

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/2354

Ward: Alexandra Park

Address: Woodridings Court Crescent Road N22 7RX

Proposal: Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent in four and five storey buildings. Provision of associated amenity space, cycle and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.

Applicant: London Borough of Haringey

Ownership: Council

Case Officer Contact: Valerie Okeiyi

1.1 The application is being reported to the Planning Sub-Committee for determination as it is a major planning application where the Council is the applicant.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach capitalise on the location of the site to bring forward and deliver 33 much needed affordable home, In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new tree planting.
- The proposal achieves a site-wide reduction of 106% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement.
- 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, and in terms of excessive noise, light or air pollution. The amenity of future residents of the proposed

accommodation is also safeguarded, particularly in respect to noise impact from the adjoining railway.

- The proposed development is car-free (except for the provision of 3 blue badge accessible parking bays) and high-quality storage for cycles would be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an 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 measures 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 23/12/2022 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in 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.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land Contamination
11. Unexpected Contamination
12. NRMM

13. Demolition/Construction Environmental Management Plan
14. Landscape Ecological Management and Maintenance Plan
15. Arboricultural Impact Assessment
16. Tree Protection Measures
17. Landscape Plan and replacement programme
18. Cycle parking
19. Construction Logistics Plan
20. Satellite antenna
21. Restriction to telecommunications apparatus
22. Piling Method Statement
23. Architect retention
24. UKPN
25. Energy strategy
26. Energy monitoring
27. Overheating
28. Ecological Enhancement and Ecological Enhancement Measures
29. Resident Satisfaction Survey

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design
- 10) Thames Water underground assets
- 11) Water pressure
- 12) Operational Railway
- 13) Thames Water Groundwater Risk Management Permit

Planning obligations:

- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence 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 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.

Heads of Terms:

- General needs low cost rented housing
- Employment and Skills Plan Skills contribution
- Highways works
- TMO
- Travel Plan
- Travel Plan Monitoring Contribution - TBC
- Car Club - a credit of £50 per annum for a period of three years from the Occupation Date in respect of each Residential Unit to the Occupiers of each residential Unit up to a maximum of two
- Carbon Offset Contribution (in case the development does not meet the zero carbon target of reducing carbon emissions by 100% compared to a Part L 2013 Building Regulations notional building)
- Obligations monitoring fee

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

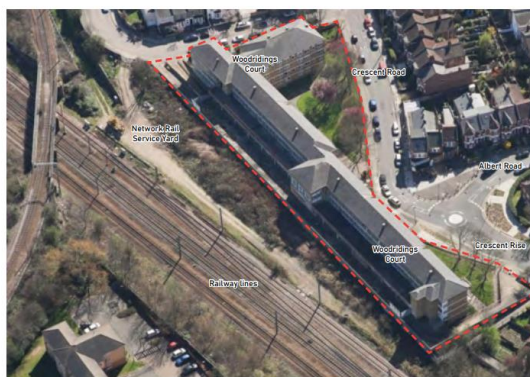
- 3.1.1 This is a planning application for the redevelopment of the derelict undercroft car park to the rear of Woodridings Court to provide 33 new homes for Council rent (Use Class C3) contained within four buildings ranging from 4 to 5-storeys in height, improved primary pedestrian access from the existing main entrance of Woodridings Court, new and enhanced soft and hard landscaping, cycle and blue badge parking bays, refuse/recycling stores and play space
- 3.1.2 The proposed development is split into four blocks (A,B, C and D) to the rear of the existing building at Woodridings Court and separated by communal courtyard gardens for both new and existing residents. The proposed flats will have staircores and lifts and stair cores which will also serve the existing flats at Woodriding Court, currently with no lift access. The proposed and existing flats are linked through a shared and sheltered internal walkway that overlook the courtyard gardens below. All three wheelchair user flats are located on ground floor level and will have their own private amenity space and dedicated parking bays. Shared facilities for the proposed homes include cycle and refuse/recycling stores, which are located on the ground floor level accessed from Crescent Rise and Dagmar Road. The former tenant room in the existing building will be reinstated and improved as a community room for the existing and new residents. The caretaker's room within the existing building will also be refurbished.
- 3.1.3 The development would include 10 one-bedroom units (30.3%), 19 two-bedroom units (57.6%), and 4 three-bedroom units (12.1%). Three of the new dwellings would be wheelchair-accessible (9.1%) and three 'blue badge' parking spaces would be provided in addition to 76 cycle parking spaces.
- 3.1.4 The development will be finished in zinc cladding, perforated metal screens/panels and concrete cladding. The proposed new buildings will use modern methods of construction.
- 3.1.5 The proposed landscaping includes new private gardens, communal courtyard gardens and enhancement of the existing communal amenity space across its frontage. The scheme will introduce 1 new native planting including trees, hedging, new permeable pathways and hard-surfacing, a play space for young children, areas for growing food and communal horticulture and seating. Each communal courtyard garden will feature informal seating, woodland planting and contain a large signature tree with seasonal interest. A new secure 1.5m high boundary railing alongside hedging is proposed around the new landscaping.

3.2 Site and Surroundings

- 3.2.1 The site is currently occupied by Woodridings Court, which is a large 1960s council housing block of four storeys comprising of 56 flats which are single aspect, south-west facing, accessed off a long corridor on its north-east side, with a short "T" wing towards its south-eastern end. To the rear, there is a long disused multi-storey car park backing onto the block, up to its north-eastern boundary onto the land of the East Coast Main Line railway.

- 3.2.2 The block is laid out parallel to Network Rail land and the railway line. The Network Rail land is landscaped with trees, shrubs, lawn and concrete paths. The railway tracks are 19.8m from the site boundary, in a shallow cutting, with the sides partly wooded and partly used for rail-related works.

AERIAL PHOTOGRAPHS



Aerial view of site looking south



Aerial view of site looking north



- 3.2.3 The predominant form of existing development along Crescent Road, the main approach street, which connects the site to Alexandra Park Station, with Wood Green town centre and Alexandra Park and Palace beyond. Dagmar Road and Albert Road is two-storey terraced housing from the late nineteenth and early twentieth century. To the north-west, Crescent Road becomes Crescent Rise, and is lined with mid-twentieth century flatted blocks of a similar four storey height, but those immediately north-west of the site are shorter and perpendicular to the street, leaving landscaped courts between.
- 3.2.4 There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are still in place but gated and provide pedestrian and refuse collection access only. The main access point is at the centre of the site off Crescent Road. Two other pedestrian entry points are located off Dagmar Road, but due to the ground level differences pedestrians can either enter at first floor level directly into the end of the enclosed circulation corridor or descend two flights of steps to a ground floor entrance.
- 3.2.5 The site has a public transport accessibility level of part 3, and part 5. There are 4 bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Rail station is a 9-minute walk away, and Bounds Green Underground station is a 12-minute walk away.
- 3.2.6 The site is not within, adjacent or near a Conservation Area, listed or locally listed buildings. The site is within a Critical Drainage Area.

3.3 Relevant Planning and Enforcement history

- 3.3.1 The most recent planning history in relation to the site is as follows.
 HGY/1996/0855 - Formation of new pitched roof to replace existing flat roof – Granted 27/08/1996

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.1.1 The proposal was presented to the Planning Sub Committee at a Pre-Application Briefing in July 2021. The minutes are attached in Appendix 6

4.1.2 Quality Review Panel

4.1.3 The scheme has been presented to Haringey's Quality Review Panel on two occasions.

4.1.4 Following the final Quality Review Panel meeting on October 2021, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

The panel feels that, given the number of constraints and challenges, the project team has made good progress with this ambitious scheme. The site presents an interesting opportunity to increase the amount of housing on site, while also improving existing accommodation within Woodridings Court. The design team has responded positively to the comments made at the previous review and the panel feels that the revised scheme will both benefit the existing residents and give definition and status to the existing building. The focus on the landscape and the circulation diagram has radically improved the redevelopment, which is now much more coherent, and the increase in height works well; the approach to the Dagmar Road end of the site is pragmatic and sensible. There are a number of opportunities to refine the scheme further, and the panel feels that identifying the best construction strategy will be a challenge. However, it offers warm support to the planning application, and feels that the scheme will significantly improve this corner of the borough.

4.2 Development Management Forum

4.2.1 The proposal was presented to a Development Management Forum in October 2021.

4.2.2 The notes from the Forum are set out in Appendix 5.

4.3 Application Consultation

4.3.1 The following were consulted regarding the application:

(Comments are in summary – full comments from consultees are included in appendix 3)

INTERNAL:

Design Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Arboricultural Officer

No objections raised, subject to conditions

Nature Conservation

No objections

Pollution Lead Officer

No objection, subject to conditions

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No objection

EXTERNAL

Crossrail 2 Safeguarding Team

No objection

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Environment Agency

No comments

London Fire Brigade

No objection

Network Rail

No objection

UK Power Networks (UKPN)

UKPN have requested that no works should be commenced until a suitable alternative location and any protective measures have been agreed and the new substation established and the existing de-commissioned.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

733 Neighbouring properties

Public site notices were erected in the vicinity of the site

5.1.1 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: 61

Objecting: 54

Supporting: 1

Others: 6

5.1.2 The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust

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

Land Use and housing

- Good to see more social housing
- Concerns with non-openable windows
- Lack of daylight to existing flats
- Poor outlook
- Noise pollution from the railway line
- In appropriate site for development

Design

- Excessive height
- The height should be limited to 4 storeys
- Overdevelopment of the site
- Design out of character with the area
- Cramped development

Parking, Transport and Highways

- Parking and Traffic congestion
- Underground parking should be provided
- Concerns with road safety
- Access concerns for emergency vehicles/refuse/delivery

- Concerns with transport assessment

Impact on neighbours

- Impact on amenity
- Overshadowing/Loss of light
- Overbearing impact on existing residents
- Overlooking/loss of privacy

Environment and Public Health

- Pressure on existing infrastructure and service
- Noise, vibration Dust and debris and disturbance during construction phase
- Increased anti-social behaviour concerns
- Concerns the development is built up to the electricity substation
- There should be a financial contribution towards the upkeep of Alexandra Park

5.1.4 The following issues raised are not material planning considerations:

- The planning website is not user friendly
- Impact on property values

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Housing Mix
3. Design and impact on the character and appearance of the surrounding area
4. Residential Quality
5. The impact on Neighbouring Amenity
6. Parking and Highways
7. Sustainability, Energy and Climate Change
8. Urban Greening, Trees and Ecology
9. Flood Risk and Drainage
10. Air Quality and Land Contamination
11. Fire Safety
12. Employment
13. Conclusion

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 access 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 D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy - Haringey Local Plan

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

optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.

5 Year Housing Land Supply

6.2.11 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).

Assessment

6.2.12 The site is one of a number of sites that the Council is seeking to develop for Council housing forming part of its 2018 commitment to delivering new affordable homes for rent. This is an important priority as like many other local authorities, the Borough does have an acute shortage of affordable homes in the borough, with more than 11,000 residents on the council home waiting list and more than 2,500 in temporary accommodation. Many of these are families with young children in overcrowded conditions. This proposal at Woodridings Court will make a valuable contribution to Council housing supply.

6.2.13 This proposal seeks to provide 100% of the housing for general needs low cost rented housing which would align with the above planning policy requirements.

6.2.14 The site is an established residential area which includes a range of tenures, including private rent, owner-occupation and affordable homes for rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to the delivery of the Borough wide affordable housing target.

6.2.15 The land at Woodridings Court 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 subject to all other relevant considerations. As such, the principle of additional housing as affordable homes for rent is strongly supported by policy subject to all other policies and material considerations.

6.3 Housing Mix

6.3.1 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.

