

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/2250

Ward: St Ann's / Seven Sisters

Address: Land Rear Of, 2-14, Kerswell Close, London, N15 5RP

Proposal: Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Gareth Prosser

Date received: 31/08/2022

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward living accommodation (Use Class C3) comprising 25 homes, an Adult Care Hub and communal garden. These homes will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal provides a comprehensive hard and soft landscaping scheme. Twenty new trees will be planted across the site and neighbouring estate land.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.

- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, noise, light or air pollution.
- The proposed development is car free (except for 2 wheelchair-accessible spaces) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include air source heat pumps and photo-voltaic panels at roof level.
- The proposal would preserve the character of the nearby conservation area.
- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities and sustainable travel initiatives and off-site tree planting.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a legal agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 31st December 2022 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.

- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.
- 2.9 A summary of the planning obligations for the development is provided below:
1. Carbon offset contribution
 - Carbon offset contribution if the zero-carbon policy requirement is not met, at £2,850 per tCO₂, plus 10% management fee.
 - 'Be Seen' commitment to upload energy performance data.
 2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
 3. Car Club Bay and Membership Subsidies
 4. Local Employment
 5. Employment and Skills Plan
 6. Skills Contribution
 7. Monitoring Costs
 8. Travel Plan
 9. Travel Plan Monitoring Contribution
 9. Off-site highways and Landscaping working
 10. Affordable Homes for Rent
 11. improving signage for cyclists
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Presumption in Favour of Sustainable Development

- 2.10 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably

outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application for:

- Redevelopment of the car park, commercial unit and open space
- Construction of part two, four and five-storey buildings
- Provision of 25 new council-rent homes (Use Class C3)
- An Adult Care Hub (Use Class E [G] [I]),
- Provision of amenity space, play space including new landscaping,
- Provision of refuse/recycling stores
- Provision of wheelchair parking spaces,
- Enhancement of existing amenity space within the Kerswell Close Estate.

3.1.2. The proposed 25 affordable homes for rent and associated infrastructure will be contained within two, four and five-storey buildings connected via an entrance link at ground-floor. The wheelchair user homes are located on the ground floor level and will have their own private amenity space, and dedicated parking.

3.1.3. Shared facilities for the proposed homes include cycle and refuse/recycling stores, which are located on the ground-floor level accessed from the core and courtyard respectively.

3.1.4. The proposed homes incorporate storage and include terraces or balconies. A landscaped courtyard at the rear of the site will provide a communal amenity space for existing and proposed residents. The courtyard will be secured with new boundary railings and gates for access by new and adjoining residents only and new lighting and CCTV will also be provided.

3.1.5. As part of developing the new homes, improvements are proposed to the existing amenity spaces on the adjoining Kerswell Estate including substantial new tree planting to mitigate existing trees to be removed and further enhance local environmental quality, amenity and biodiversity.

3.1.6. The two new residential blocks will have a contemporary appearance using traditional materials including brickwork with contrasting detailing for windows and balconies. The simple articulation of the elevations seeks to complement the proportions of the buildings and provide a distinctive and robust architectural language.

3.1.7. The proposed building incorporates features such as energy efficient heating including Air Source Heat Pumps for each dwelling and photovoltaic panels at roof level and high levels of insulation. The wheelchair accessible spaces will also be provided with electric charging points.

3.1.8. New planting including trees, surfacing, playspace, lighting and CCTV are part of the landscaping scheme.

Site and Surroundings

- 3.1.9. The development site is located at Kerswell Close in both the St. Ann's and the Seven Sister Wards. The site comprises a car park, a small commercial unit and open space at the junction of Kerswell Close and St. Ann's Road. The car park, which covers the majority of the site accommodates 21 spaces serving the adjoining Kerswell Estate managed by the Council.
- 3.1.10. The single-storey commercial building sits to the front of the car park on the corner of St. Ann's Road and Seven Sisters Road. The remainder of the site consists of mounded grassland including mature trees and footpaths which effectively form a green buffer to these two main roads.
- 3.1.11. The wider area is predominantly residential accommodating a range of property types and styles. Despite its predominantly residential location, several services and amenities can be accessed by sustainable transport modes including walking, cycling and public transport.
- 3.1.12. The Public Transport Accessibility Level (PTAL) of the site is 4 which is regarded as a good level of accessibility by Transport for London. It is within walking distance from a number of bus services and Seven Sisters Underground and Overground Stations are located approximately 600m (6-8 minute walk) to the north-east of the site on Seven Sisters Road. In addition, South Tottenham Railway Station is located on High Road approximately 950m (9-12 minute walk) to the east of the site.
- 3.1.13. Whilst the site does not sit within a conservation area, it is visible from the adjacent St Ann's Conservation Area, which sits to the northwest of the application site

3.2 Relevant Planning and Enforcement history

- 3.2.1 A planning application on the site (Planning ref: HGY/2018/3553) was submitted in November 2018 by Pocket Homes. The application proposed replacement of existing car park with a part-3, part-6 storey building comprising 44 one-bedroom affordable residential units together with amenity space, secure cycle and refuse store, site landscaping and public realm works including new publicly accessible pedestrian routes and tree planting.
- 3.2.2 The application was refused on 26 February 2019 for the following reasons:
1. The proposed development would result in a net loss of open space, to the detriment of the quality of the area and well-being of the local community. It has not been demonstrated that the need and benefits of the development clearly outweigh this loss. As such, the application is contrary to Policy 2.18 of the London Plan 2016, Policy SP13 of the Local Plan 2017, Policy DM20 of the Development Management DPD 2017 and Paragraph 97 of the National Planning Policy Framework 2019. The application is also contrary to the objectives of the Mayor of London's Green Infrastructure and Open Environments: The All London Green Grid Supplementary Planning Guidance 2012.

2. The proposed affordable housing tenure and mix would fail to meet Haringey's affordable housing need as identified in the Council's Housing Strategy 2017-2022, as amended and would not contribute to a creating a mixed and balanced community. As such, the application is contrary to Policies 3.11 and 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017 and Policies DM11 and DM13 of the Development Management DPD 2017.
 3. The Energy Statement submitted with the application fails to demonstrate that overheating would be appropriately mitigated in current and future weather patterns without excessively increasing carbon emissions, or maintaining adequate residential quality for future occupants. As such, the application is contrary to Policy 5.9 of the London Plan 2016 and Policy DM21 of the Development Management DPD 2017. 4. In the absence of an agreement under s106 of the Town and Country Planning Act 1990 (as amended) in relation to: (1) local labour and training initiatives; (2) car-free development; and (3) a financial contribution towards carbon offsetting, the application (1) fails to adequately support local employment and address local unemployment by facilitating employment and training opportunities the proposed development; (2) would have an unacceptable impact on the public highway and fail to provide sustainable modes of travel; and (3) would fail to deliver an acceptable level of carbon reduction. In the absence of such an agreement the application is contrary to Policies 5.2, 5.3, 6.3, 6.11, 6.13 of the London Plan 2016, Policies SP4, SP7, SP8 and SP9 of the Local Plan 2017 and Policies DM21, DM31, DM32 of the Development Management DPD 2017.
- 3.2.3 An appeal was subsequently dismissed on 23 October 2019 on the grounds "that the adverse impact of the development in terms of its failure to meet the affordable housing need in Tottenham and Haringey with specific regard to tenure and mix significantly and demonstrably outweighs the benefits of the development".
 - 3.2.4 With regard to reason 1 of the refusal it was found that the net loss of open space would be in direct conflict with DMDPD Policy DM20 and the Framework but that this quantitative breach is outweighed when taking into account the significant qualitative improvements to the open space. This reason was therefore not upheld.
 - 3.2.5 On 9 June another Council-led scheme forming part of the new homes delivery programme was approved on land adjoining Remington Road and Pulford Road, just to the south-west of Kerswell Close within the Tiverton Road Estate. The proposed development which is currently being built out on-site involves the demolition of garages to provide 46 new homes for affordable rent comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. The scheme also reconfigures Remington Road as one-way street, provides 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities (planning ref: HGY/2021/2882).

3.3.3 The Council is also currently exploring the development of land opposite on the Sir Frederick Messer Estate for new Council housing and a recent consultation exercise was undertaken with residents on the estate seeking views.

4 CONSULTATION RESPONSE

4.2 Quality Review Panel

4.3 The scheme has been presented to Haringey's Quality Review Panel on three occasions. The Panel's written responses are attached in Appendix 4.

4.4 Development Management Forum

4.5 A Development Management Forum was held on 29th June 2022. Discussions focussed on the development's design and heritage approach. Details of the comments made are available in Appendix 5.

4.6 Planning Committee Pre-Application Briefing

4.7 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 6th June 2022. The minutes are attached in Appendix 6.

The following responses were received:

Internal:

- 1) Carbon Management: No objection, subject to conditions.
- 2) Pollution: No objection, subject to conditions.
- 3) Trees: No objection, subject to conditions.
- 4) Transportation: No objections, subject to conditions.
- 5) LBH Design: Support.
- 6) LBH Waste: No objection
- 7) LBH Building Control: Details satisfactory to subject to formal approval.
- 8) LBH Drainage: No objections.

External:

- 9) Thames Water: No objection, subject to conditions.
- 10) London Fire Brigade: No comments received.
- 11) Secure by Design / Met Police: No objections, subject to condition.

12) Crossrail 2: No objection.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 459 Neighbouring properties
- 3 site notices were erected close to the site

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

No of individual responses: 6

Objecting: 1

Comments: 5

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Proposed structures should not exceed 3 storeys
- Additional parking required
- No need for more play space (already new play space on estate)
- Existing play area (at Kerswell Close) should be converted into a car park to compensate for loss of parking
- Loss of sunlight to neighbouring properties
- Trees not replaced with ones of comparable size
- Capacity of local medical services
- Supermarket (with controlled pricing) could be located on the ground floor
- Mix of housing insufficient

5.4 The following issues raised are not material planning considerations:

- Funds should be spent on existing housing and entry door system should be implemented across the whole estate (Officer Comment: This is not a matter that can be considered as part of the assessment of this planning application.)
- Families should be located outside London (Officer Comment: This is not a matter that can be considered as part of the assessment of this planning application.)
- Impact of construction (Officer Comment: This is largely a temporary impact controlled through conditions and other regulatory regimes.)
- No timeline of construction provided (Officer Comment: Applicants are required by condition to start the proposal within 3 years of any permission. Community engagement is then required as part of the required Construction Management Plan).

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of the development
1. Design and impact on the character and appearance of the surrounding area
2. Character and appearance of the conservation area
3. The impact on the amenity of adjoining occupiers
4. Landscape and Biodiversity
5. Housing Mix, Tenure and Quality of Accommodation
6. Parking and highway safety/ waste recycling and servicing
7. Sustainability, Energy and Climate Change
8. Crime Prevention
9. Flood risk & Drainage
10. Water Efficiency
11. Air quality
12. Land contamination
13. Trees

6.2 Principle of the development

National Policy

6.2.1 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

6.2.2 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Regional Policy – the London Plan

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

6.2.4 Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport accessibility levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

- 6.2.5 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.2.7 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.2.8 Policy G1, part A in the London Plan, states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part D of the policy goes on to say that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Local Policy

- 6.2.9 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.10 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.2.11 Local Plan Policy SP16 states that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities. Existing facilities will be protected and where possible, enhanced. This will be based on the projects identified in the Council's Infrastructure Delivery Plan (IDP).
- 6.2.12 The Development Management DPD (2017) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.
- 6.2.13 Policy DM20: Open Space and Green Grid states that development that protects and enhances Haringey's open spaces will be supported. The policy continues, stating that

the reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space, It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would be secure a viable future for the open space; and it would not be detrimental to any environmental function performed by the existing open space.

- 6.2.14 Policy DM40 seeks to protect Haringey's existing stock of employment land and floorspace. However, in line with the National Planning Policy Framework, it is recognised that there is a need for the plan ensure sufficient flexibility and respond to changes in market conditions. The supporting text accompanying the policy explains that on sites where it has been demonstrated that they are no longer suitable for continued employment or commercial use, it is appropriate that these be released for other forms of sustainable development, including community uses where these could help meet locally identified needs.
- 6.2.15 Policy DM49, Managing the provision and quality of community infrastructure highlights that proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided they are accessible by sustainable means of transport; are located within the community that they are intended to serve; provide flexible, multifunctional and adaptable space; safeguard highway safety and residential amenity.
- 6.2.16 In summary, the Mayor of London and the Borough are keen to bring forward development which delivers high-quality affordable housing, optimise the use of previously developed land and maximises the benefits to the local community including the provision of good quality open space.

Provision of Homes

- 6.2.17 This proposal provides 100% of the proposed housing as accommodation for council-rent which would satisfy the above planning policy requirements and provide much needed affordable housing. The proposal represents a net-gain of 25 homes of a high quality of accommodation.
- 6.2.18 The surrounding area includes a range of tenures, including private-rent, owner-occupation and social rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to delivery of the Borough wide affordable housing target.
- 6.2.19 The existing site is located in an established and accessible residential area, and comprises an estate car park, a small commercial unit and informal open space. It forms one of a number of development opportunities the Council has identified as part of its Housing Delivery Programme which seeks to use public owned land more effectively to build new council homes to meet local need.
- 6.2.20 The site is not well used, nor overlooked, access points aren't secure, the commercial building is in poor condition and has no active frontage and the adjoining roads are heavily trafficked. Consequently, the site feels isolated, unwelcoming and has attracted significant levels of anti-social behaviour..

- 6.2.21 The redevelopment of this site for a greater number of homes will contribute to the Borough's housing target for the period from 2015-2026 in accordance with Strategic Policy 2. This also aligns with the thrust of the London Plan which identifies a pressing need for more homes including affordable homes. The provision of affordable housing for rent would overcome the previous reason for refusal.
- 6.2.22 The application proposes the reconfiguration of poorly defined, unattractive and largely unusable green space. The existing public open space measures 1419m² (excluding the existing car park). The proposal when combining the proposed public open space (630m²) with the proposed shared private open space (789m² - residential courtyard) would match the existing open space proposed for redevelopment. As such, there is no net loss of open space. Given the very poor existing greenery, officers consider the replacement with well-designed green spaces, both public and private to be acceptable, providing a high quality, usable environment, where there currently is none. As such, proposal is considered in accordance with DMDPD policy DM20.

