50% (standard windows) and 90% (Juliet balconies)
- Glazing g-value of 0.45 (houses), 0.35 (flats),
- Fixed shading and overhangs (as annotated on plans);
- Internal blinds with low-reflective slats

- MVHR with summer bypass (min. flow of 0.3 l/m²/s)
- No active cooling

The submitted overheating strategy is considered acceptable.

	Number of habitable rooms pass TM59	Number of corridors pass
DSY1 2020s	32/32	3/3
DSY2 2020s	32/32	3/3
DSY3 2020s	32/32	3/3
Total number of spaces modelled	9 homes 32 habitable rooms 3 corridors	

Actions:

- Confirm who will own the overheating risk when the building is occupied (not the residents).
- What secure by design measures have been included in the design to prevent the risk of crime to ground floor dwellings? Will these windows be openable at night?

5. Overall Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability Statement 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, embodied carbon, energy and CO₂ emissions and landscape design.

Sustainability – Living roofs

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The application is proposing living roofs on the roof of Site A and on the first floor of Site B.

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, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. 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.

Sustainability – Biodiversity

The development achieves an Urban Greening Factor of 0.407, which complies with the interim minimum target of 0.4 for residential developments in London Plan Policy G5.

6. Conclusion

Overall, it is considered that the application **can be supported**.

Planning Conditions

To be secured:

Energy strategy

The development hereby approved shall be constructed in accordance with the Energy Assessment by Eight Associates (dated 3 December 2021) delivering a minimum 100% 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 24.42 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 13% 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;*
- Specification of the PV array, 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).*

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.

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

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, shading coefficient, etc. 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 Overheating Analysis (dated 20 October 2021) prepared by Eight Associates:

- Natural ventilation, with openable areas of 50% (standard windows) and 90% (Juliet balconies)*
- Glazing g-value of 0.45 (houses), 0.35 (flats),*
- Fixed shading and overhangs (as annotated on plans);*
- Internal blinds with low-reflective slats*
- MVHR with summer bypass (min. flow of 0.3 l/m²/s)*
- 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 roof(s)

(a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;*
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);*
- ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate*
- iii) 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);*

	<p>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and vi) Management and maintenance plan, including frequency of watering arrangements.</p> <p>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</p>	
EXTERNAL		
Transport for London	<p>Thank you for consulting TfL on this application, copy attached.</p> <p>Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application but has these specific observations:</p> <p>The development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 – 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit).</p> <p>If the development is permitted I recommend the developer is reminded of the following: Park Road supports bus route W7. In the event that implementation of the development impacts users of the services such as alighting or accessing bus stops or requires the temporary re-routing of bus services or other such arrangements, these must be agreed with TfL before the work.</p>	<p>Comments noted.</p> <p>Proposal complies with London Plan transport policies – detailed in section 6 of the report.</p> <p>Comments noted regarding bus diversions if applicable – this is a development/works management issue for the applicant.</p> <p>A condition is attached to require a construction logistics plan to outline measures to show how the transport impacts of the construction will be planned and managed to minimise impacts and disruption on the transport network and neighbouring residents.</p>

<p>Thames Water</p>	<p>Waste Comments</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-yourdevelopment/Working-near-or-diverting-our-pipes. As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing 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. 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-forservices/Wastewater-services. 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</p>	<p>Comments noted.</p> <p>An informative is attached as standard practice to inform the applicant on Thames Water details.</p> <p>A pump is not considered necessary in this scheme as it does not propose basement accommodation where they are normally requested.</p> <p>A construction method plan is already requested by condition to cover details of how works would take place.</p> <p>Further correspondence between the applicant and Thames Water has clarified that the proposal would <u>not</u> be within 5m of a protected strategic water main and therefore the location of the building is not problematic in this regard. The main is on Park Road.</p>
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infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

“A
Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 020 3577 9483 or by emailing 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. 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 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
2
Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
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.

Water Comments

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-ourpipes>

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start

using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The

developer should take account of this minimum pressure in the design of the proposed development.