- 6.3.2 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
- 6.3.3 Local Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopts a similar approach.
- 6.3.4 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.
- 6.3.5 The overall mix of housing within the proposed development is as follows:

Accommodation mix			
Unit type	Total units	Mix	10% wheelchair (M4 3)
1-bed 2- person	10	30.3%	
2-bed 3- person	1	3.0%	1
2-bed 4- person	18	54.6%	2
3-bed 5- person	4	12.1%	
Total	33	100%	9.1%

- 6.3.6 Four of the proposed units would have three-bedrooms and be suitable for families. This is 12.1% of the total housing provision. This is considered to avoid an overconcentration of smaller units in the area, contribute towards meeting the demand for family housing in the area and ensure a mix of housing provision for residents. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

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

National Policy

- 6.4.1 Chapter 12 of the NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.4.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

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

process to assess and inform design options early in the planning process (as taken place here).

- 6.4.4 Policy D6 seeks to ensure high 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

- 6.4.5 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.
- 6.4.6 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.
- 6.4.7 Policy DM6 expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.4.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 18 May 2021 and 23 June 2021). The panel on the whole supported the scheme.
- 6.4.9 The full Quality Review Panel (QRP) report of the review on 18 May 2021 and 23 June 2021 is attached in Appendix 5. The final Quality Review Panel's summary of comments is provided below;

The panel feels that, given the number of constraints and challenges, the project team has made good progress with this ambitious scheme. The site presents an interesting opportunity to increase the amount of housing on site, while also improving existing accommodation within Woodridings Court. The design team has responded positively to the comments made at the previous review and the panel feels that the revised scheme will both benefit the existing residents and give definition and status to the existing building. The focus on the landscape and the circulation diagram has radically improved the redevelopment, which is now much more coherent, and the increase in height works well; the approach to the Dagmar Road end of the site is pragmatic and sensible. There are a number of opportunities to refine the scheme further, and the panel feels that identifying the

best construction strategy will be a challenge. However, it offers warm support to the planning application, and feels that the scheme will significantly improve this corner of the borough.

6.4.10 Detailed QRP comments from the most recent review together with the officer comments are set out in Table 1.

6.4.11 Table 1: QRP comments and officer response

Panel Comment	Officer Response
Massing and development approach	
<p>The panel thinks that the proposals represent an interesting solution to a seemingly impossible brief. The strategy for development is convincing, offering a measurable improvement to the circulation, entrance areas and amenity areas for existing residents.</p> <p>While additional height may have been appropriate for the site, the panel agrees with the decision not to make the new development the 'marker' building in townscape terms, in line with views elicited from the community engagement process. It is, however, very positive that the new blocks are visible above the roofline of the existing building in front.</p> <p>The construction process will be very challenging, and the decision to pursue off-site construction methods seems to be sensible.</p>	<p>QRP support noted</p> <p>QRP support noted</p> <p>QRP support for Modern Methods of Construction noted.</p>
Scheme layout and architectural expression	
<p>The panel highlights The Rye Apartments (in Peckham Rye) as a good example of dealing with the level change from street to lower ground floor apartments.</p> <p>There is a missed opportunity within the roof space of the new blocks to use the void space as either additional small apartments within the roof, or as extra space for the apartments in the level below. This approach has been adopted within The Rye Apartments (Tikari Works).</p>	<p>QRP support noted</p> <p>The project team have confirmed that there is not the space within the roof of the new blocks to provide additional small apartments with appropriate access in accordance with current standards.</p>

<p>The panel would like to see further consideration given to the circulation routes, to maximise the daylight levels and transparency / visual links into and out of corridors, walkways, and stairs, and make the entrance sequence – from street to dwelling – more pleasant.</p> <p>The panel supports the form of the building and the approach to ‘wrapping’ it in a single cladding material. Copper cladding is a good choice, and the panel feels this will be very attractive when seen from the railway.</p> <p>The quality of materials and construction, for example the detail of the hidden gutter, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions</p> <p>The design and integration of bin storage – that is self-maintaining, neat and tidy – can be one of the biggest design challenges within residential projects. The panel would encourage the project team to revisit the current bin storage arrangements, to locate it away from key entrance areas, and to make it as attractive as possible.</p>	<p>To address this the project team has retained the existing internal walkways to provide access to the new dwellings while creating vertical connectivity through the introduction of four new lifts. These lifts will be accessed by both the existing and future residents of Woodridings Court. The refurbishment of the central internal walkway spine that runs from north to south of the site, will introduce more daylight to all levels of the existing building, especially those at the lower levels with none currently</p> <p>QRP support noted</p> <p>Comment noted and construction details condition attached.</p> <p>The new purpose designed refuse storage is for existing residents and future occupants. The Council’s Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.</p>
<p>Landscape design</p>	
<p>The landscape strategy seems well-considered, and the panel supports this approach of enclosing spaces, giving them definition and ensuring surveillance.</p> <p>The panel welcomes the proposals for tree planting and thinks that they will work well in townscape terms.</p>	<p>QRP support noted</p> <p>QRP support noted</p>

Form, Bulk & Height

- 6.4.12 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, constraints, and opportunities. In particular, the scale and form of the proposed buildings successfully responds to the shape of the site, its boundary conditions, the nature of the local built environment and neighbouring residential and visual amenity.
- 6.4.13 The Council's design officer has been consulted on the proposal and notes that the buildings are four and five storeys in height, to respond to the open aspect presented by the railway, with the south-westernmost block stepping down to four storeys, to respond to its immediate context facing Dagmar Road. The pitched roof breaks down the overall bulk and massing of the proposal, softening its presence as glimpsed in the wider townscape while enhancing the views from the local context.
- 6.4.14 In respect to wider townscape impact, the proposed development has been assessed against long range views and in particular the locally significant views and vistas that cross the site as identified in the London Plan and Haringey's Local Plan. From the assessment undertaken, the site is only wholly visible from the Bounds Green railway bridge looking towards Alexandra Palace. The four proposed buildings have been carefully designed, with regards to scale and height, and located on the site so to ensure that the views towards Alexandra Palace are protected and safeguarded.
- 6.4.15 The ground floor of the proposed blocks, include a sturdy, soundproof wall to the railway edge that continues across the courtyards and is contrastingly expressed in heavy masonry, so to ensure that the metal clad boxes read as sitting on the wall from the railway side. Overall, this bold, distinctive design would form a notable local landmark and enhance the sense of place of the location.



Elevational Treatment; Fenestration Materials and Detail

- 6.4.16 The architectural style of the proposed buildings has been carefully considered and would present an attractive and contemporary finish to the proposed buildings. The four new residential blocks will be constructed using high-quality metal cladding, carefully positioned and proportioned windows and contrasting detailing. The design officer notes that windows have been added, to extend the pattern of fenestration to the upper floors where they face onto or over the roof of the existing building, to avoid too great an

expanse of metal cladding, especially where it will be visible over the roof. The simple articulation of the elevations seeks to complement the proportions of the buildings and provide a distinctive and robust architectural language.

- 6.4.17 The design officer notes that the materials are appropriate for their location and complement the bold, dynamic design modelling. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details and samples of all key materials and further details of the design and detailing of key junctions including cills, jambs and heads of windows, balconies, base, eaves and ridge of the roof, to be agreed, prior to commencement of works on site.



Approach, Accessibility, Legibility & Landscaping

- 6.4.18 The proposed scheme would significantly improve the setting, approach to and amenity spaces for the existing flats whilst also improving the setting and landscape of the wider immediate context.
- 6.4.19 The entrances will be upgraded, and lead to light filled communal circulation with views onto the new communal courtyard gardens. New stairs and lifts will be provided to serve the existing block at Woodridings Court, which currently has no lift access and the proposed accommodation. In addition, the existing communal external landscaping to the frontage will be considerably improved, with new purpose designed refuse storage in more convenient locations with cycle storage.
- 6.4.20 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above

6.5 Residential Quality

General Layout

- 6.5.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight,

maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

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

Indoor and outdoor space/accommodation standards

- 6.5.3 All dwellings achieve or exceed minimum space standards including bedroom sizes. The ground floor dwellings will have access to private outdoor space. The upper floor flats however have no private outdoor amenity space given that if external private amenity were provided, these spaces would be difficult to attenuate from the noise from the railway line and may not be enjoyable to the residents. By omitting the private outdoor amenity spaces and including them into the internal living areas residents are provided with more useable habitable space which can also assist, for instance with future working from home needs. All dwellings have a minimum floor to ceiling height of which exceed 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard.

Unit aspect

- 6.5.4 The flats are designed to provide dual and triple aspect homes to ensure most dwellings have a view towards landscape amenity or courtyard gardens. Whilst the existing homes at Woodridings Court are single aspect, these will benefit from better outlook via the new shared walkways.

Accessible Housing

- 6.5.5 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.5.6 All dwellings achieve compliance with Building Regulations M4 (2) and just under 10% of units achieve M4 (3) compliance (Unit B001, C001 & C002). Whilst this does not provide 10% wheelchair accessible homes on site, (across the Council Housing programme there are several sites providing wheelchair homes in excess of 10% so this is considered acceptable in this instance. The introduction of new lifts provides easy and step-free access to all the flats including the existing homes at Woodridings Court. The three wheelchair accessible units are located at ground floor level and have access to private gardens. Three accessible car parking spaces are provided for the ground floor wheelchair accessible units.

Child Play Space provision

- 6.5.7 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.5.8 The applicant has provided a child yield calculation for the existing and proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. It requires 187sqm of play space for the proposed development and a larger requirement of 519sqm of when including the existing flats. This is for all age groups.
- 6.5.9 The enhanced communal garden to the front of the existing building would be divided into two areas, the larger area provides 620sqm of landscaped space including child play space. The smaller area provides 67sqm of child play space. The smaller area consists of 'door-step'- type play equipment. The larger area consists of open lawn and a playful woodland route. This area provides general amenity space for all residents, however the lawn contributes flexible space for play and exercise and a woodland route with logs and balancing elements encouraging exploration and interaction with nature for children. All play elements will have a natural character and are located in overlooked locations close to entrances to new homes.
- 6.5.10 For older children (12-15) the site is well served by parks and open spaces. The closest is Oliver Tambo Recreation Ground (formerly Albert Road Rec) approximately 650m north-west of the site. Springfield Community Park is located 950m north-east of the site. Alexandra Park is located 500m south of the site. The parks feature play space for a range of age groups and young adults.
- 6.5.11 The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy

- 6.5.12 The proposed courtyard gardens provide sufficient separation of 18m between the proposed new buildings. This distance would ensure a degree of privacy between the proposed dwellings given the tight constraints of the site. The development incorporates thoughtfully designed windows with the majority of windows overlooking the railway line with the courtyard gardens providing an alternate view.
- 6.5.13 The outlook from the existing flats will be significantly improved by pleasant quality landscaping at the front whilst also allowing passive surveillance and animation to the playspace. The new glazed walls of the shared internal corridor will also provide an alternate view to the new courtyard gardens. Defensible planting is also proposed at the front to provide some privacy to the existing ground floor flats.



6.5.14 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units whilst the existing flats will also benefit.

Daylight/sunlight/overshadowing – Future Occupiers

6.5.15 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests in the new updated 2022 Building Research Establishment (BRE) guidance. The assessment was made using the 'illuminance method to measure daylight provision'. Assessments were made using 'sunlight exposure' to measure sunlight. It concludes that all dwellings including external space receive good levels of sunlight/daylight. The proposal would result in an acceptable standard of accommodation for future occupiers in this regard.

6.5.16 The replacement of the glazing on the second to third floors and introduction of glazing on the floors below would provide adequate sunlight and daylight to the shared walkway for the existing block.

Other Amenity Considerations – Future Occupiers

6.5.17 The proposals have been designed to ensure that there is no material impact on the amenity of occupiers and residents of surrounding properties or future residents of the development in relation to noise and vibration from occasional passing trains on the nearby train track.

6.5.18 With regards to noise the application is accompanied by a Noise Report, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. In accordance with the recommendations of the Noise Report, the development incorporates double glazing and appropriate ventilation to mitigate any noise implications from the occasional passing

trains. The rear of the existing building is currently served by a rundown glazed façade, which has some panels boarded up to serve as a noise barrier to existing residents. As part of the proposed development, this façade will be significantly improved to mitigate noise from the railway line. Further details of passive design measures are secured by the imposition of a condition.