Loss of employment / Replacement with Adult Care Hub

- 6.2.23 The proposal will entail the removal of a small and dated commercial building on-site in use as a wholesale distributors. The building occupies approximately 100sqm, is in poor condition with limited active frontage on a prominent part of the site. The use operates only two days each week and employs two people only. The site is not in a town centre where retail uses are supported by local plan policy. Following discussions, the tenant will be leaving with financial assistance from the Council in accordance with the obligations under the lease.
- 6.2.24 In comparison to the previous application, incorporating the building into the proposals allows the site to be redeveloped comprehensively, the level of affordable housing to be optimised and an effective urban design solution to be delivered on this prominent corner location. The current issues associated with the site in relation to its appearance, environmental quality, security and safety can also be fully addressed.
- 6.2.25 The proposed Adult Care Hub would be 90 sqm so would result in a limited loss of employment floorspace, which must be weighed against the benefits highlighted above. The office hub for use by the Council's Adult Social Services will enable the Council to deliver local care and support services more effectively and residents to access assistance more readily. It is anticipated that 4 or 5 people will work in this new space, double that of the existing.
- 6.2.26 It should also be noted that the Tottenham Area Action Plan identifies a number of major employment-led redevelopment opportunities in the local area which seek to deliver significant new commercial uses and job creation. As such, given the minor nature of the existing employment use on the site and net gain in affordable housing for rent, the provision of community facilities and the substantial employment opportunities on nearby sites, the loss of employment is considered, in this instance, justified. The proposed Adult Care Hub would also increase activity on the site due to the increase in employment.
- 6.2.27 The site has a good level of accessibility to public transport, shops, services and community facilities as required by Policy DM15. Given the modest on-site Adult Care

Hub, the impact of the proposed development would not be detrimental to the amenity of the local area or to local services.

6.2.28 The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regard to neighbouring residential amenity and the character and appearance of the surrounding area.

6.2.29 As such, the principle of new living accommodation at affordable rent levels is considered acceptable subject to all other material considerations. The land at the rear of Kerswell Close is a brownfield location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need.

6.3 Design and Impact on The Character and Appearance of The Surrounding Area

National Policy

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

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

Regional Policy – London Plan

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

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

Local Policy

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

6.3.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires

all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

Assessment

- 6.3.7 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for affordable housing having regard to its location close to Seven Sisters Underground and Overground railway and walking distance to Tottenham High Road. In particular, the scale and form of the buildings reflect the shape of the site and the nature of the local built environment, in particular, the site's position at the junction of Seven Sisters and St Ann's Roads, two major arterial roads, going south-west to north-east and south-east to north west respectively

Use, Form & Development Pattern

- 6.3.8 The Council's design officer has been consulted and notes that the proposed built form positively addresses the corner of St Ann's and Seven Sisters Road, replacing the utilitarian and under-scaled wholesale food unit of blank frontage, creating a new pavement edge, before stepping back where it becomes the Seven Sisters Road frontage, and then turning through 45° to align with the flank of the existing terraced housing on the north-east side of the site.'
- 6.3.9 The Design Officer notes that the proposal does not follow the established building line along Seven Sisters Road which would normally be the best practice urban design response. However, the officer acknowledges that this proposed layout allows for both the retention of all of the mature trees along this part of Seven Sisters Road whilst aligning the proposed block with the existing properties at Kerswell Close. Officers agree, that whilst the proposal does not follow the established building line, the retention of the existing mature trees is highly desirable and as such this design position is supported.
- 6.3.10 The Design officer also recognises that the distinctive chamfered corners to both proposed blocks allow elements of them to.... align with Seven Sisters Road itself and the line of the railway bridge, forming further alignments to benefit the harmonious way the proposal would sit amongst its surroundings. As such, a subtle connection is formed between the lines of the existing surroundings and the proposed structure.

Open Spaces

- 6.3.11 The proposed building footprint leaves three distinct landscaped spaces. Firstly, a triangular area on the Seven Sisters Road side containing the continuation of the avenue of trees. Secondly, a large, formal landscaped court between the proposal and the backs of the houses to the east and north-east, and the back gardens of the existing neighbouring houses to the north-west. Then, thirdly, a wild, wooded, fenced, public garden on the remaining St Ann's Road frontage, between the side wall of the existing shop, the back of the private communal garden and the side of the end terraced existing neighbouring house.
- 6.3.12 The Design Officer notes that the three proposed landscaped spaces have clear, distinct, contrasting, realistic and useful programmes, as a visual amenity/buffer, as

amenity space for proposed and existing neighbouring residents of the development and as a pocket nature reserve. These interlinked spaces are considered to provide much more structured and usable open spaces compared to the existing. The existing green spaces which surround a central car park do not offer attractive or usable space for either neighbouring residents or the wider community.

- 6.3.13 The proposed development significantly improves the surroundings of the existing housing backing onto the site, which currently have back garden gates onto the car park area. The character will change from a significant amount of surface parking, and ill-defined landscaping, to a more private character, greater privacy with significant buffering from traffic noise generated by the significant surrounding highways at St Ann's Road and Seven Sisters Road. This will give a much clearer distinction between front and back and much greater real and sense of security.

Permeability

- 6.3.14 The applicant proposes that the site be gated and as such, in real terms the permeability of the site is reduced. However, the Design Officer advises that whilst up to a point greater permeability in urban areas is better than less, especially in town centres, this location, like many mid-20th-century estates, has too much, so there is currently no clear distinction between front and back, public and private, movement and static activity. This proposal, by reducing the number of formal and informal paths across the site, restricting pedestrian routes to public streets with front doors facing onto them and buildings or defined amenity spaces bounding them, will give the immediately surrounding area a more appropriately scaled and better-defined urban form. Officers agree that the current site, whilst open and permeable, is unstructured with ill-defined routes and wayfinding. Given that the development is essentially one modest urban block, the lack of public walkways through the site is not considered significant. Officers conclude that by gating the proposal, pedestrian routes become more defined whilst remaining short and direct, removing the desire to use informal pathways across the poor grassy verges and car parking. As such, this approach is considered acceptable.

Height, Bulk & Massing

- 6.3.15 At five storeys at the corner of Seven Sisters and St Ann's Roads, dropping to four, the proposal is not a tall building. The Council's Local Plan Strategic Policies define tall buildings as 10 storeys or over and the London Plan six. It is however 3-4 storeys above the prevailing height of much of its surrounding context, which is mostly in the 2 or 3 storey range and therefore must be assessed as a 'taller building' as set out in the Local Plan.
- 6.3.16 There are other tall and taller buildings nearby though, particularly the two high rise 1960s blocks, Twyford House and Perry Court, immediately south of the railway on the opposite side of the Seven Sisters/St Ann's Road crossroads. Further taller buildings in the vicinity include Edgecot Grove, a large '60s/'70s development occupying a whole city block just a block to the north. Therefore, there is precedent in the neighbourhood for taller buildings than the immediate neighbours on Kerswell Close.
- 6.3.17 The modest height proposed in this development must be sensitive to the neighbouring Conservation Area, where a building taller than proposed would be prominent in long

views down St Ann's Road, currently closed by the mature trees on the site. The taller, five-storey element is placed on the most appropriate location for a taller building, the crossroads, the main junction, and a significant node in the local street network. Where the proposal gets closer to the existing neighbouring two and three storey housing, the proposal drops down to four storeys, which will be within the range of acceptable contextual height for neighbourly integration.

- 6.3.18 The massing of the proposal treats the five-storey element as a distinct volume, separated from the four storey volume, with a single storey gap allowing a glimpse into the courtyard and out from the courtyard to the trees and railway, allowing more visible sky, day light and sunlight into the courtyard and neighbouring existing houses. There are also single storey gaps at either end of the development, having a similar effect. Officers agree that this is an appropriate massing, responding to and reinforcing the legibility of the street and urban block whilst defining an ill-defined corner and respecting the views from the nearby conservation area.

Approach, Accessibility & Legibility

- 6.3.19 All flats in the proposal would be accessed off a single communal block entrance located in the gap between the two blocks, on the Seven Sisters Road frontage, right at its corner with St Ann's Road. The Design Officer notes that this 'is an exemplary clear and convenient location for an entrance'. It is normally recommended that there should be no more than 25 flats in total, and no more than eight flats per floor accessed off each street entrance. In this case the proposal has 25 flats in total, in two cores accessed off the central courtyard, itself accessed by one door or one gate, and no more than four flats per floor accessed off each core. The entrance off the street will lead via extra-wide, access-controlled doors into a covered external porch, with access to the cycle store. The design officer concludes that the site should be capable of providing safe, secure, convivial and distinctive access and approach to residents' homes. As such, this is accepted.

Elevation Treatment; Fenestration Materials & Details

- 6.3.20 The design officer notes that the proposed materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey generally. Officers consider the chosen brick appropriate, adding to the softer, domestic appearance of the proposal. The two differing, buff-coloured bricks, break up the apparent mass of the building and define a base, middle and top. This references the local heritage of the neighbourhood, particularly the immediately neighbouring Conservation Area along St Ann's Road. Regular fenestration of large, vertically proportioned windows also references the local context, with the verticality of the fenestration balancing the horizontality of the banding.
- 6.3.21 Officers consider, the proposal to be an attractive and contemporary pair of buildings, which respond to the form and function of the proposed accommodation whilst having regard to the varied architecture within the surrounding townscape.
- 6.3.22 From an urban design perspective, the existing green space is of very poor quality and little use. The proposals would retain all the most valuable, mature trees, create better quality public and private communal amenity space, of greater legibility and

attractiveness, also improving security, privacy, noise and dust protection to neighbouring existing residents.

6.3.23 The design officer considers, the proposed residential accommodation to be of 'excellent quality, meeting local and borough wide housing need, especially for affordable new Council housing, is particularly strong in shared external amenity provision, and will make a significant contribution to improving the legibility, safety and attractiveness of its location and of the neighbouring estate and wider surroundings'.

6.3.24 As such, officers consider the proposal in accordance with the above policies.

6.4 Character and Appearance of the Conservation Area

6.4.1 London Plan (2021) Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

6.4.2 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

6.4.3 While the site does not sit within a conservation area, it is visible from the adjacent St Ann's Conservation Area, which sits to the northwest of the application site. The conservation area was established on 2nd April 1987 and is relatively small, characterised by a largely uniform residential district consisting of long straight roads lined with uniform terraces of mostly Edwardian properties and Chestnuts Park.

6.4.4 Beyond South Grove, the eastern-most section of the conservation area is restricted to the buildings flanking the northern side of St Ann's Road and characterised by its domestic scale and a greater degree of consistency. These terraces of small residential dwellings are mostly Victorian and early Edwardian properties of a uniform scale. Several have suffered from a series of unattractive cosmetic and structural alterations that have resulted in a visually inconsistent streetscape.

6.4.5 The conservation area is terminated at its eastern end by No. 170 St Ann's Road, a mid 19th Century former public house. This along with few remaining historical buildings and a number of later additions frame the views towards the site. When developing proposals, consideration was given from the outset to these key views along St Ann's Road looking from the conservation area.

6.4.6 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a

positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.

Assessment

- 6.4.7 St Ann's Conservation Area covers a substantial area to the north-west of the application site. The main visibility from the Conservation Area is from St Ann's Road. Whilst visible from the Conservation Area, the light materiality of the proposed buildings reflects the local character and sits comfortably with the London stock brick and light stucco prevalent in historic buildings along the main road. The slender proportions of the proposed block, its chamfered geometry and the fact that it is largely screened behind retained trees, means that it sits discreetly at the end of the St Ann's Road view. While the building sensitively addresses views and neighbours, its frontal relationship and corner balconies directly address St Ann's Road, providing a positive and purposeful contribution to the local streetscape.
- 6.4.8 Where the proposed development is visible from the conservation area, the impact is limited and as stated above, screened by mature trees. As such, it is not considered to result in significant harm to the character and appearance of the conservation area. The proposed development is fully supported by the LBH Conservation Officer. The Conservation officer states that, the new development would have a neutral impact on the conservation area character and views because the whole design process has been driven both by an acute awareness of the sensitivity and relative fragility of the eastern stretch of the conservation area, and by the need to deliver substantial public improvements in the conservation area setting, while avoiding any harm to the surrounding heritage assets.
- 6.4.9 In summary, the proposal would have a negligible impact on the surrounding heritage assets. In line with paragraph 202 of the NPPF this must be treated as less than substantial harm, when weighed against the public benefits of the proposal, which includes affordable housing designed to a high standard and investment in more purposeful open spaces. The proposal is considered acceptable, preserving the character and appearance of the conservation area.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.5.2 Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring residents.

- 6.5.3 The building is set away from the adjoining boundaries and the heights of the proposed building limited to between one and five storeys, to reflect the modest scale of the surrounding existing buildings but also the prominent location of the site on a corner. This also ensures levels of sunlight/daylight, outlook and privacy received by existing neighbours is not detrimentally affected.
- 6.5.4 The position and scale of the proposed development in relation to neighbouring buildings ensures that overall, the outlook, privacy, and level of sunlight/daylight enjoyed by existing residents will not be adversely affected
- 6.5.5 A sunlight/daylight assessment has been carried out which demonstrates that adjoining properties bounding the site will not be unduly affected by the proposed development in this regard. The analysis indicates that the design achieves an overall high level of compliance with the BRE recommendations.
- 6.5.6 The aim of the assessment is to assess the impact of the development on the light receivable by the neighbouring properties at 2 to 50 Kerswell Close (even numbers) and 543 to 547 Seven Sisters Road.