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning

permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure,

must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water 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 structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear->

	or-diverting-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk .	
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Appendix 4 Representations

Comment (<u>Material</u> Planning considerations)	Response
Principle/ Layout/ Density	
Not brownfield land where development should take place	The principle of the development, including the principle of the proposed density, scale/tall building, and the design merits of the scheme, including how the proposal is acceptable in terms of its contextual response, are addressed in section 6 of the report.
Loss of green/open space	
Loss of green/landscaped character of the area	
Proposal would increase urban character of area	
Design/ Appearance/ Character	
Out of keeping with character and appearance of the area	These issues are discussed in section 6 of the main report.
Too large/scale inappropriate/'overdevelopment'	The scheme is considered to represent a good quality contextual design and while contemporary, responsive and appropriate to its context.
Incongruous/not a contextual design	The comments relating to a 1949 book are noted but planning decisions must be made with regard to relevant material planning considerations, most notably the planning policy and legislative framework. The report sets out why the scheme is acceptable with regard to these issues.
Garage redevelopment would not harm character/appearance, but new block of flats over green space would	
Loss of original carefully considered design (Ramsey Court building and landscaped grounds);	
Loss of the old borough of Hornsey's historic element/vision whereby Ramsey Court are a key element – set out in a 1949 book (Beauty and the Borough) by a past councillor	
Better landscaping required	Good quality landscaping will be secured by condition.
Impact on historic setting of Ramsey Court and the Grade II	The works are on the far side of Park Road from this listed structure and would be insufficient to

Comment (<u>Material</u> Planning considerations)	Response
listed Hornsey War Memorial on the opposite side of Park Road	harm the structure or its setting. Its value as a heritage asset would not be diminished or harmed.
Standard of accommodation for future occupiers	
Substandard in size/cramped accommodation	Section 6 of the report sets out why the proposed accommodation would result in a good standard of accommodation for residents.
Insufficient amenity space	Noise impacts are considered acceptable as detailed in the report. If the balconies to Block A get particularly noisy, residents can use the communal gardens or nearby parks as an alternative amenity space.
Insufficient outlook	
Too noisy for future occupants	
Neighbouring amenity Impacts	
Loss of green amenity/play space	Section 6 of the report sets out why the proposed accommodation would not harm the residential amenity of neighbouring residents.
Loss of light	The proposal would still retain large areas of amenity/play space and the landscaping condition would ensure a net increase in planting/green infrastructure and includes a requirement to include details of provision for children's play space.
Overshadowing	
Loss of outlook	
Trees & Biodiversity, environmental etc.	
Loss of green space and its role as green infrastructure	Section 6 of the report sets out why the scheme is acceptable with regard to these considerations. The Council's Tree Officer has provided comments (Appendix 3) which summarise the benefits of the proposal in terms of trees/planting/biodiversity/ecology.
Loss of trees	
Loss of wildlife habitat/space for ecology	The supporting information outline the biodiversity benefits of the proposal. It includes the installation of scattered trees, green roofs, native hedgerow, permeable paving, rain gardens. Shrub planting will provide new
Contrary to [Council's] Biodiversity Action Plan & Green Spaces Strategy which seeks to protect all green spaces	

Comment (Material Planning considerations)	Response
	<p>habitats and opportunities for local wildlife. In total, the inclusion of these features within the proposed landscape plans will result in the creation of ecologically valuable habitats, which are appropriate to the local area and provide a positive contribution to National and Local policies as well as an improvement to the long-term biodiversity of the site. The installation of all new habitats on site is displayed within the Proposed Planting Strategy and Proposed Tree Strategy sections of the Landscaping Strategy document.</p> <p>The supporting information outlines that, using the Defra Biodiversity Metric 3.0 Calculator, the net biodiversity balance for the site was found to result in a 146.25% net increase in area habitats and a 100% net increase in linear habitat. This is above the required value of 10% biodiversity net gain target which is due to be set out in the forthcoming Environment Bill and therefore the proposal goes above planning policy requirements in this respect.</p>
<p>Insufficient/inadequate soil testing and details to assess contamination risk after the grant planning permission, instead of before – more research required</p>	<p>Addressed in section 6 of the report. Details are sufficient for qualified Council Officers to assess proposals on the proviso that contamination investigations and remediation strategies are required and adhered to, which can be secured by condition. These conditions are attached. This is standard practice for developments and the proposal is not unusual in this regard.</p>
<p>Flooding</p> <p>Proposal would exacerbate flood risk</p>	<p>Addressed in section 6 of the report.</p>
<p>Does not utilise the green space for a 'SUDs' scheme in a critical drainage area and take account of flooding overall</p>	<p>A location in a critical drainage area is not a barrier to development subject to addressing runoff/flood mitigation measures. Much of the borough is in such an area. Based on the limited increase in building footprint relative to the overall site, and the indicative measures put forward in the SuDs Strategy, Officers consider that the proposal can mitigate flood risk.</p>