- 6.5.19 With regards to vibration from the trains the planning application is accompanied by a vibration assessment which demonstrates that there is a low possibility of vibration across most of the site with some possible vibration being felt by future residents towards the northern end of the site. The proposed development has been carefully designed to mitigate vibration from the occasional passing trains.
- 6.5.20 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on existing or future occupiers of the development.
- 6.5.21 Three bin stores are proposed, largely located in the same place as the existing bin stores located off the main entrance lobby at ground floor level and the entrances from Crescent Rise and Dagmar Road catering for existing residents and future occupants. The current servicing strategy for delivery vehicles is for deliveries to be made from on-street. It is proposed that this arrangement continues. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

- 6.5.22 The proposed development seeks to enhance security through the layout and design of the buildings and treatment of the external spaces. This has been a particularly important objective given the nature of the existing site and associated issues in respect to safety and security. The development has been designed with input from the Designing Out Crime Officer of the Metropolitan Police. The scheme introduces a clearer access strategy by improving routes into and through the site and ensuring the existing and proposed buildings are highly visible and securely accessed through the main entrance on Crescent Road and from Dagmar Road and Crescent Rise. Routes are well lit in accordance with prescribed standards, with wayfinding incorporated to ensure clear ease of use and access. There are visitor video access controls at all entry points into the building, including vehicular access. Cycle storage is located in dedicated and secure locations within the building, limiting access to cycles through unauthorised ingress into these spaces. Access to refuse stores will be via a fob-controlled self-closing door and the comprehensive re-landscaping to the front of the existing block will include secure railings, gates, improved lighting and CCTV.
- 6.5.23 The Secure by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.
- 6.5.24 In summary, the standards of accommodation and internal and external 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 will provide very good quality flats and living conditions which satisfy the above planning policies.

6.6 Impact on Neighbouring Amenity

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

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

Daylight and sunlight Impact

6.6.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties at 77, 79 Dagmar Road and 2-12 Bolster Grove the assessment finds that the impact of the development on existing neighbouring windows is favourable for both daylight and sunlight as all 12 neighbouring windows assessed meet at least a 27% Vertical Sky Component or have a greater than 0.8 relative Vertical Sky Component result. Six habitable rooms were assumed to be served by the tested windows. All six rooms met the daylight distribution criteria. Six windows facing within 90 degrees of south were tested for sunlight impact. All other neighbouring property windows are at a significant distance away from the property or meet either of the 25-degree plane and/or 45-degree angle rules, as per the BRE criteria.

6.6.4 Sunlight and daylight to the shared walkway for the existing neighbours will be significantly improved.

6.6.5 No neighbouring existing amenity spaces were identified close to the site that may be affected by the proposed development's massing. Given the site's location to the rear of the immediate existing building, the proposed blocks will not impact on the landscaped amenity space to the frontage.

6.6.6 Overall the proposal would not have a significant adverse impact on daylight and sunlight to residents of neighbouring properties.

Privacy/Overlooking and outlook

6.6.7 The site's location and orientation is such that there will be no undue impact on the neighbouring buildings and the immediate existing building in terms of overlooking/loss of privacy and outlook. None of the new blocks overlook the flats of the existing building given the single aspect nature of these flats.

- 6.6.7 Therefore, it is considered that the amenity of residents of nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

Other Amenity Considerations

- 6.6.8 Policy DM23 states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.9 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view. Light emitted from internal rooms would not have an impact on neighbouring occupiers given the site's location and orientation
- 6.6.10 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. The proposed development would minimise the impact of construction by utilising Modern Methods of Construction. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.6.11 The increase in noise from occupants of the proposed development would not be significant to existing residents given the current levels of noise and vibration from the existing railway track.
- 6.6.12 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents of neighbouring and surrounding properties.

6.7 Parking and Highways

- 6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in DM Policies DM31 and DM32.
- 6.7.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.7.3 The site is located within an area with a public transport accessibility level (PTAL) of part-5, part-3, which is a good level of accessibility. There are 4 bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Network Rail station is a 9-minute walk away, and Bounds Green Underground station is a 12 minute walk away. The site is located within the Alexandra Palace Controlled Parking Zone, which operates between the hours of 12.00 to 14.00 Monday to Friday.

Parking demands and conditions in the locality of the site

- 6.7.4 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.
- 6.7.5 They note that in respect of parking, there are considerable differences in parking stress between the streets within and outside of the Controlled Parking Zone (CPZ) surrounding the site. The applicant's Transport Assessment considers an uplift of 18 vehicles to be likely with this proposal, and within the survey area, this could be accommodated comfortably, albeit stresses are already high within the non-Controlled Parking Zone (CPZ) streets. With the sustainable transport initiatives such as a car club facility, permit free designation and a travel plan, and high-quality cycle parking, it is expected that the actual additional parking demand should be less than the 18 spaces set out in the Transport Assessment.

Access and Parking

- 6.7.6 The transport officer has commented that at present the parking court on two levels that previously served Woodridings Court has been redundant for a number of years. This parking court has highway accesses off Crescent Rise and Dagmar Road however these are gated and unused.
- 6.7.7 The proposal seeks to use the northernmost of the three existing highway accesses for the three proposed blue badge bays and refuse/service vehicles. No changes are proposed to this access. The central access/crossover off Crescent Road is also retained, for resident access and refuse collection. There is a third crossover/access to the existing site off Dagmar Road which is the redundant exit access from the car park, this will need to be reinstated to a full height kerb and footway. Depending on overall widths and highway arrangement, it may also be possible to accommodate some additional on street Controlled Parking Zone (CPZ) parking at the access location.
- 6.6.8 Pedestrian access will be via a new access point at the northern end of the site, plus there will also be the existing access to the block, which is at mid-point along it, this will be improved and enable access to all of the new units.

Car Free

- 6.6.9 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site accessed off Crescent Rise at the north end of the development and permits would not be allocated to the new properties for on street parking. Due to most of the site's public transport accessibility level (PTAL) (part 3- part 5 -which is a good level of accessibility) the site's location within a Controlled Parking Zone (CPZ) and the on-site provision of accessible parking in line with The London Plan (2021) standards, the proposed development would be a car free development, that restricts future residents of the development from applying for a no street parking permit which is in accordance with DPD Policy DM32.

Cycle parking

- 6.6.10 Cycle parking is proposed for two stores within the development, with one store at the northern end adjacent to the entrance at that end of the site, and the other accessible from the Dagmar end of the development located on the first floor. In total, there will be

76 long-stay cycle parking spaces. These are of sufficient size to accommodate the required cycle parking. In terms of short-stay visitor cycle parking, 4 Sheffield stands (8 spaces) are located at the northern end of the development adjacent to the pedestrian access at that end. This exceeds the numerical requirements of the London Plan for long and short stay cycle parking spaces.

6.6.11 The design and arrangement of all cycle parking will meet the requirements of TfL's London Cycle Design Standards. Full details would need to be provided by the imposition of a condition.

6.6.12 As such, Officers raise no objections to the proposals on transport grounds subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

6.6.13 With regards to delivery and servicing considerations, the Transport Assessment details that there are predicted to be 10 delivery and servicing movements per day. Delivery vehicles will utilise the double yellow lines or time restricted on street parking bays for short delivery visits.

6.6.16 In term of refuse and recycling collections there are three bin stores in total, one at each end of the site and one in the middle to cater for existing residents and the proposed accommodation which are located to ensure appropriate access for residents and refuse collection. The proposed arrangements are therefore considered to be satisfactory and this has been confirmed by the Waste Collection team.

Construction Logistics and Management

6.6.17 Details of a draft construction logistics report has been submitted and reviewed by the Council's Transportation Team who consider it to be acceptable, however full details are required and secured by the imposition of a condition on any grant of planning permission.

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

6.7 Sustainability, Energy and Climate Change

6.7.1 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.

6.7.2 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.

- 6.7.3 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.
- 6.7.4 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.

Carbon Reduction

- 6.7.5 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2.
- 6.7.6 The development achieves a site-wide reduction of 106% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement which is supported in principle. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy and overheating strategies which can be dealt with via condition.
- 6.7.6 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 106% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 42.5 tonnes of CO₂ from a baseline of 40.2 tCO₂/year. This means that all regulated operational emissions are reduced on site.
- 6.7.7 The applicant has proposed a saving of 14.7 tCO₂ in carbon emissions (33%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes far beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.7.8 The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 23.7 tCO₂ (59%) reduction of emissions are proposed under Be Green measures.
- 6.7.9 Individual exhaust air source heat pumps will be provided within the utility/service cupboard for space heating and hot water and electric panel heaters are proposed for the main living areas, controlled by the heat pump. This is intended only to be activated by the heat pump in case of low internal temperatures.
- 6.7.10 The applicant will install metering equipment on site, with sub-metering of electricity and water by apartment, and further utility meters for landlord lighting and power and water; and utility and renewable energy meters for import and export for solar PV arrays
- 6.7.11 No carbon shortfall remains as this scheme is net positive in regulated emissions. If the scheme does not meet the zero carbon target, it should offset the shortfall at £95 per tCO₂ over 30 years.

- 6.7.12 A number of areas have been identified to reduce the embodied carbon of the buildings: recycled elements for reinforced concrete and metal cladding systems, window frame materials, reduced material quantity for structural elements, using the Green Guide to Specification, retaining 95% excavation material on site, construction target waste resource efficiency of 11.3 m³ of waste per 100m²

Overheating

- 6.7.12 Due to the noise constraints of this site being adjacent to the railway line, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).
- 6.7.13 The development would not overheat based on current weather pattern modelling. This is based on a series of mitigating measures being built into the development including high g-value glazing, internal venetian blinds, rear elevation sliding window shutters, mechanical heat recovery systems or exhaust ASHP and natural ventilation in lift/stair cores.
- 6.7.14 Future overheating scenarios have also been considered and addressed. The Climate Change Officer supports the overheating mitigating measures proposed subject to some further clarification which can be secured via condition.

Summary

- 6.7.15 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions. As such, the application is considered acceptable in terms of its sustainability

6.8 Urban Greening, Trees and Ecology

- 6.8.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.8.2 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.
- 6.8.3 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.
- 6.8.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Local Plan 2017 Policy SP13 recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.



Urban Greening Factor

- 6.8.5 The proposed development would provide substantial improvements to the soft landscaping to the frontage of the site and in its immediate environs which currently consist of an open lawn with a number of mature trees along Crescent Road/Crescent Rise. Communal courtyard gardens are also proposed to the rear. Native shrub, flower rich perennial planting, hedging and new tree planting will improve the site's biodiversity and contribute to the quantum of local green space. In addition to planting, green roofs and permeable surfaces capture rainwater and contribute to the development's sustainable drainage design and mitigation of storm water flooding. Details of landscaping can be secured by condition to secure a high-quality scheme with effective long-term management.
- 6.8.6 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types as described above. The proposal delivers an UGF of 0.37, which is slightly less than the minimum target score of 0.4, however represents a significant improvement over the existing condition of the site. Given the significant improvement to existing soft landscaping, new courtyard gardens, green roofs and permeable surfaces, it is considered that the proposed development in terms of urban greening is acceptable in this instance.

Trees

- 6.8.7 All trees will be retained and protected with the exception of two category B2 and one category U specimen. The two category B2 trees require removal due to the siting of the new building and substation. A group of category C trees located on neighbouring land will be pruned back to the proposed building edge. Six new street trees will be planted to the front amenity space to replace the three trees to be removed and would contribute to the streetscape of Crescent Rise and Crescent Road. A tall signature specimen tree is proposed for each courtyard between the new buildings. The proposed development would therefore deliver a net increase in trees overall.
- 6.8.8 The Council's Tree Officer does not raise any objections subject to the Arboricultural Impact Assessment and the tree protection plans (TPP) being adhered to. Regarding storage on site and the tree protection plans (TPP), this will require regular checks

therefore an Arboriculturist will need to monitor this aspect of the scheme until completion of the project and a condition will secure this requirement. The Council's Tree Officer requires that the species of the new tree planting show good all year-round interest, diversity, and urban fitness. An aftercare and replacement programme of the tree planting will be secured by condition.