Vertical Sky Component

- 6.5.7 The majority of windows pass the Vertical Sky Component (VSC) test. Whilst there are isolated windows at 2 to 10, 28, 32 to 38 Kerswell Close and 543 to 547 Seven Sisters which do not meet the recommendations, there are mitigating factors, which are considered below.
- 6.5.8 Of the 128 windows tested, only 35 windows falling short of the BRE VSC recommendations. Of the 35 that fall short, 19 are what we would consider borderline, and achieve before/after ratios of only slightly less than the recommended 0.8. Of the remaining 16, 11 of the windows will continue to achieve VSC scores of between 16.1% to 24.7%. Whilst the BRE guide states that daylight may be adversely affected if VSC targets are not met, when setting targets, both the BRE guide and National Planning Policy Guidance (NPPG) recognise that it is necessary to have regard to the development context and site location.
- 6.5.9 Following a number of appeal decisions, it is generally accepted that for large schemes in London, a retained Vertical Sky Component of 20% or more represents a reasonably good level of daylight, and a retained Vertical Sky Component in the mid-teens (15% and above) is acceptable.
- 6.5.10 Secondly, it should be noted that the windows which fall short at 2 to 8 Kerswell Close are sited on the rear elevation of the properties, with some of the shortfalls at first floor. This is likely to mean that the windows serve the bedrooms of the properties. Whilst under the BRE guide a universal test is applied to all room types, the BRE guide explains that daylight in bedrooms is less important than in other habitable rooms such as living rooms.

Daylight Distribution

- 6.5.11 All windows that face within 90 degrees of due south have been tested for direct sunlight. All windows pass both the total annual sunlight hours test and the winter sunlight hours test with the exception of isolated windows at 2 to 10 Kerswell Close. Notwithstanding this, all but two of the windows achieve the sunlight recommendations over the whole year and only fall short during the winter months.
- 6.5.12 For the two windows that do meet the annual target, they achieve Annual Probable Sunlight Hours scores of 20% and 23% which is just short to the 25% target stated in the BRE guide. However, the report states that the Annual Probable Sunlight Hours targets stated in the BRE guide are only intended to be applied to main living room windows. This is because the BRE guide states that kitchens and bedrooms are less important. From officer observations, it seems unlikely that the windows which fall short serve main living rooms. No objections have been received.
- 6.5.13 Whilst it highlights that a number of windows and gardens to neighbouring properties do not meet the standard numerical recommendations, the results are not unusual in the context of the urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. It is considered that the development achieves an appropriate balance between daylight and sunlight related impacts and other material planning considerations.
- 6.5.14 On balance, officers considered that the adjoining properties bounding the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties in accordance with the above policies.

6.6 Landscaping & Biodiversity

- 6.6.1 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to “promote the creation of new areas of publicly accessible open space” as well as “enhance open spaces to provide a wider range of benefits for Londoners”. London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.6.2 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m² of play space per child provided.
- 6.6.3 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor’s SPG Providing for Children’s and Young People’s Play and Informal Recreation.
- 6.6.4 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees

on or close to a site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

- 6.6.5 The redevelopment of the site offers the opportunity to significantly improve the site with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.
- 6.6.6 The existing site, whilst bordered by mature and semi-mature trees (mainly lining Seven Sisters Road and St Ann's Road) has poor quality green space around the existing car park formed of unused and poorly maintained spaces which have no clear sense of ownership.
- 6.6.7 A number of key objectives have guided the landscaping strategy including:
- Creating safe, fully accessible, and attractive spaces and routes.
 - Providing spaces for relaxation, social interaction, and play.
 - Incorporating substantial new planting including new trees.
 - Providing new and attractive hard surfaces including sustainable urban drainage
 - Enhancing biodiversity.
 - Encouraging a more active streetscape by creating secure and attractive frontages including a new boundary treatment.
 - Providing a sense of place of place through the layout of the communal areas, surface and boundary treatments.
 - Incorporating convenient and secure refuse/recycling and cycling storage facilities.
- 6.6.8 The proposed landscaping includes new private terraces and shared amenity spaces forming a courtyard to the rear of the development and enhancement of the existing communal areas across its frontage.
- 6.6.9 The communal courtyard will be a place for new and existing residents adjacent to the site to access. The courtyard provides 'areas of activity and play and other areas which are more peaceful where residents can relax'. The play space is located on the western edge of the courtyard equidistant between the existing and proposed dwellings to provide a central area of activity. The eastern edge as you enter the courtyard from the lobby will be a woodland garden with routes through and seating. A grove of tall birch trees will be planted which can be glimpsed through the lobby from the public realm.
- 6.6.10 A lawn space with picnic tables is proposed for the central section of the courtyard provides a flexible amenity space in the sunniest position in the courtyard. Also proposed is a paved shared surface entrance space located on the northern edge which will provide blue badge parking and service access. The edges of the courtyard will be planted with hedge, shrub and perennial plants to contribute a green garden character to the space.
- 6.6.11 The Seven Sisters Road and St. Ann's Road frontages will comprise of species-rich lawn and native shrub perennials selected to thrive in proximity to busy roads. All planting will include nectar rich species for pollinators and invertebrates and is designed to provide a net gain in biodiversity for the site. In support of this approach, bug hotels, loggeries, etc. are integrated within the planted areas. Planting typologies are chosen to thrive in their proposed location including sunny aspect, or woodland edge planting, designed to thrive

in the shaded context. Ferns and grasses provide a variety of textures, with robust shrubs and perennials add colour and seasonal interest. Robust species have been selected to require minimal maintenance, and thrive in dry and wet conditions.

- 6.6.12 A consistent and robust palette of hard landscaping materials is proposed, selected for their location, degree of use and character of the space. The vehicular entrance space is paved in porous concrete setts which will capture surface drainage as part of the sustainable drainage proposals.
- 6.6.13 Sustainable Drainage System (SuDS) attenuation will be provided within a geocellular tank located underneath the hard landscape. These areas will be constructed using permeable paving materials which will discharge to the attenuation tank.
- 6.6.14 Officers consider the proposed landscaping a high quality and sensitive design that complements the proposed residential units and Adult Care Hub, recognising the positive impact of the green space of the future occupiers of the site. Further details relating to trees are outlined below.

The Urban Greening Factor (UGF)

- 6.6.15 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.51, which exceeds the London Plan target score of 0.4 for predominantly residential developments.
- 6.6.16 The proposed development presents a comprehensive landscaping scheme to cater for the needs of the resident group, ensuring the setting of the new homes is attractive, green, and safe and complements and enhances the character and appearance of the surrounding area. It includes new tree planting, shared surfacing, seating and a play space as part of the treatment of the site.
- 6.6.17 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in an enhanced open space provision which is considered appropriate for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard

6.7 **Housing Mix, Tenure and Quality of Accommodation**

- 6.7.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.7.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

- 6.7.3 The Local Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.
- 6.7.4 DPD Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.7.5 The proposed development will provide 25 units (incl. 2 wheelchair accessible homes) as affordable housing for rent with associated facilities Adult Care Hub. Family units form 16.0% of the units.
- 9 x 1 bedroom flats
 - 12 x 2 bedroom flats
 - 3 x 3 bedroom flats (of which one accessible)
 - 1 x. 4 bedroom flat (accessible unit)
- 6.7.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The Programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.7.7 This location has good Public Transport Accessibility (PTAL of 4) and is a short walk from Seven Sisters tube and Overground station and the Seven Sisters and West Green Road designated District Centre, as such, officers consider the location is suitable for a greater proportion of smaller units. It is also surrounded by low rise mid 20th century housing of mostly family sized units, Officers consider that that proposed mix listed above would contribute to an appropriate balance of housing sizes in this specific location.

Quality of Accommodation

- 6.7.8 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan (2021) standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.7.9 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

Indoor and outdoor space/accommodation standards

- 6.7.10 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards. Private external amenity space is provided to each unit in the form of balconies and private gardens to the ground floor units. In addition, a generous communal amenity space is provided containing areas ranging from an equipped children's play space, seating areas amongst ornamental landscaping, disabled residents' car parking, and servicing access for refuse collection and maintenance.
- 6.7.11 All dwellings have a minimum floor to ceiling height of 2.5m. In addition, all dwellings are well laid out to provide useable living spaces and sufficient internal storage space.
- 6.7.12 Daylight and sunlight studies have been undertaken. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance.
- 6.7.13 The study concludes that whilst those properties mentioned above do not meet the BRE recommendations, the results are not unusual in the context of an urban location. The report also states that 'It is important to note that all of the rooms which do not meet the winter ADF recommendations have balconies above them. This is in order to provide private amenity space to the occupants. Whilst this does limit some of the daylight available to the units, on balance, it is considered preferable to retain these, as they provide additional benefits to the residents of the development'.
- 6.7.14 The report states that if the balconies were to be removed, then all units would meet the ADF recommendations during the winter months. Therefore, the study concludes that, 'in overall terms the scheme represents a relatively high level of compliance with the BRE recommendations and in our opinion, there are material considerations which outweigh the slightly lower daylight levels.'
- 6.7.15 In considering the above report against all other material planning consideration, officers consider that, on balance, against the needs for private amenity space for each unit, the wider social benefits of the proposal, the urban context and given the 'relatively high' level of compliance with BRE recommendation, the application is, acceptable, providing a high standard of well-designed and much needed housing and associated amenities
- 6.7.16 In conclusion, all dwellings are considered to be well laid out with sufficient space for storage to provide useable living spaces to meet modern living arrangements and as such are acceptable.

Accessible Housing

London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

- 6.7.17 All residential units in Block A shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least two dwellings shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations. Whilst this does not provide 10% wheelchair accessible homes on site, (rounding the total number of homes up to 30) across the Council Housing programme there are several sites providing wheelchair homes in excess of 10% so this is considered acceptable in this instance.
- 6.7.18 As Block B does not incorporate a lift, not all the new homes meet the Building Regulation M4 (2) 'step-free' access standards for accessibility. However all dwellings in this block and across the development have been laid out and designed to meet the accessibility and adaptability standards in all other respects.
- 6.7.19 London Plan Policy D7 and guidance accepts that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or less the London Plan highlights that it may be necessary to apply some flexibility in the application of this policy and specifically in relation specific small-scale infill developments of no greater than 0.25ha. The site at Kerswell Close measures approximately 0.28ha and provides a lift for a proportion of the proposed dwellings. Given its constraints and the need to optimise the level of affordable accommodation it is accepted that in this instance it is acceptable not to incorporate a lift in the proposed four-storey block.
- 6.7.20 The proposed two wheelchair accessible homes are on the ground floor and meet the required Building Regulation M4 (3) accessibility standards and there are no family sized dwellings (3+ beds) on the upper floors of Block B. In addition, through the Council's housing allocations and lettings policy, there is the opportunity to ensure that lettings in this proposed block are directed to those tenants who do not have additional mobility needs

Noise – future occupiers

- 6.7.21 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.
- 6.7.22 The application is accompanied by an External Noise Assessment, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development.
- 6.7.23 Based upon the findings of on-site noise levels, exterior noise levels have been determined for the various living spaces within the development. The results of the noise survey show that glazing with an enhanced acoustic performance is required for

habitable rooms overlooking Seven Sisters Road and St Ann's Road, while standard thermal double-glazed windows will be acceptable for windows overlooking Kerswell Close and at the rear of the site. Bedrooms overlooking Seven Sisters Road and St Ann's Road will require background ventilation by an MVHR system or similar; acoustically-rated trickle ventilators would be acceptable for other habitable rooms. For energy efficiency reasons, all habitable rooms will be ventilated using an MVH system.

6.7.24 In accordance with the recommendations of the Noise Assessment, the development incorporates double glazing and enhances acoustic glazing.

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

6.8 **Parking and highway safety/waste recycling and servicing**

6.8.1 Paragraph 110 of the NPPF (2021) states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.

6.8.2 The London Plan (2021) Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for car parking spaces that are proposed.

6.8.3 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.

6.8.4 DM32 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3-4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

Car Parking

- 6.8.5 The proposed development replaces an existing car park of 21 parking spaces providing 25 new residential units, including 2 fully wheelchair accessible homes and accompanying pair of wheelchair-accessible parking spaces. A small community office (Adult Care Hub) is also proposed.
- 6.8.6 The existing 21 car parking spaces would be reduced to only the 2 wheelchair-accessible spaces. LBH Transport Planning has reviewed the proposal and notes that the existing spaces serving the existing site are 'sparsely used' and would not need to be formally re-provided on site or indeed elsewhere.
- 6.8.7 The assessed Parking Stress Survey and multiple Transport Officer site visits concluded that combining the overspill from redevelopment of the Kerswell car park plus potential new demands, only 11 to 12 additional vehicles could be displaced and seek to park in the locality of the site. The parking stress survey recorded 74 free spaces in the closest streets to the site so it is not considered that an additional 11-12 vehicles will cause any parking nuisance issues.

Car Free

- 6.8.8 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site and permits would not be allocated to the new properties for on street parking. Due to the site's PTAL (4 - denoting 'good' connectivity), the site's location within a CPZ (St Ann's) and the on-site provision of accessible parking in line with London Plan (2021) standards, the proposed development would qualify for a car-free status, in accordance with Policy DM32: Parking of the Development Management DPD.
- 6.8.9 Accordingly, future occupiers would be restricted from receiving on-street resident parking permits. The Council would use legal agreements (or equivalent) to secure this and require the applicant to advise all occupiers of the car-capped status of the proposed development.

Access Arrangements

- 6.8.10 The site will be connected to the highway network from Kerswell Close, as per existing arrangements, and it will also be possible for pedestrians to connect directly from the development by footway to Seven Sisters Road and St Anns Road as well as from Kerswell Close. At present, the car park that is to be redeveloped is fenced so this will enable more direct connection from an entrance to the development and is supported.