Comment (Material Planning considerations)	Response
Transport	
Increased congestion	Addressed in section 6 of the report.
Existing transport infrastructure and parking capacity cannot handle more people/users	The proposal retains existing accessible parking numbers and adds additional provision in line with planning policy requirements. It also provides sufficient cycle parking. It is not 'car-free' meaning residents will be eligible to apply for a resident parking permit to park in surrounding streets which require a permit, where an assessment of the scheme found that there would not be unreasonable demand placed on parking pressure.
Public transport is already too poor in the area	
Redevelopment of garages should retain double yellow lines on Barrington Road	
Deliveries/servicing vehicles need to be accounted for	
Electric car charging infrastructure should be provided Impacts of construction works (noise, dust, traffic etc.) need to be considered	
Unacceptable disabled parking provision	
Unacceptable proposed removal of 4 parking spaces from the residents of Ramsey Court, including the disabled parking for its disabled residents	
Increased danger from use/users of public highway/pedestrians/cyclists etc.	
Other	
Comments on danger of housing adjacent to electromagnet radiation from electricity substation and requirement for an Electromagnetic Field Survey;	Not a material planning consideration and unsubstantiated harm.

Comment (<u>Material</u> Planning considerations)	Response
Trees and green space needed to regulate existing air pollution/poor air quality. Poor air quality would be contrary to wider Council objectives	Proposal would not be sufficient in size or impact to cause harm in this regard and would improve tree and planting numbers on and around the site.
Green space and trees required to maintain mental health of residents	Proposal would retain sufficient green space around the site and improve the landscaping offer.
Contrary to Haringey declaration of a Climate Emergency	Proposals are assessed against the material planning considerations outlined in the report. It is not substantiated that any development or loss of space is contrary to this declaration.
Construction works would emit carbon	Not a reason to refuse any building works. Proposal is net zero in terms of carbon emissions.
Infrastructure stress in general	Considered acceptable as set out in report (water, roads, etc.) where relevant planning considerations.
Redevelopment of garages should address rubbish dumping/collection	Waste Services confirm acceptability of proposal. This planning application is not the means to address other separate management issues related to waste/garages.
Inadequate consultation period length given submission near holiday period	Comments were requested within 28 days, 7 days beyond the standard statutory 21-day period, having regard to the timing of the application submission and comments are accepted up until the date of the decision. The committee report was written 10 weeks after the date residents were first consulted, and all comments received were summarised in it up to this date.
Construction works would harm mental health	Not substantiated or warranted as reason to refuse planning permission. All development has some impact and conditions are attached to regulate how construction takes place. Separate legislation covers hours of construction and noise limits.
Increased crime due to proposal/design, notably creation of a narrow and secluded alleyway between Ramsey Court and the three new houses.	Not substantiated. While they do not normally formally comment on 'minor' applications under 10 units, the proposal was subject to pre-application discussions with the Police 'Designing Out Crime Officer'. They noted that the scheme was assessed by the Crime Prevention Officer on behalf of the Metropolitan Police in May 2021. The assessment concluded

Comment (<u>Material</u> Planning considerations)	Response
	that the new accommodation should achieve SBD gold or silver accreditation as proposed