Ecology and Biodiversity

- 6.8.9 Bat and bird boxes would be installed, insect hotels, and nectar-rich and berry producing plants, larger shrubs and a mosaic of planting species are proposed.
- 6.8.10 A bat survey was undertaken to inform on the bat status of the building. No bats or bat evidence was found within the loft space of the existing building and the area looks well sealed from the external environment and no trees with bat potential were recorded within the site. Whilst these objectives are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.
- 6.8.11 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

6.9 Flood Risk and Drainage

- 6.9.1 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.
- 6.9.2 The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources and that it is within one of Haringey's designated Critical Drainage Areas and as such the northern part of the site, beyond existing and proposed buildings, acts as a flow route for surface water during times of heavy rainfall. The risk of flooding from ground water, sewers and artificial sources has been found to be low.
- 6.9.3 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately.
- 6.9.4 Thames Water raises no objection with regards to waste water network and sewage treatment works. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure.

6.10 Air Quality and Land Contamination

Air Quality

- 6.10.1 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 adhere with national or local planning policies.

- 6.10.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral and air quality positive. Air quality positive measures include EV charging spaces, cycle storage, use of air source heat pumps with back up electrical boilers for space and water heating and a solar photovoltaic array. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.
- 6.10.3 Officers acknowledge concerns 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 harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

- 6.10.4 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.
- 6.10.5 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.
- 6.10.6 Officers consulted the Council's Environmental Health/ Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions.
- 6.10.7 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.

6.11 Fire Safety

- 6.11.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.
- 6.11.2 The Fire Statement submitted with the application confirms that sprinklers will be installed throughout (excluding escape routes). Fire fighting vehicles access the site from Crescent Road/Crescent rise. The fire service will access the building at ground level, into the firefighting shaft where they can access each level internally.
- 6.11.3 The London Fire Brigade has been consulted on this application and has confirmed that they have no further observations to make as long as Fire Brigade access, facilities and the provision/location of hydrants demonstrate compliance with the functional requirements of the Building Regulations, particularly in regards to B5; access and facilities for the fire service.

6.11.4 As such, the application is acceptable in respect of its fire safety.

6.12 Employment

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

6.12.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by agreement.

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

6.13 Conclusion

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach to development of the site, which was carried out here to capitalise on the location of the site to bring forward and deliver 33 much needed affordable homes. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new tree planting.
- The proposal achieves a site-wide reduction of 106% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement.
- 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, and in terms of excessive noise, light or air pollution. The amenity of future residents of the proposed accommodation is also safeguarded, particularly in respect to noise impact from the adjoining railway.
- The proposed development is car free (except for the provision of 3 blue badge accessible parking bays) and high-quality storage for cycles would be 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 proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

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

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £212,460 (3541sqm x £60) and the Haringey CIL charge will be £1,303,512.92 (3541sqm x £368.12). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1 and agreement

APPENDIX 1 – Planning Conditions and Informatives

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:

Drawings

WRC-CCA-EB-XX-DR-A-E0-0001, WRC-CCA-EB-ZZ-DR-A-E0-0100, WRC-CCA-EB-ZZ-DR-A-E0-0200, WRC-CCA-EB-ZZ-DR-A-E0-0201, WRC-CCA-EB-ZZ-DR-A-E0-0300, WRC-CCA-EB-ZZ-DR-A-E0-0301, WRC-CCA-EB-00-DR-A-E1-0100, WRC-CCA-EB-01-DR-A-E1-0101, WRC-CCA-EB-02-DR-A-E1-0102, WRC-CCA-EB-03-DR-A-E1-0103, WRC-CCA-EB-RL-DR-A-E1-0104, WRC-CCA-EB-ZZ-DR-A-E2-0100, WRC-CCA-EB-ZZ-DR-A-E2-0101, WRC-CCA-EB-ZZ-DR-A-E3-0100, WRC-CCA-EB-ZZ-DR-A-E3-0101, WRC-CCA-00-XX-DR-A-P0-0100, WRC-CCA-00-ZZ-DR-A-P0-0200, WRC-CCA-00-ZZ-DR-A-P0-0201, WRC-CCA-00-ZZ-DR-A-P0-0300, WRC-CCA-00-ZZ-DR-A-P0-0301, WRC-CCA-00-00-DR-A-P1-0100, WRC-CCA-00-01-DR-A-P1-0101, WRC-CCA-00-02-DR-A-P1-0102, WRC-CCA-00-03-DR-A-P1-0103, WRC-CCA-00-04-DR-A-P1-0104, WRC-CCA-00-RL-DR-A-P1-0105, WRC-CCA-RA-ZZ-DR-A-P1-0106, WRC-CCA-RA-ZZ-DR-A-P1-0107, WRC-CCA-RA-ZZ-DR-A-P1-0108, WRC-CCA-RA-ZZ-DR-A-P1-0109

Documents

Covering letter prepared by the Council dated 6 September 2022, Air Quality Assessment prepared by Anderson Acoustics dated 28 July 2022, Circular Economy

Statement prepared by Flatt dated 27/07/22, Arboricultural Impact assessment prepared by Tamla Trees consulting arborists dated June 2022, Daylight and Sunlight Impact Assessment to Neighbours prepared by Love Design Studios dated August 2022, Proposed scheme daylight and sunlight study prepared by Love Design Studios dated August 2022, Design and Access Statement prepared by ColladoCollins Architects dated September 2022, Detailed Fire Strategy prepared by BB7 dated 19th August 2022, Phase 1 Bat Survey prepared by Ecological Consultancy dated September 2021, Energy Statement prepared by FLATT dated 27/07/2022, Flood Risk Assessment and Strategy Report prepared by CRE Structures dated 11 May 2022 – Rev P04, Framework Travel Plan prepared by Markides Associates dated 12 August 2022, Proposed scheme Glare Study prepared by Love Design Studio dated August 2022, Landscape Strategy prepared by Turkington Martin, Noise and Vibration assessment prepared by Love Design Studio dated August 2022, Note on Geotechnical and Geoenvironmental Conditions prepared by CRE8 Structures dated 11th May 2022, Outline Construction Logistics Plan prepared by Markides Associate dated 12 August 2022, Sustainability Statement prepared by FLATT dated 27/07/2022, TM59 Overheating Report prepared by FLATT dated 27/07/2022, Transport Assessment prepared by Markides Associates dated 17 August 2022, Utilities Statement prepared by FLATT dated 27/07/2022, Whole Life-cycle Carbon Assessment prepared by FLATT dated 27/07/2022,

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

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of key junctions including cills, jambs and heads of windows, balconies, base, eaves and ridge of the roof shall be submitted to and approved in writing by the Local Planning Authority. Samples of cladding, windows, roof, glazing, should also be provided. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1 of the Development Management Development Plan Document 2017.
- 4 Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval. Once approved the details shall be provided as agreed and implemented in accordance with the approval.
Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policy D4 of the London Plan 2021, Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017
- 5 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;
 - d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- Soft landscape works shall be supported by:
- e) Planting plans;
 - 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; 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.

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.

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

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

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

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy DM1 of the Development

Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017

- 8 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: In the interest of creating safer, sustainable communities.

- 9 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: In the interest of creating safer, sustainable communities.

- 10 Before development commences other than for investigative work:

- a. Using the information already submitted in the Note on Geotechnical & Geo-environmental Conditions with reference WRC-CRE-XX-XX-RP-C-90-0002 Rev.04 prepared by CRE8 Structures dated 11th May 2022, 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.

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

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified

contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 12
- 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 and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

- 13
- 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.

- 14 Prior to the commencement of above ground works a Landscape Ecological Management and Maintenance Plan to ensure the safeguarding of the proposed net gain shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policy G6 of the London Plan 2021, Policy SP13 of Haringey's Local Plan Strategic Policies 2017, Policy DM19 of the Development Management Development Plan Document 2017

- 15 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment prepared by Tamla Trees Consulting Arborists dated June 2022 including the tree protection plans (TPP)

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 in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

- 16 The tree protective measures must be periodically checked the Consultant Arboriculturist.

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 in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

- 17 Prior to the commencement of above ground works a Landscape Plan and replacement programme shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policies D4 and G1 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

- 18 No development above slab level shall take place until full dimensional details which include scaled drawings showing the system intending to be used and the spacing, layouts and access routes have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained thereafter.

Reason - To ensure high quality long and short stay cycle parking and contribute towards the uptake of active travel modes in accordance with Policy T5 of the London Plan 2021, Policy SP7 of Haringey's Local Plan Strategic Policies 2017 and Policy DM32 of the Development Management Development Plan Document 2017

- 19 A Construction Logistics Plan will be required to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include:
- a survey of the existing conditions of adjacent public highways;
 - an assessment of the cumulative impacts of demolition and construction traffic;
 - details of the likely volume of demolition and construction trips and any mitigation measures;
 - site access and exit arrangements including wheel washing facilities and swept paths where required;
 - vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
 - proposed temporary access and parking suspensions and any temporary access and parking solutions required;
 - Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
 - methods for of protection of adjacent highway infrastructure; and,

- an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site. Works shall only be carried out in accordance with the approved Construction Logistics Plan.

Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development in accordance with Policies T7 and D14 of the London Plan 2021 and Policy DM23 of the Development Management Development Plan Document 2017

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

Reason: To protect the visual amenity of the locality in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017

- 21 Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017.

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

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

- 23 The applicant must ensure that the project architect (ColladoCollins Architects) continues to be employed as the project architect through the whole of the construction phase for the development except where the architect has ceased trading. The applicant shall not submit any drawings relating to details of the exterior design of the development that are required to be submitted pursuant to conditions of the planning permission unless such drawings have been prepared or overseen and agreed by the project architect.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Local Plan 2017.

- 24 No development above grade works shall take place until such time as a suitable alternative location and any protective measures have been submitted to and approved in writing by the local planning authority in consultation with UKPN and a new substation established and the existing substation is decommissioned. The provision shall be retained as installed thereafter.
- 25 The development hereby approved shall be constructed in accordance with the Energy Strategy by Flatt (dated 27 July 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a 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 41% reduction in SAP10 carbon factors, including details to reduce thermal bridging;
- Confirmation of how the dwellings will be heated, avoiding electric panel heaters where possible;
- Location, specification and efficiency of the proposed exhaust ASHPs with mechanical ventilation (COP, SCOP, SPF, SEER), with plans showing the ASHP pipework and noise and visual mitigation measures;
- 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) generating a minimum of 50,239 kWh/year;
- A metering strategy.

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

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

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

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

- 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.
- (c) 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.

- 27 Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the TM59 Assessment prepared by Flatt (dated 27 July 2022).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation 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), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

The development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Mechanical ventilation with heat recovery (with summer bypass);
- External sliding window shutters;
- Window g-values of 0.50 or better;
- Hot water pipes insulated to high standards;
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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.

28 (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.

- 29 No later than 12 months after the first occupation of the development hereby approved a Resident Satisfaction Survey shall be undertaken and the results reported to the Local Planning Authority. The survey shall seek the views of residents in relation to the quality, functionality, useability and management of the development and set out any measures to address issues thereafter.

Reason: To ensure the quality of the housing design and layout in accordance with Policy DM12 of the Development Management DPD 2017.

- 30 Prior to occupation of the development, 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 SI 2 of the London Plan 2021.

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 £212,460 (3541sqm x £60) and the Haringey CIL charge will be £1,303,512.92 (3541sqm x £368.12). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

INFORMATIVE:

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

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

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

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

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

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

INFORMATIVE: 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.