Cycle Parking

- 6.8.11 For the residential element, it is proposed to provide a total of 44 long-stay and 2 short-stay residential (visitor) cycle parking spaces, which is in line with the London Plan (2021) minimum residential cycle parking standards. For the Adult hub there will be a Sheffield Stand within the enclosed cycle store providing parking for 2 long stay cycle parking spaces for staff and 3 Sheffield Stands providing 6 short terms cycle parking spaces at the front of the building.
- 6.8.12 LBH Transport Planning has requested and reviewed additional information relating to the provision of cycle parking and concluded that the current provision meets or exceeds the requirements. The additional plan submitted shows 4 Sheffield stands outside the

Adult Care Hub, which provide 2 spaces for residential visitors and 6 for the Adult Care Hub staff. This exceeds the requirement of 4 cycle spaces for the hub outlined. The residential cycle stores accommodate 2 secure accessible Sheffield stands as required

- 6.8.13 As such, the proposal is considered to not result in an adverse impact on parking in the local area and would promote active travel.

Waste and recycling

- 6.8.14 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.
- 6.8.15 Access on to site for the collection vehicles will be from Kerswell Close. There is space within the courtyard for the collection vehicle to safely manoeuvre, collect bins and exit. Swept path analysis has not been included in the Design and Access Statement but the drawings mark routes clearly and show this to be possible. LBH's Waste and Street Cleansing Team has reviewed the proposal and raises no objections subject to further detail. This can be achieved via condition.
- 6.8.16 As such, the proposal is considered acceptable, in accordance with the above policies.

6.9 Sustainable Energy and Climate Change

- 6.9.1 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.9.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.9.3 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.9.4 An energy statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy.

- 6.9.5 The development achieves a site-wide reduction of 98.4% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement for the residential proportion (100.4% reduction), which is supported in principle. LBH Carbon Management raises no objections to the proposal subject to some refinement of the reduction calculations which can be dealt with via condition.
- 6.9.6 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing and incorporates air source heat pumps and PV Panels to maximise carbon savings.
- 6.9.7 Green roofs and sustainable drainage (SUDS) further contribute to the sustainable nature and biodiversity of the site, while low-energy appliances and water conserving sanitary ware contribute to energy efficiency in the new homes.
- 6.9.8 An Overheating Assessment has been undertaken to minimise the risk of overheating within the proposed development and to reduce reliance on air conditioning. In line with the Cooling Hierarchy outlined within the London Plan, a number of measures to minimise the risk of heating have been employed within the proposed development. The submitted overheating strategy has been assessed by LBH Carbon Management and is considered acceptable.
- 6.9.9 In summary, The Council's Carbon Management Team supports the scheme based on its 98.4% carbon reductions on site. It has requested further information which can be dealt with by conditions the final wording of which will be presented in an addendum. In the event that the construction on site does not achieve this, a carbon-offset contribution of £2,850 per tCO₂ would be required.
- 6.9.10 Subject to these, the proposal represents an acceptable scheme which meets the requirements of relevant planning policy in this regard.

6.10 **Crime Prevention**

- 6.10.1 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.10.2 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated following early engagement with the Metropolitan Police.
- 6.10.3 The scheme is designed to achieve a minimum standard Secured by Design Silver Award accreditation. With additional detail provided at the technical stage, it is anticipated that a Gold Award accreditation could be achieved
- 6.10.4 The Metropolitan Police Designing Out Crime Officer (DOCO) was consulted on this final design. They recommend planning condition(s) to secure accreditation prior to commencement. Subject to SBD measures by condition, Officers consider the proposal

would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.

6.11 Flood Risk and Drainage

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

6.11.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy which includes attenuation within the landscaping as set out above. The strategy has been reviewed by LBH Flood & Water Management team which has stated that it is satisfied that the impacts of surface water will be addressed adequately.

6.11.3 As such, this is considered acceptable

6.12 Water Efficiency

6.12.1 A Sustainability Statement has been submitted with the application that indicates the proposed dwellings would provide a maximum indoor water consumption of 105 litres per person per day, which is in line with the optional standard in Part G of the Building Regulations and is compliant with London Plan Policy SI5. The Statement also notes that three Wat 01 credits are targeted for the non-residential uses on site, with water consumption reduced by 40%, which is also in accordance with Policy SI5. Water efficient fittings, water meters, and a leak detection system are proposed, which is supported. Rainwater and greywater harvesting should also be included in the development and the appropriate integration of these features can be secured by condition for the detailed phase and each reserved matters application.

6.12.2 As such, the proposed development is considered acceptable in terms of its risk of flooding and water management arrangements

6.13 Air Quality

6.13.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.13.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral. In-built mitigation measures including green infrastructure, solar panels, ASHP and cycle storage boost the green credentials of the proposed development. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.

6.13.3 Officers acknowledge that concerns have been raised about construction works, however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust

suppression. The proposal is not considered an air quality risk or to harm nearby residents, or future occupiers. The proposal is acceptable in this regard.

6.14 Land Contamination

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

6.14.2 A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.14.3 Officers consulted the Council's Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions.

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

6.15 Trees

6.15.1 DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.

6.15.2 There are a number of trees adjacent to the site, along St Ann's Road and Seven Sisters Road 33 trees were surveyed and assessed to be in the following categories:

- No category A trees were highlighted (High quality)
- 11 trees were categorised as B (moderate quality)
- 15 trees were categorised as C (low quality)
- Seven trees were identified as U (unsuitable for retention)

6.15.3 Twenty one trees are proposed for removal as follows:

- 2 category B trees (moderate quality)
- 12 category C trees (low quality)
- Seven category U trees (unsuitable for retention)

6.15.4 The proposals have been developed to retain high quality trees and replace any trees proposed for removal with new tree planting on the site or within the wider Kerswell Close estate. As noted above 21 trees are proposed for removal, whilst 23 trees are to be planted (21 trees with 20- 25cm girths, 2 large 'impact' trees with 30- 35cm girths). 8 trees are to be retained with 4 semi mature Birch trees to be transplanted. The 4 mature London Plane specimens located on Seven Sisters Road which have a high amenity value and will be retained. The proposal is considered a substantial improvement to the existing greenery given the limited value of the existing species.

6.15.5 All retained trees will be protected in accordance with BS 5837:2012 specifications throughout the development. This report includes guidance on tree protection measures and providing these are adhered to, there will be no adverse impact on the long-term potential on the retained trees.

6.15.6 The Arboriculture Officer has been consulted and raises no objections. Requested further details of street planting has been provided. In conclusion, the proposal (with conditions) ensures the protection of existing species, with a low or limited impact on the existing trees and is considered acceptable.

6.16 **Conclusion**

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward council-rent living accommodation (Use Class C3) comprising 25 homes, an Adult Care Hub and communal garden. These will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context, particularly the neighbouring conservation area.
- The proposal provides a comprehensive hard and soft landscaping scheme.
- Twenty new trees will be planted across the site (18 trees with 20- 25cm girths, two impact trees with 30- 35cm girths) and 4 offsite street trees
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 2 wheelchair-accessible spaces) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.

- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.

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

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £110,157 (1,825 sqm x £60.36) and the Haringey CIL charge will be £91,250 (1825 sqm x £50). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge. It is expected that the applicant will be eligible to claim social housing relief.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1.

Applicant's drawing No.(s)

- 21099-00-001P - Location Plan
- 21099-00-002P - Existing Site Plan
- 21099-00-003P - Proposed Site Plan
- 21099-10-001P Rev A- GA Floor Plan - Level 0
- 21099-10-005P - GA Floor Plan - Level 1
- 21099-10-006P - GA Floor Plan - Level 2
- 21099-10-007P - GA Floor Plan - Level 3
- 21099-10-006P - GA Floor Plan - Level 4
- 21099-10-007P - GA Floor Plan - Level 5
- 21099-20-001P - GA Elevations - Sheet 1
- 21099-20-002P - GA Elevations - Sheet 2
- 21099-20-101P - GA Sections - Sheet 1
- 21099-51-001P - Indicative Façade Detail - Sheet 1
- 21099-51-002P - Indicative Façade Detail - Sheet 2
- 21099-51-003P - Indicative Façade Detail - Sheet 3
- 21099-92-001P - Accommodation Schedule
- Diagram-bicycles-21099 (16 Nov, 2022)
- Air Quality Assessment by XCO2
- Arboricultural Impact Assessment by Tree Works
- Arboricultural Method Statement by Tree Works
- Block Plan of the Site
- Covering Letter by London Borough of Haringey
- Daylight and Sunlight Report (Neighbouring Properties) by Rights of Light Consultancy
- Daylight and Sunlight Report (Within Development) Right of Light Consultancy
- Design and Access Statement by Newground including a Landscaping Strategy prepared by Turkington Martin (Rev B)
- Energy Statement including Overheating Risk Assessment by XCO2
- Environmental Noise Assessment by XCO2

- Fire Strategy by JGA
- Fire Strategy (London Plan) by JGA
- Flood Risk Assessment and Drainage Strategy by McBains
- Gateway 1 Fire Statement Form by JGA
- Geotechnical Design Report by Pell Frischmann
- Outline Construction Logistic Plan by TTP
- Planning Statement by London Borough of Haringey
- Preliminary Ecological Appraisal by XCO2
- Site Waste Management Plan by XCO2
- Statement of Community Involvement by London Borough of Haringey
- Sustainability Statement by XCO2
- Topographical Survey by Survey Solutions
- Transport Statement by TTP (amended Nov 2022),
- Travel Plan by TTP
- Transport Statement by TTP
- Utilities Statement Report by XCO2
- Whole Life Cycle Analysis and Building Circularity Report by XCO2

APPENDIX 1 PLANNING CONDITIONS AND INFORMATIVES

Subject to the following condition(s)

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

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

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

21099-00-001P - Location Plan,
 21099-00-002P - Existing Site Plan,
 21099-00-003P - Proposed Site Plan Rev D,
 21099-10-004P - GA Floor Plan - Level 0,
 21099-10-005P - GA Floor Plan - Level 1 ,
 21099-10-006P - GA Floor Plan - Level 2,
 21099-10-007P - GA Floor Plan - Level 3,
 21099-10-006P - GA Floor Plan - Level 4,
 21099-10-007P - GA Floor Plan - Level 5,

21099-20-001P - GA Elevations - Sheet 1,
 21099-20-002P - GA Elevations - Sheet 2,
 21099-20-101P - GA Sections - Sheet 1 Rev D,
 21099-51-001P - Indicative Façade Detail - Sheet 1,
 21099-51-002P - Indicative Façade Detail - Sheet 2,
 21099-51-003P - Indicative Façade Detail - Sheet 3,

21099-92-001P - Accommodation Schedule,
Diagram-bicycles-21099,
Air Quality Assessment by XCO2,
Arboricultural Impact Assessment by Tree Works,
Arboricultural Method Statement by Tree Works,
Block Plan of the Site,
Covering Letter by London Borough of Haringey,
Daylight and Sunlight Report (Neighbouring Properties) by Rights of Light Consultancy,
Daylight and Sunlight Report (Within Development) Right of Light Consultancy,
Design and Access Statement by Newground including a Landscaping Strategy prepared by Turkington Martin,
Energy Statement including Overheating Risk Assessment by XCO2,
Environmental Noise Assessment by XCO2,
Fire Strategy by JGA,
Fire Strategy (London Plan) by JGA,
Flood Risk Assessment and Drainage Strategy by McBains,
Gateway 1 Fire Statement Form by JGA,
Geotechnical Design Report by Pell Frischmann,
Outline Construction Logistic Plan by TTP,
Planning Statement by London Borough of Haringey,
Preliminary Ecological Appraisal by XCO2,
Site Waste Management Plan by XCO2,
Statement of Community Involvement by London Borough of Haringey,
Sustainability Statement by XCO2,
Topographical Survey by Survey Solutions,
Transport Statement by TTP ,
Travel Plan by TTP,
Transport Statement by TTP (amended Nov 2022),
Utilities Statement Report by XCO2,
Whole Life Cycle Analysis and Building Circularity Report by XCO2,

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

Materials

3. Prior to the commencement of above ground works detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
 - d) Details of entrances and porches which shall include a recess of at least 115mm;
 - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
 - f) Details of balustrading;
 - g) Facing brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
 - h) Details of cycle, refuse enclosures and plant room; and
 - i) Any other external materials to be used;

together with a full schedule of the exact product references for all materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details.

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

Energy Strategy

4. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by XCO2 (dated TBC) delivering a minimum TBC% 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 31.5 kWp solar photovoltaic (PV) array.

(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 TBC% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
- Confirm the Energy Use Intensity and space heating demand as calculated in Passivhaus Planning Package;
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

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 Building

5. Prior to the commencement of development, a revised overheating model and report shall be submitted to and approved by the Local Planning Authority, based on the acceptable principles and taking into account any detailed design changes. The model will assess the overheating risk in line with CIBSE TM52 and TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) for the residential units and Adult Care Hub and demonstrate how the overheating risks have been mitigated and removed through design solutions.

This report will include:

- Reconfirmed details of the design measures incorporated within the scheme in line with the Cooling Hierarchy (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided;
- Specification and location of the acoustic ventilation panels (relating to acoustic attenuation and security), any shutters (if proposed), MVHR, cooling coil (if proposed for the hub);
- Modelled pipework heat losses from the communal heating system;
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment) and include any replacement / repair cycles and the annual running costs for the occupiers.

These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained (through a like-for-like in specification) thereafter for the lifetime of the development.

Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

Living roofs and walls

6. (a) Prior to the above ground 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);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
- iv) 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;
- v) 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 roofs will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Biodiversity

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

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

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

Cycle Parking

8. No development shall take place until further details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority, these shall include full dimensional details, installation specifications for the systems proposed, spacing's, manoeuvring area, security and weather protection. The development shall not be occupied until a minimum of 48 cycle parking spaces for users of the development, have been installed in accordance with the approved details. 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.

BREEAM

9. (a) Within six months of commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Very Good" outcome (or equivalent), aiming for "Excellent". This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(b) Within six months of occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

Construction Management Plan

10. 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.

Thames Water

11. 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.

Land Contamination

12. Before development commences other than for investigative work:
 - a. Using the information already submitted in the Geotechnical Design Report with reference 105079 – PEF – XX – XX – RP – GT – 10001 P02 prepared by Pell Frischmann Ltd dated 13th December 2021, additional ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.
 - b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
 - d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

Unexpected Contamination

13. 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.

Non-Road Mobile Machinery (NRMM)

14. a. Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the demolition/construction phase of the development shall be submitted to and approved by the Local Planning Authority.
- b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIB of EU Directive 97/68/EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.
- c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

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.

Demolition/Construction Environmental Management Plans (Pollution)

15. 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. Dust Monitoring and joint working arrangements during the demolition and construction work;
- 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.

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."

Waste

16. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy D6 of the London Plan 2021.

Secured by Design

17. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

Reason: To ensure safe and secure development and reduce crime

18. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: To ensure safe and secure development and reduce crime

Trees

19. No development shall start until all those trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed.

Landscaping

20. Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:
 - a) Proposed finished levels or contours;

- b) Means of enclosure;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans including a CAVAT assessment of existing and proposed trees;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate which must include 18 trees with 20- 25cm girths and 2 trees with 30-35cm girths).; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- i) Existing trees to be retained;
- j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species;
- l) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts;
- m) detailed final urban greening factor plan showing that a factor of greater than 0.4 has been achieved.

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

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

Part M

21. All residential units in Block A shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least 10% (two dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, all residential units in Block B shall be built to Part M4(2) of the Building Regulations 2013 (as amended) with the exception of provision of a lift for this block. unless otherwise agreed in writing in advance with the Local Planning Authority.

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

C3 Use Class

22. Notwithstanding any provisions to the contrary, the 25 residential units within the development hereby approved shall be provided affordable rent levels within the C3 use class, and for no other tenure or use unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing for rent accommodation.

Sustainability Review

23. Prior to the occupation of the relevant building, an assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:

- explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;
- explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;
- calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;
- provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and
- such other information reasonably requested by the Council.

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.

Future DEN Connection

24. Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information

- on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification;
 - Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
 - A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
 - Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
 - Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
 - Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
 - Details of a future pipework route from the temporary boiler location to the plant room.

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 SI3, and Local Plan (2017) Policies SP4 and DM22.

Transport for London (Safeguarding)

25. No development shall take place until a details of proposed foundations and layout has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Energy Performance

26. (a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms

approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.

(b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.

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

(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

Water Efficiency

27. The development hereby approved shall minimise the use of mains water by achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption) [residential development], shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category (12.5% improvement over baseline standard) or equivalent [commercial development], and shall incorporate measures such as smart metering, water saving and recycling measures, including retrofitting such measures to existing buildings as appropriate.

Reason: To help to achieve lower water consumption rates in accordance with Policy SI5 of the London Plan 2021 and Policy DM29 of the Council's Development Management DPD 2017.

Waste

28. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2021.

Informatives:

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

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £110,157 (1,825 sqm x £60.36) and the Haringey CIL charge will be £91,250 (1825 sqm x £50). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

Hours of Construction Work

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

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

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

Street numbering

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

The London Fire Brigade

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

Thames Water

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

Thames Water

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

Thames Water

INFORMATIVE: Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses

Pollution

INFORMATIVE: Prior to the demolition or construction on the existing building and land, 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.

Secured by Design

INFORMATIVE: 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 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Site location This site is located to the north side of the junction of Seven Sisters Road and St. Anns Road in Tottenham. It is currently in use as an estate car park and has a shop unit on it as well. The parking is managed by Homes for Haringey.</p> <p>The site has a PTAL value of 4, considered 'good' access to public transport services. The nearest bus stop is a 3 minute walk away on Seven Sisters Road, with several bus services available within a short walk of the site on both Seven Sisters Road and St Anns Road.</p> <p>Seven Sisters Station is within walking distance as are numerous locals shops and services, many within a short 2 – 3 minute walk to the south. The TA references that South Tottenham Overground Station is a 12 minute walk away, and should therefore be included within the PTAL value. A manual calculation has been carried out and this includes the station, and the PTAL value remains at 4 however it is of course more accessible to the Overground that WEBCAT indicates.</p> <p>The site is also within the St. Anns CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. It is at the south eastern corner of the zone, and other CPZ's are adjacent providing comprehensive coverage of formal parking controls in the locality of the site.</p> <p>Seven Sisters South and Green Lanes 'B' CPZ's are to the south side of the site.</p> <p>Transportation considerations</p> <p>A Transportation Statement produced in accordance with TfL's Healthy Streets principles accompanies this application. This is overall a minor application however a number of aspects are considered and commented on as follows;</p> <p>Access arrangements and connectivity The site will be connected to the highway network from Kerswell Close, as per existing arrangements, and it will also be possible for pedestrians to connect directly from the</p>	<p>Noted conditions/ Planning Obligations attached.</p>

Stakeholder	Question/Comment	Response
	<p>development by footway to Seven Sisters Road and St Anns Road as well as from Kerswell Close. At present the car park that is to be redeveloped is fenced so this will enable more direct connection from an entrance to the development and is supported.</p> <p>An ATZ assessment has been included to illustrate and detail the facilities and transport connections accessible in the locality of the site. This comments that various improvements could be undertaken such as provision of additional street trees for shade, placing of benches to provide places for rest, and suggestions for improving signage for cyclists wishing to access the cycle superhighway. It is expected that any measures to improve these situations would need to be funded and implemented by both Haringey and TfL as the relevant highway authorities</p> <p>Car Parking Considerations The development is proposed for the existing Homes for Haringey managed car park which currently accommodates 21 spaces. Any new units arising from this proposal will be formally designated as car free/permit free to accord with Policy DM32 as this site has a PTAL of 4 and is located within an area with formal CPZ parking controls. The appropriate arrangement to meet the administrative costs of £4000 to formalise this will need to be met. It is also assumed that Homes for Haringey will also not be issuing permits for their streets.</p> <p>The application includes reference to a Parking Stress Survey. This appears to have been carried out in a different manner to the normal methodology with respect to the times undertaken. The earliest surveys are from 0500 AM and then other counts have taken place during the working day and up till the evening. The 0500 am survey is within the normal time range for overnight surveys so will be taken as appropriate for the purposes of assessing this proposal.</p> <p>Having said that it is useful to see the variance in usage of the car park that is to be developed during the day. The busiest time recorded for the car park (0500 and 2100) showed 7 spaces in use and 14 unused spaces and it is understood that multiple visits by the planning officer to this application site have noted that this car park is sparsely used during the day.</p> <p>The survey also recorded a parking stress of 81% overall within the survey area, which includes both public highway and HfH streets/parking. Looking at the parking stress survey results for 0500, spaces were available on the surrounding streets to the site, 10 within</p>	

Stakeholder	Question/Comment	Response
	<p>Kerswell Close, 22 in Grove Road, 10 in St Anns Road, and 18 within Victoria Crescent. Part of Kerswell Close and Victoria Crescent are HfH roads with parking controls administered by Homes for Haringey.</p> <p>Initially therefore, it can be considered that there will be a displacement of 7 vehicles from the car park onto the street. There may be some additional demands arising from the new units as well of course however this number is expected to be low as it is assumed that with the PTAL of 4, the proximity of local shops and services, the permit free status and cycle parking meeting London Plan requirements will reduce residential parking demands. It is also suggested a car club facility be provided to further reduce car parking and ownership demands.</p> <p>The 2011 census recorded car ownership within the St Anns ward at 0.48 vehicles per household, as commented above this will have reduced since then as transportation trends and policies have resulted in decreasing car ownership and usage per household and active/sustainable mode use has increased. Demands for 4 to 5 vehicles from those residents that may require a vehicle for their employment/livelihoods such as professional drivers, building trades, mobile engineers and the like could be expected.</p> <p>Therefore, combining the overspill from redevelopment of the Kerswell car park plus potential new demands, 11 to 12 additional vehicles could seek to park in the locality of the site. The parking stress survey recorded 74 free spaces in the closest streets to the site so it is not considered that an additional 11 to 12 vehicles will cause any parking nuisance issues.</p> <p>Cycle Parking The submission shows two cycle parking stores within the site, located adjacent to the entrance lobbies, with 48 spaces provided using two tier cycle parking along with Sheffield Stands. 2 external visitor cycle parking spaces located within the internal forecourt of the development.</p> <p>The requirement for the residential long stay cycle parking is for 46 spaces, and 2 long stay spaces are also required for the hub. These are in the two secure stores in each bloke, the 2 spaces for the hub are to be accessible/located within block 1. The short stay cycle parking for the residential will be located outside the main pedestrian entrance and the same for the hub will be located adjacent to their entrance.</p> <p>The proposals meet London Plan numerical requirements. It appears there is sufficient space to</p>	

Stakeholder	Question/Comment	Response
	<p>accommodate the long stay cycle parking within the internal stores, however full dimensional details of the proposed cycle parking arrangements must be provided, including the installation specifications for the cycle parking systems proposed, showing spacings, manoeuvring area, security and weather protection. This can be covered by condition.</p> <p>Draft Travel Plan This has been reviewed and in terms of scope and format is it basically acceptable. There is omission of provision of a car club facility, and this should be addressed. The proposed targets for increasing walking, cycling and public transport by 5% over the life of the travel plan could be considered modest however baseline surveys and reviews/setting of targets over the life of the travel plan will enable appropriate and realistic targets to be set.</p> <p>Car Club facility There is reference in both the TA and Travel Plan to car clubs being in operation in the locality of the site. Given this is proposed as car free except for the blue badge bays for the accessible units, there should be a formal car club facility provided for this development. The applicant needs to liaise with local operators and obtain their written recommendations for the development, and present these. It is expected that will include 3 years membership for each new unit along with a credit for each household to 'pump prime' use. The car club operator will come to a view on whether any new space/vehicle will be required to meet demands. This can all be covered by an appropriate obligation or condition.</p> <p>Delivery and servicing arrangements All delivery and servicing demands are able to be met off of the highway from the site, a swept path plot showing arrival and departure manoeuvres by a refuse vehicle within the off street access/parking area appears sound.</p> <p>Refuse and Recycling Arrangements As with delivery and servicing the collections it is proposed for the collection vehicle to visit the site to make collections, and the swept path plot included in the TA indicates this should be possible to do. The Council's Waste Team will need to confirm acceptability of the proposed arrangements.</p> <p>Construction Phase This site is at the junction of St Anns Road and Seven Sisters Road, which is TLRN/Red Route</p>	

Stakeholder	Question/Comment	Response
	<p>at this location. Therefore, all construction related activity and vehicles should operate without impacting on the safe, free and smooth operation of the public highway. Therefore, a detailed draft of a Construction Logistics Plan should accompany any future application. This should include details of the programme/duration, and how the build out of the development will be carried out and managed to reduce and mitigate any potential impacts on adjacent neighbours and the public highway. The applicant may need to liaise with both Haringey's and TfL's Network Management officers to agree the regime/arrangements for servicing of the site during the build and the outcome of any discussions should inform the document.</p> <p>It is assumed that the car park itself will service the build out in terms of a compound and the CLP should include details on the numbers, sizes and dwell times/locations of visiting construction related vehicles, along with the measures to avoid vehicles waiting on the highway (slot scheduling) and avoidance of arrivals and departures in the AM/PM peaks and school start/finish periods,</p> <p>Summary This application proposal is for redevelopment of the 21 space car park and small shop unit within Kerswell Close, to provide new social housing in the form of 25 new residential units and a community hub office. As presented, this should not result in any adverse network, public transport or parking impacts. It is recommended that a car club facility be provided for the application, which can be covered by the appropriate obligation or condition. In addition to this the development should be formalised as car free/permit free with the £4000 administrative costs to be met by the applicant.</p> <p>In addition to the above conditions for a CLP and one requiring full details of the proposed cycle parking arrangements is required.</p>	
Conservation	<p>The development site sits on the eastern edge of St Ann's Conservation Area which is characterised as an east – west linear development along the busy St Ann's Road consistently enclosed at its east end by Victorian terraces and is centrally defined by the mature Chestnuts Recreation Ground fronting the St Ann's Hospital, as well as by the cluster of religious and institutional buildings located at the junction with Avenue Road, where St Ann's Church, forms the area's principal landmark. The eastern stretch of the conservation area is characterised by</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>the Victorian and Edwardian buildings located on the north side of St Ann's Road, these are mostly terraces of small residential dwellings with front gardens of varying age and design that have been, to some extents, inappropriately altered and poorly maintained. Within this distinctive, historic street frontage populated by many original buildings that positively contribute to the character of the conservation area, special local interest is afforded by the pair of double-fronted, yellow stock brick, two storey Victorian villas located at Nos. 182 & 184 St Ann's Road and hosting a piano factory. Despite having lost few original features such as full height stucco pilasters, moulded window and entrance surrounds and moulded parapet cornice, these houses still retain many original features that contribute to their legible architectural and townscape quality. Property at No. 170 St Ann's Road, the former Victoria Tavern public house, a Victorian three storey red brick property, now fully rendered and converted into residential use, elegantly terminates the linear, easternmost stretch of the conservation area and flanks Kerswell Close, while making a positive contribution to the surrounding street scene.</p> <p>The proposed development for a new residential building plus an Adult Care Hub, will be prominently located just outside the St Ann's conservation area, at the junction between St Ann's Road and Seven Sisters Road. The proposed design has been informed by robust pre-application discussion and has been carefully developed as a balanced architectural response to the site opportunities and constraints while acknowledging and addressing the sensitivities of its heritage context.</p> <p>The proposed site-layout, massing, form, and scale of the new development have been very comprehensively designed to suit the siting, topography, landscape, existing surrounding buildings, and urban hierarchy of this prominent corner site, so to both optimise its uses and to define in an honestly contemporary way its urban presence.</p> <p>Worth noting that the development site is a transitional one from many perspectives: it is located in between the conservation area and the progressively taller developments located beyond the railway bridge both along St Ann's road and Seven Sisters Road, it is located at a turning point between two major arteries in the area, It constitutes the physical and visual gateway into the heritage realm of St Ann's Road as experienced from the east and south of the railway bridge.</p> <p>And this transitional nature of the site seems to be effectively expressed in the well- calibrated proportions and 5-4 storey heights of the proposed buildings that sensitively mark the shift from</p>	