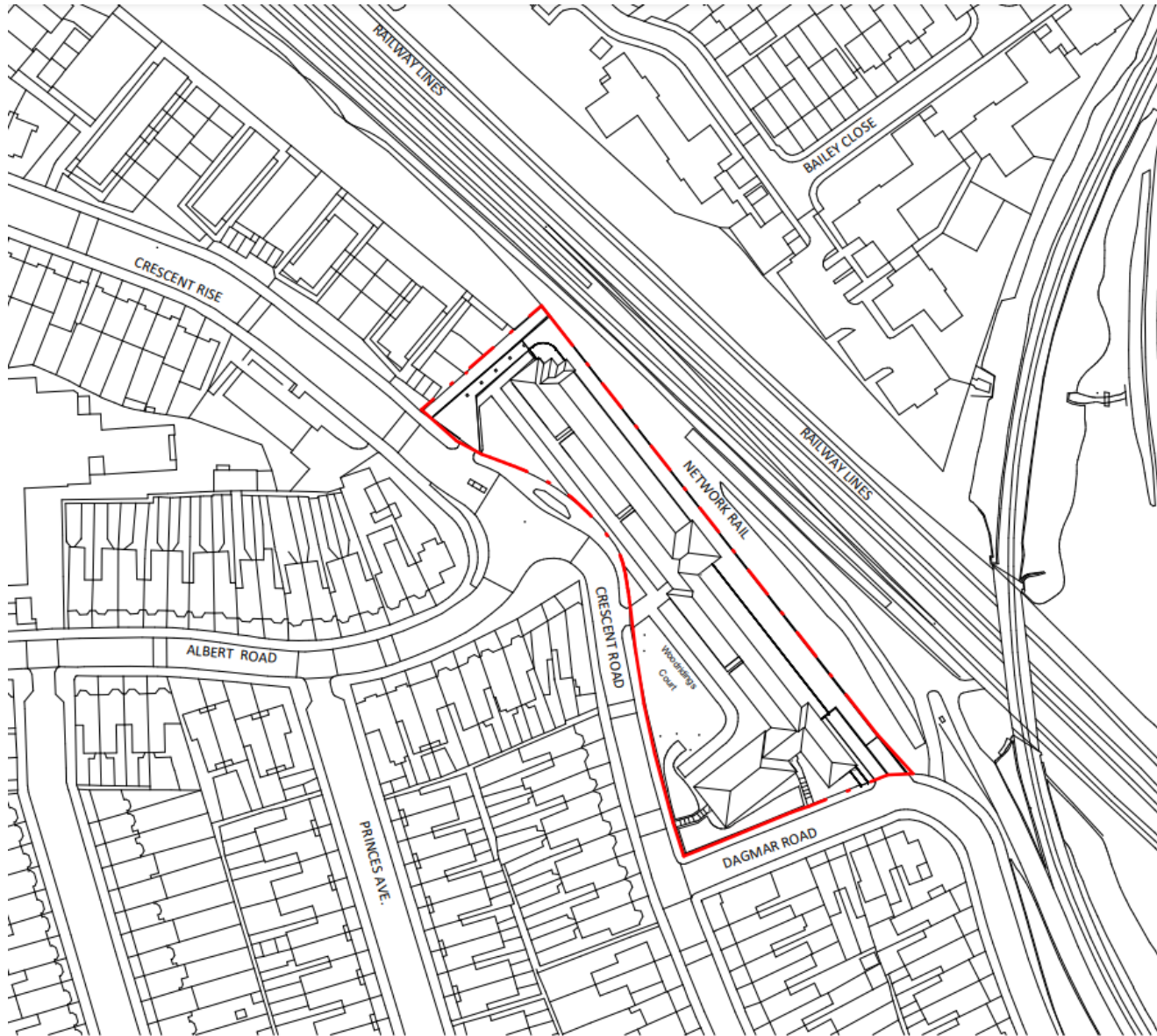
INFORMATIVE: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE: The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

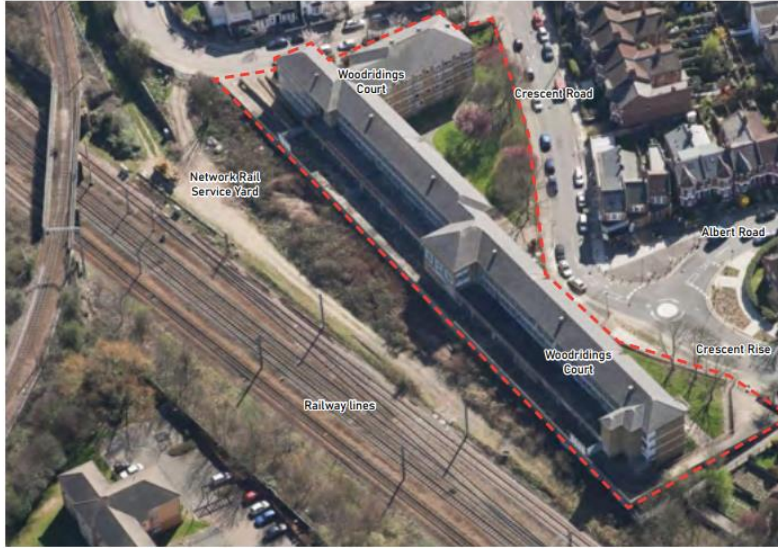
INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water 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.

Appendix 2 – Plans and images

Site Location Plan



AERIAL PHOTOGRAPHS



Aerial view of site looking south



Aerial view of site looking north



Proposed ground floor plan



TYPICAL UPPER FLOORS



Proposed typical upper floor plan

Landscape proposal



Aerial view of the proposed development from the railway



Aerial view of the proposed development from the railway

Proposed view from railway - north

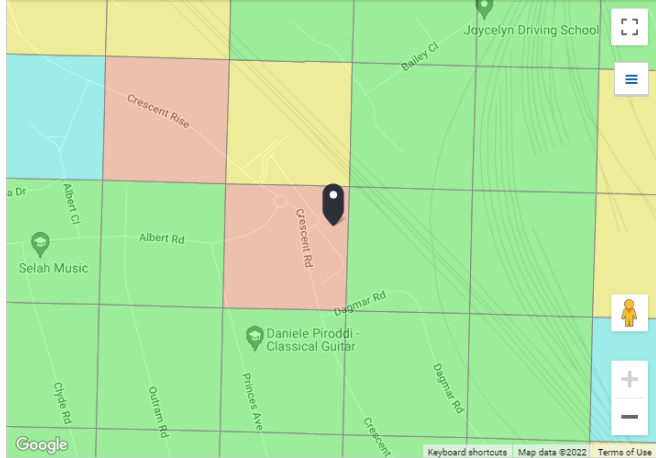


Proposed view of courtyard garden from first floor of Block C



Appendix 3 Consultation Responses from internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This application is for the redevelopment of the Parking area behind Woodridings Court to provide 33 new residential units.</p> <p><u>Location and Access</u> This site is located to the immediate rear of the existing 4 storey Woodridings court development, which contains 56 flats. It is to the eastern side of Crescent Road and Crescent Rise, and has Dagmar Road to the south side of it. The site also sides onto the Kings Cross main line. The part of the site proposed for redevelopment is a redundant parking court on two levels that previously served Woodridings Court. The submission details that this is no longer in use and has not been for many years. This parking court has highway accesses off Crescent Rise and Dagmar Road however these are gated and unused.</p> <p>The site has a PTAL value of part 5, part 3 as seen below in the extract from TfL's WEBCAT site. The majority of the site is of PTAL 5.</p> <p>There are 4 bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Network Rail station is a 9 minute walk away, and Bounds Green Underground station is a 12 minute walk away.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	 <p data-bbox="478 711 930 730">You can click anywhere on the map to change the selected location.</p> <p data-bbox="478 760 751 808"> ■ PTAL output for 2021 (Forecast) 5 </p> <p data-bbox="466 878 1667 998">The site is also located within the Alexandra Palace CPZ, which has operating hours of 12.00 to 14.00 Monday to Friday. However, the site is at the 'top' end of the CPZ, and some streets in the immediate locality are not covered by any formal CPZ. Albert Road and Crescent Rise are not within the CPZ, Crescent Road and Dagmar Road are.</p> <p data-bbox="466 1032 737 1060"><u>Development proposal</u></p> <p data-bbox="466 1062 1661 1122">The proposal includes redevelopment of the disused underground car park to the rear of Woodridings Court, to provide 33 flats, comprising;</p> <ul data-bbox="516 1156 779 1247" style="list-style-type: none"> • 10 No. 1 bedroom • 19 No. 2 bedroom • 4 No. 3 bedroom. <p data-bbox="466 1281 898 1308">There will be 3 fully accessible units.</p> <p data-bbox="466 1343 1640 1398">It is proposed as a 'car free' development and 3 blue badge spaces located within the site accessed off Crescent Rise at the north end of the development.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Transportation considerations</u> A Transport Assessment accompanies this application. The main topics are discussed below.</p> <p><u>Access arrangements</u> There will be pedestrian access via a new access point at the northern end of the site, plus there will also be the existing access to the block which is at mid point along it, this will be improved and enable access to all of the new units.</p> <p>With regards car access to the on site parking, it is intended to use the northernmost of the three existing highway accesses for the three proposed blue badge bays and refuse/service chisels. It appears no changes are proposed to this access. It is noted that it is gated, there should be further information provided as to the controls for the gate/access, to avoid vehicles waiting in the highway to enter. In addition to this whilst the swept path plots submitted show cars and a refuse vehicle are able to access in forward gear, the plot for the refuse vehicle looks very tight with respect to the gate opening. The clear width of the opening needs to be confirmed the clarify whether the refuse vehicle can actually access. Colleagues in the waste team will have to confirm if it is acceptable for the refuse truck to reverse out under supervision as well.</p> <p>The central access/crossover off Crescent Road is also intended for retention, it is assumed this is to aid movement of paladins for waste collections.</p> <p>There is a third crossover/access to the existing site off Dagmar Road which is the redundant exit access from the car park, this will need to be reinstated to a full height kerb and footway. Depending on overall widths and highway arrangement, it may also be possible to accommodate some additional on street CPZ parking at the access location.</p> <p>The applicant will need to enter into a Section 278 or other appropriate Highways Act Agreement to cover the administrative and physical work associated with these highway changes and crossover reinstatements. This can be required by the S106. In addition to this a condition will be appropriate for provision of details confirming the arrangements for control/operation of the gate and the physical dimensions of it being able to accommodate a refuse collection vehicle.</p> <p>With respect to Delivery and servicing vehicles, it is noted that kerbside servicing and waste/recycling collections are proposed. Part of the frontage to Woodridings Court has double yellow line restrictions that appear to be able to be used for short duration servicing visits, and there are also on street CPZ bays. It is detailed in the TA that 10 service trips are predicted a day.</p> <p><u>Car Parking</u></p>	