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	<p>the 2-3 storey townscape of the conservation area to the high-rise buildings dotted all around the Seven Sisters/St Ann's Road crossroads and neighbouring area.</p> <p>This development proposal sensitively pursues the repair, optimisation and integration of the underdeveloped and under-used development site with its immediate context, which includes the Conservation Area: while providing a distinctively contemporary and site-specific architectural response that makes the most out of the site and its corner location and responds to the built context and to the legibility of the proposed scheme, the scheme involves modest heights that are very respectful of and complementary to the neighbouring Conservation Area, where the proposed buildings, complemented by the mature trees existing on –site, will gently define the increasingly taller and architecturally diverse townscape that already appears in long eastwards views across and outside of St Ann's Conservation Area.</p> <p>The five storeys building proposed along St Ann's Road is considered not only acceptable in its heritage setting , but also appropriate as it will effectively, yet gently, mark the significance of the corner site and main junction, while providing a gateway into the conservation area with its key buildings such as the former Victoria Tavern public house that will remain clearly legible and dominant in east-west views along St Ann's Road.</p> <p>The simple forms, architectural language, windows' pattern, and proportions, as well as the material palette of the proposed scheme, are clearly aimed to primarily express the specific urban quality of the corner of St Ann's and Seven Sisters Road through chamfered corners to both blocks, through retention of mature trees and of the leafy nature of that site. But the design is also informed by its heritage context and the simple material palette of buff-coloured bricks, stone, metal balustrades, clearly references the neighbouring buildings along the Conservation Area on St Ann's Road.</p> <p>By virtue of the exhaustive design exploration and context-led design approach that has thoroughly informed this proposal, it is apparent that the new development would fully seize the opportunities offered by its site' s potential but will also positively respond to its historic context by complementing the domestic scale of the buildings in the conservation area. The proposed buildings would provide a transitional built element between the scale of the conservation area and both surrounding and emerging high rise developments; the development site will appear in views across and out of St Ann's Road looking east as a markedly contemporary, very distinctive, new built element of the evolving urban townscape of Haringey and this will happen</p>	

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	<p>without overwhelming, obscuring or clashing with the already diluted quality, character and appearance of the eastern stretch of the conservation area.</p> <p>The new development would have a neutral impact on the conservation area character and views because the whole design process has been driven both by an acute awareness of the sensitivity and relative fragility of the eastern stretch of the conservation area, and by the need to deliver substantial public improvements in the conservation area setting, while avoiding any harm to the surrounding heritage assets.</p> <p>Design options have been largely explored and the least impactful design solutions have been assessed and brought forward coherently with both the design brief, the vision for the site and its area and coherently with the preservation of the conservation area from harm. This has led to an intrinsically well-designed scheme, as exhaustively articulated in the design officer's comments, a scheme that will not affect any feature of special interest of the conservation area but will better connect it to its unavoidably changing wider setting.</p> <p>Accordingly, the proposed development is fully supported from the conservation standpoint.</p>	
Design	<p><u>Location, Description of the site</u></p> <ol style="list-style-type: none"> 1. The application site is located at the junction of Seven Sisters and St Ann's Roads, two major arterial roads, going south-west to north-east and south-east to north west respectively. Seven Sisters underground and overground railway station is located 420m to the north-east and there are plentiful bus services on both streets. The location is in the south-east of the borough, some 500m west of Tottenham High Road, the main north-south arterial spine of the east of the borough and 450m north of the boundary with the Borough of Hackney. Seven Sisters and West Green designated Town Centre is some 500m to the north-east. 2. The site occupies the northern corner of the crossroads formed by Seven Sisters and St Ann's Roads. The crossroads are dominated by the raised London Overground line running east-west through its middle, on a brick and steel bridge between wooded embankments. Opposite the site between Seven Sisters Road and the embankments are small scale industrial workshops and yards, whereas opposite the site between St Ann's Road and the embankment are two storey houses of a post-war council estate. Further 	Noted.

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	<p>post war council houses border the site to the north and north-east, including two storey 1970s terraced houses facing Seven Sisters Road up to the edge of the site and two and three storey 1960s blocks backing onto the site, whilst to the north-west, the St Ann's Road frontage continues as older 18th and 19th century two and three story houses. The housing on Seven Sisters Road is set behind a mounded green strip, containing a striking row of mature plane trees, that continue into the site.</p> <p>3. The site itself is an irregularly shaped plot containing a mixture of further mounded landscaped ground containing trees of various ages crossed by footpaths, an area of surface parking, and on the corner of St Ann's and Seven Sisters Roads itself an existing, utilitarian, single storey, brick building, formerly leased as a retail unit. The two proposed buildings have a direct relationship with neighbours in the adjacent estate, following a complimentary geometry, defining a private courtyard shared between the new and existing neighbouring dwellings, smaller, more defines public green space accommodating all the good quality mature existing trees, whilst the new building frontages activate the street frontages and define and enhance the important corner.</p> <p><u>Planning Policy context</u></p> <p>4. The site is not allocated in Haringey's Local Plan, but the industrial land opposite across Seven Sisters Road is, as SS4 – Gourley Triangle in the Tottenham Area Action Plan (AAP – adopted July 2017). The designation states: <i>“Comprehensive mixed use redevelopment in accordance with a site wide masterplan providing new employment space and residential use”</i>. The council is in early stages of preparing mixed-use proposals for Gourley Triangle, much of which is in our ownership, as well as for residential development on the opposite, southern corner (the Sir Frederick Messer Estate), and has recently received planning permission for residential development on the Remington Road site to the south-west. The fact that the site is not allocated does not preclude the site being suitable for development provided it is in accordance with policy.</p> <p>5. The site is not within but is adjacent to the St Ann's Conservation Area, whose easternmost point is no. 170 St Ann's Road, the former Victoria Tavern public house. This three storey, mid 19th Century building has a white painted stucco front elevation with unadorned full height pilasters, moulded parapet cornice and decorative window surrounds, hood mouldings and sash windows, and is now known as Nos. 1 to 3 Regency Terrace. It is in residential use and is considered in the council's Conservation Area Appraisal (adopted</p>	

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	<p>March 2009) to make a positive contribution to the surrounding streetscene. Conservation Officer colleagues will deal with the detailed heritage and building conservation issues.</p> <p>6. There are no other Planning Policy Designations covering the site. The nearest in the vicinity is the Ecological Corridor and Site of Importance for Nature Conservation (SINC) Grade II covering the railway and its embankments, which would not be affected by this application. The council housing adjacent to the site to the north and north-east and opposite to the south west is in Haringey Council ownership, as is the application site itself. The council is in early stages of preparing mixed-use proposals for Gourley Triangle Allocated Site, much of which is in our ownership, as well as for residential development on the opposite, southern corner (the Sir Frederick Messer Estate), and has recently received planning permission for residential development on the Remington Road site to the south-west.</p> <p><u>Use, Form & Development Pattern</u></p> <p>7. The proposal is for a new residential building housing 25no. residential units, plus an Adult Care Hub. The Adult Care hub and single communal residential entrance provide an active frontage onto the key St Ann's Road - Seven Sisters Road junction. The fact that the single residential entrance is located right on the corner, is designed in a distinctive manner as a single storey link between the two separate residential blocks, and is of generous proportions, adds significant legibility and activation to the most important point on the Seven Sisters Road frontage.</p> <p>8. The built form proposed sits right on and addresses the corner of St Ann's and Seven Sisters Road, replacing the utilitarian and underscaled wholesale food unit of blank frontage, creating a new pavement edge, before stepping back where it becomes the Seven Sisters Road frontage, and then turning through 45° to align with the flank of the existing terraced housing on the north-east side of the site. In this respect it steps away from the building line along Seven Sisters Road, which would normally be the best practice urban design response in a situation such as this, but the building line established in this proposal aligns with the flank wall of the terraced houses to the north-east of the site (addressed as Kerswell Close), and most significantly allows the retention of all of the magnificent line of mature trees along this part of Seven Sisters Road, even the most mature sample on the end of the row, that would have been lost in earlier proposals. The chamfered corners to both blocks allow elements of them to also align with Seven</p>	

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	<p>Sisters Road itself and the line of the railway bridge, forming further alignments to benefit the harmonious way the proposal would sit amongst its surroundings.</p> <p>9. The building footprint leaves three distinct landscaped spaces; a linear-becoming-triangular area on the Seven Sisters Road side containing the continuation of the avenue of trees, a large, formal rectangular, landscaped court between the proposal and the backs of the houses to the east and north-east, and the back gardens of the existing neighbouring houses to the north-west and a wild, wooded, fenced, public garden on the remaining St Ann's Road frontage, between the side wall of the shop, the back of the private communal garden and the side of the end terraced existing neighbouring house. These three proposed landscaped spaces have clear, distinct, contrasting, realistic and useful programmes, as a visual amenity/buffer, as amenity space for proposed and existing neighbouring residents of the development and as a pocket nature reserve.</p> <p>10. The proposed relationships to the existing housing backing onto the site, which currently have back garden gates onto the car park area, will be a significant change, from their back gardens opening up onto a nebulous space containing a significant amount of surface parking, and only separated from busy roads by ill-defined landscaping, to a much more private character, greater privacy and significant buffering from traffic noise. This will give them a much clearer distinction between front and back and much greater real security and sense of security. The private courtyard will be gated at the current road entrance, with access controlled to existing and proposed residents and service providers.</p> <p>11. At present, the site has a very high degree of permeability, with several paths laid out snaking across the site connecting the two main roads with the car park and through to the estate beyond, as well as informal paths of worn grass and mud across grassed and planted landscaped areas, especially a well-worn informal path behind the retail unit and tight against the side of the first house on Kerswell Close. Whilst up to a point greater permeability in urban areas is better than less, especially in town centres, this location, like many mid-20th-century estates, has too much, so that there is currently no clear distinction between front and back, public and private, movement and static activity. This proposal, by reducing the number of formal and informal paths across the site, restricting pedestrian routes to public streets with front doors facing onto them and buildings or defined amenity spaces bounding them, will give the immediately surrounding area a better, more appropriately scaled and better defined urban form.</p>	

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	<p data-bbox="541 232 869 261"><u>Height, Bulk & Massing</u></p> <p data-bbox="562 297 1791 662">12. The proposal, at five storeys at the corner of Seven Sisters and St Ann's Roads, dropping to four, is not a tall building; the Council's Local Plan Strategic Policies define tall buildings as 10 storeys or over, proposed to be reduced in the emerging Local Plan (in line with Government guidance) to six. It is however a <i>taller</i> building, rising 3-4 storeys above the prevailing height of much of its surrounding context, which is mostly in the 2 or 3 storey range. There are other tall and taller buildings nearby though, particularly the two high rise 1960s blocks, Twyford House and Perry Court, immediately south of the railway on the opposite side of the Seven Sisters/St Ann's Road crossroads. Further <i>taller</i> buildings in the vicinity include Edgecot Grove, a large '60s/'70s development occupying a whole city block just a block to the north. Therefore there is precedent in the neighbourhood for greater height than proposed, in principle.</p> <p data-bbox="562 699 1791 995">13. The modest height proposed in this development is considered more appropriate to the neighbouring Conservation Area, where a taller building would be prominent in long views down St Ann's Road, currently closed by the mature trees on the site. The taller, five storey element is focussed on a more appropriate location for a taller building, the crossroads, the main junction, and a significant node in the local street network. Where the proposal gets closer to the existing neighbouring two and three storey housing; 2 storey along Seven Sisters Road and backing onto the north-west side of the site, the proposal drops down to four storeys, which will be within the range of acceptable contextual height for neighbourly integration.</p> <p data-bbox="562 1032 1791 1295">14. The massing of the proposal treats the five storey element as a distinct volume, separated from the four storey volume, with a single storey gap allowing a glimpse into the courtyard and out from the courtyard to the trees and railway, allowing more visible sky, day light and sunlight into the courtyard and neighbouring existing houses. There are also single storey gaps at either end of the development, having a similar effect. This is an appropriate massing, responding to and reinforcing the legibility of the street and urban block. The block depth is slightly greater than the typical residential terraces surrounding, however this is not really perceived, as the ends of the blocks are faceted.</p> <p data-bbox="541 1333 1041 1362"><u>Approach, Accessibility & Legibility</u></p> <p data-bbox="562 1398 1791 1427">15. All flats in the proposal would be accessed off a single communal block entrance located in</p>	

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	<p>the gap between the two blocks, on the Seven Sisters Road frontage, right at its corner with St Ann's Road. This is an exemplary clear and convenient location for an entrance.</p> <p>16. It is normally recommended that there should be no more than 25 flats in total, and no more than eight flats per floor accessed off each street entrance. In this case the proposal has 25no. flats in total, in two cores accessed off the central courtyard, itself accessed by one door or one gate, and no more than four flats per floor accessed off each core. The entrance off the street will lead via extra-wide, access controlled doors into a covered external porch, with access to the cycle store. This design should be capable of providing safe, secure, convivial and distinctive access and approach to residents' homes.</p> <p><u>Dwelling Mix, Block Layout and Aspect</u></p> <p>17. To produce mixed and balanced communities where residents of different ages and family circumstances can find suitable homes, it is recommended that developments contain a range of different dwelling sizes suited for from single person to larger families, appropriate for population need. It is appropriate for the mix to be treated flexibly, so that a greater proportion of smaller units would be acceptable in higher density locations close to public transport nodes and town centres, and a greater proportion of family sized units in lower density "hinterland" locations with more access to green space and reliance on parking. This location has good Public Transport Accessibility (PTAL of 4) and is a short walk from Seven Sisters tube and Overground station and the Seven Sisters and West Green Road designated District Centre, so is suitable for a greater proportion of smaller units. It is also surrounded by low rise mid 20th century housing of mostly family sized units, so although this proposal is of all small units, that would contribute to an appropriate balance of housing sizes in this specific location.</p> <p>18. The proposed housing blocks are laid out with a central stair and, in the case of the five storey block, lift, and open "gallery" access, so that no flats are single aspect. Single bedroom flats have kitchen and hall windows onto the access gallery and habitable rooms onto the street, with bedrooms generally set behind their recessed balcony, so they will benefit from cross ventilation; ventilation to the street side is designed to prevent noise and pollution. All the larger flats are at the ends of the block and benefit from triple aspect, with bedrooms located to avoid the noisier street frontage.</p>	

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	<p data-bbox="541 228 1556 256"><u>Residential Design Standards, Internal Layout & External Amenity Space</u></p> <p data-bbox="558 293 1791 391">19. As is to be routinely expected, all flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, generally significantly, so as to meet the council's own higher internal housing standards.</p> <p data-bbox="558 428 1791 724">20. All flats are provided with private amenity space exclusive to that apartment, in the form of balconies or private gardens to ground floor flats. In addition, there is proposed to be a generous communal amenity space containing a good range of distinctive, characterful, functional areas, from equipped children's play space, seating areas amongst ornamental landscaping, disabled residents' car parking, and servicing access for refuse collection and maintenance. Access will be extended to residents of the existing estate who's back gardens open out onto the courtyard, so that the proposed private communal landscaping is likely to be well suited to the outdoor amenity requirements of the existing and proposed residents.</p> <p data-bbox="541 761 1310 789"><u>Elevational Treatment; Fenestration Materials & Details</u></p> <p data-bbox="558 826 1791 1089">21. The materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey (indeed London) generally. The simple brick palette uses just two different buff coloured bricks, in bands to subtly break up the apparent mass of the building and define a base, middle and top. This references the local heritage of the neighbourhood, particularly the immediately neighbouring Conservation Area along St Ann's Road. Regular fenestration of large, vertically proportioned windows also references the local context, with the verticality of the fenestration balancing the horizontality of the banding.</p> <p data-bbox="558 1127 1791 1292">22. The brick is complimented with a buff coloured precast concrete (artificial stone) used for banding, cills and lintels. Windows are designed with deep reveals to give depth to the building and greater privacy. Light grey metal balustrades to balconies, access galleries and taller windows provide good daylight access whilst their fin design provide privacy at an angle, whilst the high upstand adds further to privacy and hiding clutter.</p> <p data-bbox="541 1330 722 1357"><u>Conclusions</u></p> <p data-bbox="541 1395 1791 1422">These proposals would create a pair of new housing blocks of attractive proportions and</p>	

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	<p>appropriate height, bulk and massing, designed with intelligence, consideration and thoughtfulness to avoiding harmful impacts on neighbours and complimenting and improving the urban legibility of the neighbourhood. The loss of green space is not harmful in urban design terms as the existing green space is of very poor quality and little use as amenity space, whereas the proposals would retain all the most valuable, mature trees, create better quality public and private communal amenity space, of greater utility, legibility and attractiveness, also improving security, privacy, noise and dust protection to neighbouring existing residents. The proposed residential accommodation is of excellent quality, meets local and borough wide housing need, especially for affordable new Council housing, is particularly strong in shared external amenity provision, and will make a significant contribution to improving the legibility, safety and attractiveness of its location and of the neighbouring estate and wider surroundings.</p>	
<p>Carbon Management/ Energy & Sustainability</p>	<p>Overall, it is considered that the application can be supported from a carbon reduction and sustainability point of view.</p> <p>Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy Plan - Sustainability Review - Overheating - BREEAM Certificate - Living roofs - Biodiversity - Be Seen energy monitoring and data upload - Future DEN connection <p>Legal Heads of Terms Calculation and payment of carbon offset contribution (based on £2,850 per tonne of carbon emissions + 10% management fee) to ensure the scheme is zero carbon.</p>	<p>Noted. Conditions/ Planning Obligations attached.</p>
<p>Waste</p>	<p>Having reviewed the application and specifically section 6.2 of the DAS relating to refuse and recycling, detail is limited however there has been communication and discussion in reference</p>	<p>Noted.</p>

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	<p>to this proposed development between planning officers and the waste team previously (December 2021) when initial plans/servicing options were reviewed and a preferred approach specified. These comments have been acknowledged and worked into the application.</p> <p>Access on to site for the collection vehicles will be from Kerswell Close. Both bin stores are accessible and compliant with the 10m drag distances requirements as set out in the council's SPD. There is space within the courtyard for the collection vehicle to safely manoeuvre, collect bins and exit. Swept path analysis has not been included in the DAS but the drawings mark routes clearly and show this to be possible.</p> <p>There is reference to the bin stores being sized to accommodate 4 x 1100l bins. Based on the schedule of accommodation the bin requirements and split for each block will be:</p> <ul style="list-style-type: none"> - Block A (11 units) - 2 x 1100l refuse, 2 x 1100 mixed dry recycling, 1 x 140l wheeled bin for food waste - Block 2 (14 units) - 2 x 1100l refuse, 2 x 1100 mixed dry recycling, 1 x 140l wheeled bin for food waste <p>All waste streams for this development will be collected on a weekly basis. I hope these comments are helpful.</p>	
LBH Pollution	<p>Having considered the submitted supportive information relevant to our aspect of the work i.e. Energy Statement dated August 2022 with the conclusion that Photovoltaics and ASHP would be the site source of energy, Air Quality Assessment with reference 9644 dated August 2022 taken note of the applicant submission on Methodology, Baseline Air Quality, Potential Impacts, Predicted Concentrations at the proposed development, Air Quality neutral, mitigation, summary & conclusions with the submission that, the development will be car free with heat and hot water to be supplied by Air Source Heat Pumps (ASHP) and the Geotechnical Design Report with reference 105079 – PEF – XX – XX – RP – GT – 10001 P02 prepared by Pell Frischmann Ltd dated 13th December 2021 taken note of Table 9: Updated Conceptual Site Model (generic quantitative risk assessment), sections 5 (Geo-environmental Assessment), 6 (Ground Gas Risk Assessment), 7 (Updated Conceptual Site Model) and 8 (Summary & Recommendations) with the need for additional ground gas investigation and assessment, please be advise that whilst, we have no objection to the proposed development in relation to</p>	<p>Noted. Conditions and informative added</p>

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	<p>AQ and Land Contamination, the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a. Using the information already submitted in the Geotechnical Design Report with reference 105079 – PEF – XX – XX – RP – GT – 10001 P02 prepared by Pell Frischmann Ltd dated 13th December 2021, additional ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.</p> <p>b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</p> <p>d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>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.</p> <p>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</p>	

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	<p>sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the demolition/construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIB of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Demolition/Construction Environmental Management Plans</p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be</p>	

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	<p>undertaken respectively and shall include:</p> <ul style="list-style-type: none"> 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; <p>3</p> <ul style="list-style-type: none"> 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. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Dust Monitoring and joint working arrangements during the demolition and construction work; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; 	

Stakeholder	Question/Comment	Response
	<p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>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);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>Informative:</p> <p>1. Prior to the demolition or construction on the existing building and land, 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. I hope the above clarify our position on the application? Otherwise, feel free to contact us should you have any further query in respect of the application quoting M3 reference number WK/546728</p>	
Flood and Water Management	<p>Having reviewed applicant's submitted Flood Risk Assessment and Drainage Strategy document reference number 61541 KERS01 Revision P2, dated 2nd August 2022 prepared by McBains Consultants, we have no comments to make on the above planning application.</p> <p>If the application site is constructed as per the above Flood Risk Assessment and Drainage Strategy document, we are satisfied that the impacts of surface water will be addressed adequately.</p> <p>Hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	Noted. .
LBH Building Control	No objections such that to compliance with Building Control Regulations.	Noted.

Stakeholder	Question/Comment	Response
LBH Arboriculture	<p>Comment 1:</p> <p>Overview An Arboricultural Impact Assessment (AIA) and an overall general Arboricultural Method Statement (AMS) have been submitted with the case. The reports have been carried out by Treework Environment Practice (TEP) and both are dated August 2022.</p> <p>The reports have been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the report including the tree quality and classification. The London Plane trees T11- T14 could possibly merit a category A.</p> <p>There is a lack of remarks or short summaries within appendix 1 tree survey table for observations. Only Capital Asset Value for Amenity Values (CAVAT) populate the comments. However, it is possible that there was nothing more worth noting. It is recognised that the large mature London Plane trees T11- 14 act as an important buffer on the east boundary adjacent to Seven Sisters Road. A ground penetrating tree radar assessment was also carried out in 2018 for T11- 14. This is a further tool to aid with the theoretical root protection areas (RPAs), and aids in the process of planning and decision making.</p> <p>T15- T32 have been highlighted for removal. Many of the trees are classed as category C and U trees except for two Horse Chestnut trees T15 & T18 (see below for further information.) Trees for Retention, Removal, Re planting and Transplanting</p> <p>In summary:</p> <ul style="list-style-type: none"> • 33 trees were surveyed • No category A trees were highlighted (High quality) • 11 trees were categorised as B (moderate quality) • 15 trees were categorised as C (low quality) • Seven trees were identified as U (unsuitable) <p>To be removed:</p> <ul style="list-style-type: none"> • Two category B trees 	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • 12 category C trees • Seven category U trees <p>To be retained:</p> <ul style="list-style-type: none"> • Eight trees are to be retained • Four semi mature Birch trees are to be transplanted <p>New Planting:</p> <ul style="list-style-type: none"> • 20 trees to be planted (18 trees with 20- 25cm girths, two impact trees with 30- 35cm girths) • Four off site trees to be planted within the immediate vicinity of Kerswell Estate <p>A site visit, with interested parties, was carried out on the 17/05/2022. Trees T15- T32 early mature/ mature form a collective group made up of mostly Ash, understory Hawthorn, and two Horse Chestnut trees. The proximity of these trees has led to their growth being leggy. This gives individual poor morphology and form to the tree crowns.</p> <p>It was also observed that the Horse Chestnuts had bleeding canker. Enhanced planting has been proposed for the site. Tree species with good urban fitness, diversity, drought tolerance, disease resistance, interesting characteristics, suitability for the site, and an avoidance of monoculture have been chosen. CAVAT is a monetary valuation tool based on the tree trunk growth formula. The current CAVAT tree value for the trees to be removed is £106, 764. The net gain with the new 24 trees to be planted is £108, 420.</p> <p>Conclusion & Conditions</p> <ul style="list-style-type: none"> • Providing all the sections and paragraphs within the AIA are adhered to and conditioned, including the Tree Protection Plan (TPP), facilitative pruning, piling within the RPAs of T13 & T14, I see no issues with implementing the proposed works • AMSs will be required for all works within the RPAs as set out in the AMS recommendations submitted by TEP • Specification for tree pits and planting are provided along with species list • An Arboriculturist Consultant is kept on throughout the development and for a period after completion • A five-year aftercare programme is established to maintain the trees and establish independence within the landscape • All tree losses are replaced 	

Stakeholder	Question/Comment	Response
	<p>The only off-site tree planting is on a grass area within Kerswell Close Estate (four new trees). From the site meeting 17/05/2022 it was agreed that further off-site street planting would be carried out along the highway with several possible sites highlighted on Kerswell Close (four- to five more street trees).</p> <p>Whist there is a small gain in future canopy cover, we would like to see the further street planting implemented.</p> <p>Comment 2: Off street planting is acceptable.</p>	
EXTERNAL		
Thames Water	<p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation.</p> <p>Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>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.</p>	<p>Noted. Condition and informatives attached.</p>

Stakeholder	Question/Comment	Response
	<p>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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes. 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water.</p> <p>Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, it's important you let</p>	

Stakeholder	Question/Comment	Response
	<p>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. The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition 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 water 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 water utility infrastructure. Piling 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Designing Out Crime Officer	<p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in</p>	

Stakeholder	Question/Comment	Response
	<p>relation to Crime Prevention (Appendices 1). We have met with the project Architects and agent to discuss Crime Prevention and Secured by Design at both feasibility and pre-application stage and have discussed our concerns around the design and layout of the development. The Architects have made mention in the Design and Access Statement referencing design out crime or crime prevention and have stated that they will be working in close collaboration with DOCOs to ensure that the development is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative: Conditions: A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out</p>	

Stakeholder	Question/Comment	Response
	<p>Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p>	
<p>Transport for London</p>	<p>Comment 1:</p> <p>Thank you for consulting TfL. With regards to the above planning application, TfL has the following comments: The site of the proposed development is on the A503, Seven Sisters Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. The footway and carriageway on the A503, Seven Sisters Road must not be blocked during the construction of the development. Temporary obstructions during the development must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A503, Seven Sisters Road. All vehicles associated with the construction of the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences</p> <p>The cycle parking proposed meets the requirements for the residential usage, however it does not include enough cycle parking for the Adult Care Hub. More information is needed on the number of staff who will be working at one time in the Adult Care Hub to fully determine the quantum cycle parking required. The cycle parking should be located in a secure, sheltered, and accessible location, and should meet design standards set out in Chapter 8 of the London</p>	<p>Noted. Revised plan sent to TfL for comment.</p>

Stakeholder	Question/Comment	Response
	<p>Cycle Design Standards (LCDS).</p> <p>The only long-stay cycle parking proposed is two-tier stands which are not usable for all users and all types of cycles, they should therefore be used in conjunction with other types of stands in compliance with LCDS Chapter 8.2.6.</p> <p>Any hoarding for the proposed development would be subject to a separate Section 172 licence application under the Highways Act 1980 to the Asset Operations team at TfL.</p> <p>Any scaffolding for the proposed development would be subject to a separate Section 169 licence application under the Highways Act 1980 to the Asset Operations Team at TfL.</p> <p>Considering the surrounding area and the sites proximity to a school and hospital all deliveries and collections at the site should be scheduled to prevent more than one vehicle arriving at once in order to minimise impact on the TLRN. Consolidation is recommended. These deliveries should also be done outside of peak school hours.</p> <p>TfL requests that all vehicles should access and egress the site in a forward gear in order to mitigate danger caused by reversing in line with London Plan Policy T4 Part F “Development proposals should not increase road danger”.</p> <p>The site boundary is next to London Underground Zone of Influence. Location Enquiries at TfL need to be contacted for their comments regarding this. Contact them on SMBLocationEnquiries@tfl.gov.uk.</p> <p>TfL requests additional information is provided as outlined above prior to being supportive of the application.</p> <p>Comment 2: Yes the now proposed cycle parking is in line with policy and meets the requirements</p>	
<p>Transport for London (Safeguarding)</p>	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p>	<p>Noted. Condition added.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • provide foundation and layout details in due course <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p>	
Crossrail 2	No objection.	Noted.