Stakeholder	Question/Comment	Response
	<p>3 blue badge parking bays are proposed which meets the London Plan policy requirement of 10% for the accessible units. Otherwise, the development is proposed as car free. Given the PTAL (for most of the site) this may be suitable in policy terms subject to full consideration of the parking aspects. In addition to this the London Plan does detail that all developments within PTAL 5 or 6 should be car free apart from blue badge parking.</p> <p>Policy DM32 of the Development Management DPD details that a permit free/car free development can be appropriate when the PTAL is 4 or greater, and the development site is within a CPZ. The majority of the site is of PTAL 5.</p> <p><u>Parking demands and conditions in the locality of the site</u></p> <p>The transport submission has considered potential parking demands on interrogating the Census data and predicted that potentially up to 18 vehicles may seek on street parking. However, it is considered that the potential actual demands may well be lower than this, taking into account the trend for reducing car ownership London wide, and given there will be high quality cycle parking provided with this development and a travel plan and a car club facility. Nevertheless, the application will be considered on the basis of the potential impacts of 18 additional vehicles parking on street.</p> <p>It is understood that the existing parking court has been closed for a number of years, which does mean there will be no displacement of existing parking from there onto the highway.</p> <p>As the CPZ in the locality of the site is only in operation for two hours a day, and streets adjacent are not included in any formal CPZ, it is likely with the development as proposed that there will be additional on street parking demands generated.</p> <p>The parking stress survey has been undertaken and the details are included within the TA. The survey recorded considerably higher parking stresses within the streets not within the CPZ. The average parking stress within these streets was 91%, with 28 spaces available out of 308. For the streets within the CPZ, the stresses were far lower, recording a stress of 48% with 90 spaces available out of 174. Therefore, the average across the whole survey area was 76% with 118 spaces available out of 482.</p> <p>The above figures are predicated on a 5m car length. The surveys have also been considered with respect to a 6m car length as a sensitivity. The calculations for stress for a 6m car length result in stresses of 112% in the non CPZ streets, and increases in stress to 60% in the CPZ streets. For the whole survey area, the 6m car length stress was calculated at 93%, with 57 spaces available.</p> <p>The Transport note considers the potential impact of 18 vehicles seeking to park on street, and survey area wide, this would increase parking stresses from 76% to 79%, with 100 spaces remaining</p>	

Stakeholder	Question/Comment	Response
	<p>available (based on a 5m car length). When considering the iteration of a 6m car length, the stress would increase to 98%, with 30 spaces available.</p> <p>When considering the non CPZ/CPZ streets separately, there are expected to be slight increases as additional demands materialise on street.</p> <p>It would be policy compliant to make this development permit free via S106, which would potentially act as a deterrent to car ownership, however it is recognised that as the CPZ is only in operation for two hours in the afternoon Monday to Friday, any deterrent effect is limited.</p> <p>It is also noted that the applicant proposes provision of a car club facility for the development, and this again can be secured via S106. The applicant will need to obtain the written recommendations of the car club operator for this development but it is expected that provision will include three years membership to a car club, plus a £50 driving credit for each residential unit.</p> <p>To summarise with respect to parking, there are considerable differences in parking stress between the streets within and outside of the CPZ, the TA considers an uplift of 18 vehicles with this proposal, and survey area wide, this should be able to be accommodated comfortably, albeit stresses are already high within the non CPZ streets. With the sustainable transport initiatives such as a car club facility, permit free designation and a travel plan, and high quality cycle parking, it is expected that the actual additional parking demand should be less than the 18 spaces considered.</p> <p><u>Cycle parking</u></p> <p>Cycle parking is proposed for two stores within the development, with one store at the northern end adjacent to the entrance at that end of the site, and the other accessible from the Dagmar end of the development located on the first floor. These appear of sufficient size to accommodate the required cycle parking. External visitor cycle parking is located at the northern end of the development adjacent to the pedestrian access at that end.</p> <p>The design and arrangement of all cycle parking should meet the requirements of TfL's London Cycle Design Standards. Full dimensional details will need to be provided to confirm it will be achievable within the development footprint. Provision of useable, convenient, high quality secure cycle parking will be absolutely essential. Scaled drawings showing the system intending to be used and the spacing, layouts and access routes will need to be provided. Ideally this should be provided prior to planning decision, however a pre commencement condition will also suffice for this.</p> <p>Ultimately, attractive and usable cycle parking will contribute toward mitigating the very low parking and contribute towards achieving Haringey's active Travel mode share targets, the proposed arrangements should ensure high quality is achieved.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Refuse and recycling storage and collection arrangements</u> There are three bin stores in total, one at each end of the site and one in the middle. Collections to take place from the street apart from the northern most store however more information is required as commented earlier on the gate control/widths. Overall, colleagues in the Waste Management team will be able to confirm if the propose storage and collection arrangements are acceptable.</p> <p><u>Delivery and servicing arrangements</u> The TA details there are predicted to be 10 delivery and servicing movements per day. It is expected that visiting delivery vehicles will utilise the double yellow lining or on street parking bays for short delivery visits.</p> <p><u>Travel Plan</u> A draft Travel Plan is included within the application. The format and scope of this are fine, it includes draft proposals to increase mode shares by 5% for walking and cycling by occupiers of the development over the 5 year travel plan life. These are draft targets and can be reconsidered upon the first annual occupier survey but are considered appropriate to go forward with. A travel Plan Monitoring fee will be required (amount tbc) and both this and the travel plan can be included within the S106.</p> <p><u>Construction Phase</u> An outline CLP has been submitted with this application. This provides some initial information with regards to the build, as follows;</p> <ul style="list-style-type: none"> • 12 month duration of works (3 month demolition/9 month construction) • Up to 10 construction vehicles per day attending site during the modular structure erection process of 3 weeks • Network rail land to be used to access/facilitate construction with access from Dagmar and the top/north end of the site • Indicative vehicles routing to and from the site will be to and from the north • All material handling and storage to be within the site • Suspension of parking on site side of Dagmar Road may be required to facilitate vehicle entry/exit manoeuvres • Deliveries and vehicle arrivals to be managed and avoid AM/PM peaks as far as is possible. <p>The submitted draft CLP has much useful information, a full detailed document will be required and this can be covered by a pre commencement condition. The applicant will need to liaise with Haringey's Network Managers and Highways Officers to discuss and agree the extent of any</p>	

Stakeholder	Question/Comment	Response
	<p>temporary arrangements on the Highway, and a; other aspects relating to the build including mitigation of the impacts on both the Public Highway and adjacent neighbours.</p> <p>Summary This application is for redevelopment of the parking court/area behind Woodridings Court to provide 33 new residential units. A Transportation assessment accompanies this planning application, and details the transportation characteristics of it.</p> <p>The main considerations include potential car parking impacts. There will be an uplift in on street parking demands given there is no onsite parking expect for the London Plan compliant blue badge parking. Whilst the TA has correctly considered the impact of 18 additional vehicles based on historical census information, it is expected the actual uplift will be lower than this given current car ownership trends, the low proportion of family units in the development, high quality cycle parking, a travel plan and formal permit free status. The parking stress surveys did record high stresses in the streets not within the CPZ, however given this operates only two hours a day weekdays, the considerable spare capacity within walking distance of the site does mean that the uplift should be able to be accommodated within the survey area.</p> <p>Some conditions and s106 requirements will be necessary with this application should it be granted consent;</p> <p><u>Conditions: (all pre commencement)</u></p> <ul style="list-style-type: none"> • cycle parking details • construction logistics plan • waste and recycling storage and collection arrangements <p><u>S106</u></p> <ul style="list-style-type: none"> • car club provision • permit free arrangements formalise (£4000 administration costs) • S278 for highway changes • travel plan and monitoring fee (fee tbc) <p>Subject to the above S106 contributions and conditions, transportation do not object to this application.</p>	
Design	<p><u>Location, Description of the site</u></p> <p>1. This proposal is for new council housing to be built at the rear of an existing large 1960s council</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>housing block. The existing Woodridings Court is a large “slab” block of four identical storeys of small flats (1 & 2 bedroom), single aspect, south-west facing, accessed off a long corridor on its north-east side, with a short “T” wing towards its south-eastern end. To the rear, there is a long-since disused multi-storey car park backing onto the block, up to its north-eastern boundary onto the land of the East Coast Main Line railway.</p> <p>2. The whole block is clearly laid out parallel to the railway line, leaving irregular space between the building’s front and the curving line of Crescent Road, Crescent Rise and Dagmar Road, to its south-west and south-east. This space is landscaped with trees, shrubs, lawn and concrete paths, to give it an attractive appearance, but not particularly well laid out for use. The railway to the north-east is particularly busy, but the tracks are quite distant from the site boundary, in a shallow cutting, with the sides partly wooded, partly used for rail-related works. The wider location of the site is a shallow bowl, so that the only more distant views of the site are from the railway and a few places where there are longer views across the railway.</p> <p>3. The predominant form of existing development along Crescent Road, the main approach street, which connects the site to Alexandra Park Station, with Wood Green town centre and Alexandra Park and Palace beyond, to the south of the site, as well as along Dagmar Road, a quieter residential street along the south-east of the site, Albert Road which runs west from the site and other streets beyond, is of two storey terraced housing from the late nineteenth and early twentieth century. To the north-west, Crescent Road becomes Crescent Rise, and is lined with mid-twentieth century flatted blocks of a similar four storey height, but those immediately north-west of the site are shorter and perpendicular to the street, leaving landscaped courts between.</p> <p>4. The site is not allocated for development, but can be considered an acceptable in principle infill housing development site, in an established residential area with good access to public transport and local facilities in a reasonably short walking distance, provided an acceptable design, compatible with its context, capable of providing good quality homes, with good levels of daylight, sunlight, amenity space, privacy, and protection from the noise of the railway. At the same time, the existing housing of the estate could benefit hugely from an improved approach from the street to their front door, and there is potential to improve the estate landscaping to provide usable amenity space, as well as to give the existing, new, and neighbouring houses a more attractive landscaped setting.</p> <p><u>Form, Bulk & Height</u></p> <p>5. The proposal is to remove the parking decks and various butts of ancillary rear projections, including some of the existing vertical circulation for the existing block, opening up the un-day-lit lower two floors of the existing access corridor to day and sunlight, with three new landscaped</p>	

Stakeholder	Question/Comment	Response
	<p>courtyards along the north-eastern side, between four new residential blocks. Each will provide new stairs and for the first time lift access to both the new and existing flats, although the new blocks will rise higher than the existing, which have very low floor to ceiling heights.</p> <p>6. Three of the four new blocks will also rise one more floor than the existing, to five storeys. This height is a reasonable, modest step up in height of just one more floor than the existing and north-western neighbour, with the south-eastern-most capped at four to maintain the same relationship to Dagmar Road as the existing, and with the wide railway zone creating no context constraint on the height from the north-east. The north-western-most block also extends past the end of the existing, so that the proposal does not attempt to hide from the surroundings, but “poke its head” confidently over the roof and around the end of the existing block, as well as being unavoidably visible on Dagmar Road at its south-eastern end.</p> <p>7. The overall form of the blocks therefore needs to be appealing in these glimpsed views, as well as from within the development. Views of it from and across the railway are of a lesser concern, being a dynamic experience in a context of a more open aspect, “brutal”, linear transit corridor, but can still be interesting. The pitched form of the top of the new blocks, including the expressed turret of the lift overrun, and their seamless modelling in the same metal cladding over the walls and pitched roof, gives them a simplicity, expressive of the project’s boldness, that works just as well as a glimpsed view over the roof and at the end and in thin views of their ends from Dagmar & within the development. The pitched form softens their appearance and integrates them with the existing bock, being much more harmonious than the tested flat roof alternative.</p> <p>8. The ground floor, including the sturdy, sound proof wall to the railway edge that continues across the courtyards, is contrastingly expressed in heavy masonry, so that the metal clad boxes read as sitting on the wall from the railway side. The four evenly spaced blocks, sitting on the wall, should have a dynamic quality appropriate to the transit corridor context. Altogether, this bold, distinctive design should form a notable local landmark and enhance the sense of place of the location.</p> <p><u>Elevation Treatment; Fenestration Materials & Details</u></p> <p>9. Distinctive fenestration to the main longer sides of the proposed blocks is treated as a series of “punched” windows, with strongly expressed frames to those punched holes, arranged in a dynamic, not-quite-random pattern, carefully coordinated with the metal cladding. The shorter ends onto the courtyard include taller openings, over multiple storeys, containing balconies and floor height living room windows, appropriate to their uses, internally as living rooms, externally</p>	