<p>NEIGHBOURING PROPERTIES</p> <p>No of individual responses: 5</p> <p>Objecting: 1 Neither: 4</p>	<p><u>Proposed structures should not exceed 3 storeys</u></p> <p><u>Additional parking required</u></p> <p><u>No need for more play space (already new play space on estate)</u></p> <p><u>Existing play area (at Kerswell Close) should be converted into a car park to compensate for loss of parking</u></p>	<ul style="list-style-type: none"> • Given the sites' location on the corner of two significant roads, surrounding precedents for taller buildings and the higher housing density requirement of the London Plan (20210, the site is considered appropriate for 5 storeys where this does not significantly, adversely affect neighbouring properties. • The proposal is car-free. On-street parking surveys have found significant capacity in the surrounding streets for any displaced parking. The existing car-park is also underutilised. • The additional play space forms part of a wider landscape strategy and will serve residents of both the proposed developments and existing properties that back on to the site. Play space is considered a necessary amenity for any residential proposal • The LPA seeks to preserve and enhance play
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	<p><u>Loss of sunlight to neighbouring properties</u></p> <p><u>Trees not replaced with ones of comparable size</u></p> <p><u>Capacity of Local Medical Services</u></p> <p><u>Supermarket (with controlled pricing) could be located on the ground floor</u></p> <p><u>Mix of housing insufficient</u></p>	<p>spaces. The proposal is car-free. On-street parking surveys have found significant capacity in the surrounding streets for any displaced parking. The existing car-park is also underutilised and there is no requirement for further parking.</p> <ul style="list-style-type: none"> • The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be adversely affected to a significant degree. • 20 new trees are to be planted (18 trees with 20- 25cm girths, 2 impact trees with 30- 35cm girths) • The proposal is not so significant as to severely affect local services. • The site is not considered suitable for a Super market use as it is location outside a town centre. An Adult Care Hub is provided on site as a community facility. • The proposed housing mix provided a range of unit sizes including family homes. The mix is considered acceptable given the urban location of site.
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Appendix 3 Plans and Images

Location Plan



Aerial View



Elevation from Seven Sisters Road 1



St Ann's Road

Block A

Block B

Seven Sisters Road

Elevation from Severn Sisters Road 2



view from St Ann's Road



Landscaping Plan.





Appendix 4 Development Management Forum

Planning Sub-Committee pre-application briefing 7th February, 2022

Minutes:

The applicant team and officers responded to questions from the Committee:

- It was clarified that the applicant team was no longer proposing to locate a house in the centre of the courtyard as, following discussions with the Planning Team, it was considered better to have an area of open space. It was explained that a four bed wheelchair unit was now proposed instead of a house.
- Some members queried the accuracy of the diagrams provided in the report. The Planning Officer explained that the proposals were being developed and that there had been some changes since the diagram was circulated. It was noted that the only key difference was the introduction of a four bed wheelchair unit in place of the previously proposed house.
- It was noted that a previous application for this site had been submitted by a different applicant and the current application had been submitted by the Council. The Planning Officer clarified that there was no relationship between the previous applicant and the Council.
- The Committee enquired about the layout of the proposals and whether it would be possible to deliver additional units by amending the use of the space near Kerswell Close. The applicant team explained that this had been considered with the Quality Review Panel (QRP) and Planning Officers and that some useful feedback had been received. It was considered that any building on the northern frontage would negatively impact both the garden area and the service road. It was added that the current proposal felt more connected to the surroundings and that there would be an opportunity to enhance the area, including through co-production with residents.
- In response to a query about the location of the site in a critical drainage area, the applicant team noted that there would be drainage, including sustainable drainage.
- It was enquired whether the screening from trees would be effective during the winter. The applicant team noted that there would be some screening from trees in winter but that this was likely to be reduced. It was added that root preservation and the presence of birds on site would also need to be addressed.
- The applicant team explained that all but one of the flats would be dual aspect and that daylight and sunlight consultants were looking at each flat.
- It was clarified that family units would only be located on the ground and first floors. The taller blocks would have a lift and the four storey block would have stairs.
- The Committee expressed some concerns that the lighter brickwork proposed for some areas of the building would be damaged by pollution and would have a negative visual impact, particularly if the façade was rendered. The applicant team clarified that the façade would be made of brick rather than rendered and that textured and flecked bricks, which would weather well, were being considered. It was added that there was a reasonable precedent for lighter bases in London so this would not be automatically discounted as an option.

- Some members highlighted the concerns expressed by the QRP about the height of the buildings and that the buildings should have lifts to accommodate the large family units. The applicant team explained that the mix of units had changed as the scheme design had evolved. The height of the scheme had been reduced and it was currently proposed to have 25 flats, with 4 family units, 12 two bed units, and 9 one bed units.
- It was clarified that the QRP was a group of professional design experts and did not include councillors.
- In relation to trees on the site, the applicant team explained that it was aimed to retain the largest and best quality trees and to re-provide trees that were lost. It was added that the proposals would involve re-providing trees in more barren areas.
- It was noted that the houses in the immediate vicinity would have access to, and would be included in co-producing, the open spaces.

The Chair thanked the applicant team for attending.

Appendix 5 Planning Committee Pre-Application Briefing

KERSWELL DMF NOTES 9TH FEB – summary topics

- Ownership of existing buildings and car park
- Parking – existing and proposed
- Privacy
- Tree protection and new planting
- Engagement with community
- Environmental impact
- Loss of access to/around site
- Community hub usage
- Commercial provision
- Cycle parking
- Cycle infrastructure locally
- Gourley Triangle impact
- Pollution
- Impact from traffic
- Impact from railway
- Relationship with existing community facilities
- Management of site
- Community space for elderly people
- Play space
- Impact on local parks
- New bus stop

Appendix 6 Quality Review Panel

CONFIDENTIAL



Haringey Quality Review Panel

Report of Chair's Review: Kerswell Close

Wednesday 20 April 2022

Clockwise, Greenside House, 50 Station Road, London N22 7DE. Room 5M1

Panel

Peter Studdert (chair)

Marie Burns

Attendees

Suzanne Kimman	London Borough of Haringey
Chris Smith	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Joe Brennan	Frame Projects
Kate Trant	Frame Projects

Apologies / copied to

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey

Report of Haringey Quality Review Panel
20 April 2022
HQR75_ Kerswell Close

1. Project name and site address

Kerswell Close, London N15 5HT

2. Presenting team

Martin Cowie	Principal Planner, Haringey Council
Geertje Kreuziger	Design and Technical Lead, Haringey Council
Ziba Adrangi	Newground Architects
Guilherme Cunha	Newground Architects
Joe Todd	Turkington Martin Landscape Architects
Sara Godinho	XCO2

3. Planning authority briefing

The site occupies a prominent position on the northern junction of Seven Sisters Road and St Ann's Road, and forms part of Haringey's programme for the development of vacant or underused land for the provision of new housing for council rent. The site is not subject to any specific planning policy designations, although the St Ann's conservation area is located a short distance to the west. The site has a maximum PTAL of four and is located within the St Ann's controlled parking zone.

The proposal comprises two blocks of four and five storeys, connected by a single-storey entrance facing onto Seven Sisters Road and St Ann's Road. It includes 25 social rented housing flats, four of which are family-sized units. Two non-residential units are proposed at ground level—a community hub for the support of social work in the local area, and a workspace. The scheme also provides a communal amenity and play space to the rear of both blocks, as well as refuse and cycle storage facilities.

The development requires the removal of some of the existing trees on the site. New tree planting is proposed for the site and the surrounding area adjoining the estate, with this subject to public consultation.

This proposal has been submitted in the context of a planning application (Haringey Ref. HGY/2018/3553) refused at appeal in October 2019. The appeal was dismissed on grounds of inappropriate tenure and mix of affordable housing, with that appeal proposal having a similar height, massing and layout to the current proposal. The appeal also established that the partial loss of the existing green verge on which the development would be built is acceptable, subject to its replacement with high-quality landscaping.

Pre-application discussions have focused on block heights and massing, impact on the nearby conservation area, trees and landscaping, development layout and local amenity impact.



4. Quality Review Panel's views

Summary

The panel welcomes the way the scheme has progressed since its previous review. It is broadly supportive of the proposals but continues to regret the loss of trees on the site, particularly the veteran plane tree at the corner of Seven Sisters Road and St Ann's Road. While the panel recognises the local authority's need to prioritise housing provision in the area, it feels that every effort should be made to avoid the loss of this tree. The panel also suggests a detailed sectional analysis of the landscaping of the site, and how the proposed development may have an adverse effect on the root system of those trees to be retained.

The overall massing and detailing of the blocks currently proposed are welcomed by the panel; however, the panel asks that further thought is given to how the entrance to the scheme might be adjusted so as to eliminate the need for the removal of the plane tree. The panel also suggests that more generous provision is given to the stair access to the four-storey block, particularly given that this block has no lift access. At the same time, the panel appreciates the revisions made to the scheme's decks and balconies, which are providing all the flats with views onto the shared amenity / play space.

These comments are expanded below.

Response to context

- The reduction in the height of the block facing St Ann's Road by one storey is seen as a welcome improvement by the panel, as is the enlarged central garden.
- Overall, the panel feels that the massing of the blocks now being proposed for the scheme is appropriate to the context.
- However, the panel remains concerned about the proposed removal of the mature plane tree at the key junction of Seven Sisters Road and St Ann's Road, along with other mature trees across the site. It is disappointed not to have been able to review at least one option for this development where the retention of the plane tree was prioritised.

Access strategy

- The panel suggests that a less grand entrance shifted slightly to the northeast, along St Ann's Road, might help enable the retention of the plane tree. Exploration of this option could also seek to minimise the development's impact on the adjacent trees and their root systems.
- The panel has reservations as to how refuse collection may conflict with residents' amenity / play space access. The panel recommends further scrutiny of the management of refuse on the site.



- The panel understands that it is the council's policy not to provide lift access for residential blocks under five storeys. However, it feels that this is not ideal, given the likely diverse occupancy over the building's life.
- If there remains no provision for lifts, the panel would like to see more generous stairs, to create enjoyable circulation spaces and improve access e.g. for furniture delivery.
- The suggestion that the communal amenity / play space is accessible to both existing and new residents is applauded by the panel.

Architecture

- The panel feels that, in terms of massing, chamfering and detailing, the development of the scheme's architectural treatment is positive.
- The uses of two colours of brick, to differentiate the ground / entrance level and other floor levels across the scheme, is also supported by the panel. This helps avoid the risk of chamfered comers giving a bulky appearance.
- Similarly, the development of balcony details and orientation is viewed positively by the panel, particularly that all the residents have access to balconies / decks looking onto the amenity / play space.
- The panel feels that the planning of the flats is a good, with dual aspect allowing through-ventilation, inward-facing access decks and outward-facing balconies.
- The panel stresses the importance of ensuring that the architectural detailing set out in the proposals—for instance, differentiated brickwork, lintels, glazing, louvres—does not suffer from value engineering as the project develops, as these details are essential to the integrity of the scheme's architecture overall.

Landscape

- The panel is unconvinced by the sectional analysis addressing the impact of the development on the root structure of those trees to be retained—especially on the Seven Sisters Road elevation. It suggests further detailed tree studies to support the design process and planning submission.
- The panel notes that the removal of trees will have a negative impact on biodiversity and cooling, as well as in terms of townscape.
- As well as root impact studies, the panel recommends a survey of all the trees on the site as some of those currently planned to be retained appear to be in poor health.
- The panel supports the revised scheme's approach to the central courtyard and play space, appreciating the generous provision this offers.



- The panel also supports the intention for this area being used as a part of the overall biodiversity strategy for the site, with this accounting for both new species of trees and diverse ground-level planting.
- The panel looks forward to the scheme's landscape strategy being taken further through consultation with the local community and the local authority.

Sustainability

- The panel applauds the scheme's Passivhaus ambitions, as well as its aim to achieve net zero carbon on site.
- The panel also welcomes the PV strategy for the project and looks forward to further details as this aspect of the scheme develops.
- The scheme's biodiverse landscape strategy, through-ventilation and acoustic / ventilation panels are all viewed as positive components of the sustainability strategy.
- The panel reiterates, however, that the current approach to the trees on the site remains a concern, both with regard to issues relating to shade and comfort, as well as the implications of removing healthy, mature trees unnecessarily.

Next steps

Should significant alterations be made to the proposal, the panel would be pleased to review it again.



Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The

Council will support design-led development proposals which meet the following criteria:

- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b Make a positive contribution to a place, improving the character and quality of an area;
- c Confidently address feedback from local consultation;
- d Demonstrate how the quality of the development will be secured when it is built; and
- e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

B Development proposals should relate positively to their locality, having regard to:

- a Building heights;
- b Form, scale & massing prevailing around the site;
- c Urban grain, and the framework of routes and spaces connecting locally and more widely;
- d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- e Rhythm of any neighbouring or local regular plot and building widths;
- f Active, lively frontages to the public realm; and
- g Distinctive local architectural styles, detailing and materials.