Stakeholder	Question/Comment	Response
	<p>as looking onto the new communal amenity spaces, and proportionate to the tall, thin elevations.</p> <p>10. Notably, windows have been added, to extend the pattern of fenestration, to the upper floors where they face onto or over the roof of the existing building, to avoid too great an expanse of metal cladding, especially where it will be visible over the roof, but this also improved the quality of daylighting to those flats. The same applies, with greater importance to its appearance, to the north-western end, where the new build will be visible from the local street beyond the north-western end of the existing block.</p> <p>11. Proposed materials are appropriate for their location, use and to compliment the bold, dynamic design modelling. Provided conditions ensure good quality materials specification and robust detailing of key junctions, including cills, jambs and heads of windows, balconies, base, eaves and ridge of the roof, this should be an excellent, distinctive, striking, durable palette of materials supporting the high quality design and proving attractive and durable.</p> <p><u>Approach, Accessibility, Legibility & Landscaping</u></p> <p>12. These proposals not only create 33 new homes in four new blocks, they should significantly improve the setting, approach to and amenity spaces for the existing dwellings of the estate and make some not inconsiderable improvements to the setting and landscape of the wider immediate context. At present, flats in the existing block are accessed via undistinguished entrance doors and ugly utilitarian communal corridors, on the lower floors lacking natural light.</p> <p>13. The entrances will be considerably upgraded, and lead to light filled communal circulation with views and at ground floor access onto new communal outdoor landscaped courtyards. New stairs and for the first time lifts will provide access to upper floors. In addition, the existing communal external landscaping to the frontage will be considerably improved, with new purpose designed refuse storage in more convenient locations, cycle storage and landscaping capable of being used, not merely enjoyed visually.</p> <p><u>Conclusions</u></p> <p>The scale and form of the proposals respond to the shape of the site, its boundary conditions, the nature of the local built environment and neighbouring residential and visual amenity. At five storeys, they respond dynamically to the open aspect presented by the railway, with the south-westernmost block stepping down to four, to respond to its immediate context facing Dagmar Road. The pitched roof breaks down the overall bulk and massing of the proposal, softening its presence as glimpsed in the wider townscape while enhancing the views from the local context.</p>	

Stakeholder	Question/Comment	Response
	<p>The architectural style of the proposed buildings has also been carefully considered to be attractive and contemporary, constructed using high-quality metal cladding, carefully positioned and proportioned windows and contrasting detailing. The development will assist in creating a noticeable sense of place and add interest to the streetscape, enhancing the function and legibility of the area. It will also deliver a high quality new homes, with much improved approach to and amenity spaces for both the existing and new homes on the estate, and improved landscaped setting for the wider immediate context.</p>	
<p>Waste management team</p>	<p>From a collection perspective the proposal is acceptable, however in terms of distances that residents were expected to carry waste / recycling this was initially a concern however further information has clarified that this is an existing arrangement.</p> <p>For people with mobility issues there is the opportunity to offer some form of 'assisted' collection as there is an on-site caretaker who could fulfil this function.</p> <p>The 140 litre food waste bins are a standard size so should be ok and I've asked our contractor for the measurements and will provide those as soon as I get them and then review provision.</p>	<p>Comments noted, waste condition attached.</p>
<p>Building Control</p>	<p>With regards to the Fire Strategy report, dated 19 August 2022, for the development at the above site, please see our comments below;</p> <ol style="list-style-type: none"> 1. Dry riser inlet positions to Block C to be agreed with the London Fire Brigade, as it is not code compliant. Position of dry riser inlet to Block A to be clarified as it appears to be greater than 18m 2. The discharge of the common stairs at ground level into the common 'enclosed walkway', serving Blocks B,C and D appears unsatisfactory and is not code compliant. <p>A more detailed check of the fire strategy, including space separation, compartmentation etc, will be carried out upon the submission of a Building Control application.</p>	<p>Comment noted</p>
<p>Arboricultural Officer</p>	<p>From an arboricultural point of view, I hold no objections to the above proposal. A tree survey and an arboricultural impact assessment has been carried out by Tamla Trees Consulting Arborists dated June 2022.</p> <p>The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition</p>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<p>and construction- Recommendations.</p> <p>I concur with the findings within the report including the tree quality classification. Providing all sections within the report are adhered to and conditioned including the tree protection plans (TPP) within the drawings prior to any construction, facilitated pruning prior to construction and arboricultural method statements carried out for any works within the root protection areas, I hold no objections.</p> <p>I do have concerns regarding storage on site and the TPP will require regular checks. An Arboriculturist will need to be kept on board until completion of the project.</p> <p>There is a loss of three low grade trees (x1 U and x2 category C1). Part of the Landscape plans show a net gain of canopy cover with tree planting. The species choice shows good all year-round interest, diversity, and urban fitness.</p> <p>An aftercare and re placement programme will be required to establish independence within the landscape and replace any losses.</p>	
<p>Lead Pollution Officer</p>	<p>Having considered the submitted supportive information relevant to our aspect of the work i.e. Energy Statement prepared by Flatt Consulting Ltd dated 27th July 2022 taken note of the applicant proposed use of Air Source Heat Pumps & Photovoltaic Panels (PV) as the site source of energy, Air Quality Assessment with reference WRC-AND-00-ZZ-RP-Y-XX-0001_P02 prepared by Anderson Acoustics Ltd dated 28th July 2022 taken note of sections 4 (Air Quality Assessment), 5 (Desk Study Assessment), 6 (Air Quality Neutral & Positive Assessment) and 7 (Conclusions) as well as Note on Geotechnical & Geo-environmental Conditions with reference WRC-CRE-XX-XX-RP-C-90-0002 Rev.04 prepared by CRE8 Structures dated 11th May 2022 taken note of sections 4 (Ground Conditions and Preliminary Foundation Advice), 5 (Preliminary Conceptual Site Model and Preliminary Risk Assessment), 6 (Japanese Knotweed) and 7 (Intrusive Investigations), please be advise that whilst, we have no objection to the proposed development in relation to AQ and Land Contamination, the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <p>e. Using the information already submitted in the Note on Geotechnical & Geo-environmental Conditions with reference WRC-CRE-XX-XX-RP-C-90-0002 Rev.04 prepared by CRE8 Structures dated 11th May 2022, ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to</p>	<p>Comments noted. Conditions/informative included</p>

Stakeholder	Question/Comment	Response
	<p>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>f. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>g. 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>h. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. <u>NRMM</u></p> <p>a. 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</p>	

Stakeholder	Question/Comment	Response
	<p>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. <u>Demolition/Construction Environmental Management Plans</u></p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust</p>	

Stakeholder	Question/Comment	Response
	<p>Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <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; 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; 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. 	

Stakeholder	Question/Comment	Response
	<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> <ol style="list-style-type: none"> 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. 	
<p>Flood & Water Management Lead</p>	<p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy report reference number WRC-CRE-XX-XX-RP-C-90-0001, Rev P04 dated 11th May 2022 prepared by CRE8 Structures 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 drainage will be addressed adequately.</p>	<p>Comments noted</p>
<p>Carbon Team</p>	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Flatt (dated 27 July 2022; Rev 6) • TM59 Overheating Analysis prepared by Flatt (dated 27 July 2022; Rev 9) • Sustainability Statement prepared by Flatt (dated 27 July 2022; Rev 4) • Whole Life Carbon Assessment prepared by Flatt (dated 27 July 2022; Rev 2) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 106% carbon dioxide emissions on site, which means the development is net positive, which is strongly supported. Some clarifications must be provided with regard to the energy and overheating strategies that should be responded to when discharging the planning conditions.</p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>

Stakeholder	Question/Comment	Response																																								
	<p>2. Energy – Overall Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 106% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 42.5 tonnes of CO₂ from a baseline of 40.2 tCO₂/year. This means that all regulated operational emissions are reduced on site.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 20.8 tCO₂, which leaves 18.6 tCO₂/year in unregulated emissions.</p> <table border="1" data-bbox="472 657 1667 1003"> <thead> <tr> <th colspan="4"><i>Residential (SAP10 emission factors)</i></th> </tr> <tr> <th></th> <th>Total regulated emissions (Tonnes CO₂ / year)</th> <th>CO₂ savings (Tonnes CO₂ / year)</th> <th>Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td>Part L 2013 baseline</td> <td>39.8</td> <td></td> <td></td> </tr> <tr> <td>Be Lean</td> <td>23.6</td> <td>16.3</td> <td>41%</td> </tr> <tr> <td>Be Clean</td> <td>23.6</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green</td> <td>-0.1</td> <td>23.7</td> <td>59%</td> </tr> <tr> <td>Cumulative savings</td> <td></td> <td>39.9</td> <td>100%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td>N/A</td> <td></td> <td></td> </tr> </tbody> </table> <p>Energy – Lean The applicant has proposed a saving of 14.7 tCO₂ in carbon emissions (33%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes far beyond the minimum 10% set in London Plan Policy SI2, so this is strongly supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="472 1279 1654 1404"> <tbody> <tr> <td>Floor u-value</td> <td>0.10 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td>0.13 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td>0.12 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.00 W/m²K</td> </tr> </tbody> </table>	<i>Residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)	Part L 2013 baseline	39.8			Be Lean	23.6	16.3	41%	Be Clean	23.6	0	0%	Be Green	-0.1	23.7	59%	Cumulative savings		39.9	100%	Carbon shortfall to offset (tCO₂)	N/A			Floor u-value	0.10 W/m ² K	External wall u-value	0.13 W/m ² K	Roof u-value	0.12 W/m ² K	Door u-value	1.00 W/m ² K	
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Stakeholder	Question/Comment		Response
	Window u-value	0.8-0.9 W/m ² K	
	G-value	0.50	
	Air permeability rate	1 m ³ /hm ² @ 50Pa	
	Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	Integrated heat recovery in exhaust air source heat pumps	
	Thermal bridging	Accredited Construction Details	
	Low energy lighting	100%	
	Heating system (efficiency / emitter)	88% efficient gas boilers (Be Lean), heat pumps (Be Green)	
	Waste water heat recovery	Included for shower and bath combinations	
	Thermal mass	Low/Medium	
	Space heating requirement	10.37 kWh/m ² /year	
	Improvement from the target fabric energy efficiency (TFEE)	19% improvement	
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - What is the efficiency figure of the MVHR (3 beds)? - Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. - Door u-values? - What are the proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? - Set out how the scheme's thermal bridging will be reduced. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to</p>		

Stakeholder	Question/Comment	Response
	<p>deliver the Be Green requirement. A total of 23.7 tCO₂ (59%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array is estimated to produce around 50,239 kWh/year of renewable electricity per year.</p> <p>Heating strategy:</p> <ul style="list-style-type: none"> - Individual exhaust air source heat pumps (e.g. NILAN Compact S) within the utility/services cupboard (with integrated compressor, MVHR unit, heat exchangers and controls) for space heating and hot water. Energy efficiency for water heating 118%. - Electric panel heaters are proposed for the main living areas, controlled by the heat pump. This is intended only to be activated by the heat pump in case of low internal temperatures. <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The SAP calculations currently include cooling; this is not acceptable. Please explain how the reversible element of the proposed heat pumps will be managed so that occupants do not use the active cooling facility. How will this affect the efficiency of the unit if only used in a heating capacity? - How is the space heating being delivered if the electric panels are not being used? - The heating efficiency reported at 118% does not correspond with the efficiency used in the SAP calcs. - Direct electric heating is not acceptable for developments; please explain why this is being proposed when the Nilan suppliers do not include electric panel heaters within their system specification. Please also ensure that this is accounted for properly in the SAP calculations <ul style="list-style-type: none"> o the SAP calcs present two scenarios; one where ASHP is only assumed heating system and one where 100% efficient secondary heating system is also included. - What is the peak output of the PV array, how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? - How will the solar energy be used on site (before surplus is exported onto the grid)? - How much of the heating/hot water demand will be met by the proposed types of heat pumps? - What is the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHPs? <p>Energy – Be Seen London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p>	

Stakeholder	Question/Comment	Response										
	<p>The applicant will install metering equipment on site, with sub-metering of electricity and water by apartment, and further utility meters for landlord lighting and power and water; and utility and renewable energy meters for import and export for solar PV arrays.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform) <p>3. Carbon Offset Contribution</p> <p>No carbon shortfall remains as this scheme is net positive in regulated emissions. If the scheme does not meet the zero carbon target, it should offset the shortfall at £95 per tCO₂ over 30 years.</p> <p>4. Overheating</p> <p>London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The Results are listed in the table below.</p> <p>Due to the noise constraints of this site being adjacent to the railway line, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).</p> <p>An initial baseline was modelled, which all rooms failed. Subsequent mitigation measures were modelled, in order according to the Cooling Hierarchy:</p> <ul style="list-style-type: none"> - + internal venetian blinds - + additional mechanical purge ventilation (1.5ach) - + fixed capacity active cooling for peak temperatures only 1.5kW <table border="1" data-bbox="470 1268 1667 1422"> <thead> <tr> <th></th> <th>TM59 – criterion A (<3% hours of overheating)</th> <th>TM59 – criterion B hours (<32 hours)</th> <th>Number of habitable rooms pass</th> <th>Number of corridors pass</th> </tr> </thead> <tbody> <tr> <td>DSY1 2020s (baseline)</td> <td>0/60</td> <td>0/33</td> <td>0/93</td> <td>15/15</td> </tr> </tbody> </table>		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours (<32 hours)	Number of habitable rooms pass	Number of corridors pass	DSY1 2020s (baseline)	0/60	0/33	0/93	15/15	
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DSY1 2020s (baseline)	0/60	0/33	0/93	15/15								

Stakeholder	Question/Comment					Response
	DSY1 2020s (venetian blinds)	0/60	0/33	0/93	15/15	
	DSY1 2020s (purge ventilation)	14/60	0/33	14/93	15/15	
	DSY1 2020s (cooling)	60/60	33/33	93/93	15/15	
	<p>All rooms pass the overheating requirements for 2020s DSY1 with the proposed mitigation measures. In order to pass this, the following measures will be delivered built based on:</p> <ul style="list-style-type: none"> - Glazing g-value of 0.5 - Internal Venetian blinds (shading co-efficient 0.6, short wave radiant fraction 0.3, white blinds 45°) - Rear elevation sliding window shutters (perforated) - Exhaust ASHP or mechanical ventilation with heat recovery (with 1.5ach and 1.5kW cooling coil for peak temperatures) - 300mm window recesses - Natural ventilation in lift/stair cores only and 2ach extract ventilation <p>There would be an annual cooling demand of 11 MJ/m² (equivalent to 3 kWh/m²/year), by the ASHP. A cost of £30-£60 is estimated per annum.</p> <p>Proposed future mitigation measures to pass future weather files include:</p> <ul style="list-style-type: none"> - Mitigation measures 1-3 as above - + 600mm deep Brise Soleil - + External blinds - + Full comfort cooling <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> - Where will the sliding perforated shutters be located? - Building Regulations Part O cannot be passed with internal blinds. What assessment has been done to demonstrate that DSY1 2020s can be passed without blinds? - What is the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? - Please confirm the 1.5 ach can be achieved with the proposed ASHP/MVHR – show calculations from the m³/h to ach. <p>5. Overall Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate</p>					

Stakeholder	Question/Comment	Response																
	<p>sustainable design, layout and construction techniques. The Sustainability Statement sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>Urban Greening / Biodiversity All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London’s biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The external landscaping</p> <p>The development achieves an Urban Greening Factor of 0.38, which falls just short of the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5.</p> <p>Whole Life Carbon Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. Although not required by policy, the application includes a Whole Life Carbon Assessment.</p> <p>The total calculated emissions based on the GIA is estimated at:</p> <table border="1" data-bbox="472 1052 1677 1421"> <thead> <tr> <th data-bbox="472 1052 751 1112"></th> <th data-bbox="760 1052 1003 1112">Estimated carbon emissions</th> <th data-bbox="1012 1052 1360 1112">GLA benchmark</th> <th data-bbox="1369 1052 1677 1112">Embodied carbon rating (Industry-wide)</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 1118 751 1268">Product & Construction Stages Modules A1-A5 (excl. sequestration) –</td> <td data-bbox="760 1118 1003 1268">694 kgCO₂e/m²</td> <td data-bbox="1012 1118 1360 1268">Meets GLA benchmark (<850 kgCO₂e/m²) but misses the aspirational target (<500 kgCO₂e/m²).</td> <td data-bbox="1369 1118 1677 1268">Modules A1-A5 achieve a band rating of ‘E’, not meeting the LETI 2020 Design Target.</td> </tr> <tr> <td data-bbox="472 1274 751 1391">Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)</td> <td data-bbox="760 1274 1003 1391">186 kgCO₂e/m²</td> <td data-bbox="1012 1274 1360 1391">Meets GLA target (<350 kgCO₂e/m²) and aspirational benchmark (<300 kgCO₂e/m²).</td> <td data-bbox="1369 1274 1677 1391"></td> </tr> <tr> <td data-bbox="472 1398 751 1421">Modules A-C (excl</td> <td data-bbox="760 1398 1003 1421">880 kgCO₂e/m²</td> <td data-bbox="1012 1398 1360 1421">Meets GLA target (<1200</td> <td data-bbox="1369 1398 1677 1421">Modules A1-B5, C1-4</td> </tr> </tbody> </table>		Estimated carbon emissions	GLA benchmark	Embodied carbon rating (Industry-wide)	Product & Construction Stages Modules A1-A5 (excl. sequestration) –	694 kgCO ₂ e/m ²	Meets GLA benchmark (<850 kgCO ₂ e/m ²) but misses the aspirational target (<500 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of ‘E’, not meeting the LETI 2020 Design Target.	Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	186 kgCO ₂ e/m ²	Meets GLA target (<350 kgCO ₂ e/m ²) and aspirational benchmark (<300 kgCO ₂ e/m ²).		Modules A-C (excl	880 kgCO ₂ e/m ²	Meets GLA target (<1200	Modules A1-B5, C1-4	
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Stakeholder	Question/Comment				Response
	B6, B7 and incl. sequestration)		kgCO ₂ e/m ²) but misses the aspirational benchmark (<800 kgCO ₂ e/m ²).	(incl sequestration) achieve a letter band rating of 'D', not meeting the LETI2020 Design Target.	
	Use and End-Of-Life Stages Modules B6 and B7		1,333 tCO ₂ e	N/A	
	Reuse, Recovery, Recycling Stages Module D		240 kgCO ₂ e/m ²	N/A	
	<p>The highest embodied carbon in Modules A1-A5 is attributed to the superstructure (33%), substructure (21%) and façade (18%). The highest carbon in Modules B and C is façade (34%), services/MEP (30%) and internal finishes (19%).</p> <p>A number of areas have been identified to reduce the embodied carbon of the buildings: recycled elements for reinforced concrete and metal cladding systems, window frame materials, reduced material quantity for structural elements, using the Green Guide to Specification, retaining 95% excavation material on site, construction target waste resource efficiency of 11.3 m³ of waste per 100m².</p> <p>Sequestered carbon was calculated at 65.68 kgCO₂e/m².</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> - The figures between the Sustainability Statement, exec summary of the WLC report and Table 3 of the WLC report differ. Please clarify the differences or correct if there are errors. - The savings reported for the dismantling and reuse of the MMC products has been reported as 85 and 240 kgCO₂e/m². - What is the embodied carbon estimated to be for the demolition waste (not included in the WLC assessment, but calculated with indicative GLA figures). <p>Circular Economy</p> <p>Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans. Although not required by policy, the application includes a Circular Economy Statement.</p> <ul style="list-style-type: none"> - Modern Method of Construction (MCC) is a viable option for this development, with minimal 				

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	<p>waste due to pre-fabricated and modular construction.</p> <ul style="list-style-type: none"> - Construction waste resource efficiency of 7.5m³ of waste/100m² - Reuse of soil for landscaping on site - Pre-demolition audit to take place - Sustainable Procurement Plan <p>6. Conclusion</p> <p>Overall, it is considered that the application can be supported from a carbon management and sustainability point of view.</p> <p>Planning Conditions</p> <p>To be secured:</p> <p><u>Energy strategy</u></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy Strategy by Flatt (dated 27 July 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a solar photovoltaic (PV) array.</i></p> <p>(</p> <p><i>(b) Within a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 41% reduction in SAP10 carbon factors, including details to reduce thermal bridging;</i> - <i>Confirmation of how the dwellings will be heated, avoiding electric panel heaters where possible;</i> - <i>Location, specification and efficiency of the proposed exhaust ASHPs with mechanical ventilation (COP, SCOP, SPF, SEER), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> - <i>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) generating a minimum of 50,239 kWh/year;</i> - <i>A metering strategy.</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array</i></p>	

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	<p><i>shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>six months of first occupation, evidence that the solar PV and ASHP installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</i></p> <p><i>(c) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy S12, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Be Seen</i></u></p> <p><i>(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.</i></p> <p><i>(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.</i></p> <p><i>(c) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period</i></p>	

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	<p><i>(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).</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><u><i>Overheating</i></u> <i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the TM59 Assessment prepared by Flatt (dated 27 July 2022).</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <i>- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i> <i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> <i>- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form</i> 	

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	<p><i>part of the retrofit plan;</i></p> <ul style="list-style-type: none"> - <i>Confirmation 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), setting out mitigation measures in line with the Cooling Hierarchy;</i> - <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>The development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - <i>Mechanical ventilation with heat recovery (with summer bypass);</i> - <i>External sliding window shutters;</i> - <i>Window g-values of 0.50 or better;</i> - <i>Hot water pipes insulated to high standards;</i> - <i>Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</i> <p><i>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.</i></p> <p><u><i>Biodiversity</i></u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Carbon Offset Contribution (in case the development does not meet the zero carbon target of reducing carbon emissions by 100% compared to a Part L 2013 Building Regulations notional building) 	
<p>Public Health</p>	<p>Summary of comments</p> <p>1. Housing quality and design Key things we would like to see:</p> <ul style="list-style-type: none"> - Provision of affordable housing, responding to local housing needs - Good design through layout, orientation, and meeting space standards - Adaptable and accessible housing included <p>Comments: As highlighted in the Design and Access Statement it is very important that noise and vibrations from the trainline is defused so as not to have a detrimental impact on the health and wellbeing of future residents. Many surveys have been undertaken, informing the proposed design and specifications. It is exciting to see the applicant's commitment to the Quiet Mark certification.</p> <p>It is great to see that 88% of homes will exceed the National Space Standards with larger living spaces, and we understand this is due to the omission of private amenity spaces on</p>	<p>Comments noted</p>

Stakeholder	Question/Comment	Response
	<p>upper floors because of railway noise. It looks as though the drawings show large windows that can open fully internally to encourage air flow and feeling of being outdoors.</p> <p>It is good to see that wheelchair accessible homes are on the ground floor ensuring no reliance on lift access to homes.</p> <p>2. Access to healthcare services and other social infrastructure Key things we would like to see:</p> <ul style="list-style-type: none"> - Nearby healthcare facilities e.g., GPs, Pharmacies - Access to range of education establishments - Access to dedicated community space <p>Comments: We are encouraged to see the inclusion of a new community room as part of the development whilst keeping existing community room.</p> <p>3. Access to open space and nature Key things we would like to see:</p> <ul style="list-style-type: none"> - Access to parks - Play areas inclusive of all ages especially young children and adolescents - Range of formal and informal play spaces and equipment which should be age appropriate. The location of open spaces should avoid isolating specific areas and spaces to increase safety - Opportunities to integrate play spaces with other related health and environmental programmes such as food growing 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Type of trees used to improve air quality and providing areas of shade - Opportunities for more greening e.g., green roofs and walls <p>Comments: The site looks to enhance open space, landscaping and outlooks benefitting both existing and future residents, encouraging more use and enjoyment. Additional greening of the site for example a large signature tree in communal courtyards with seasonal interest will make the site more exciting, absorb air pollution, reduce noise, and enhance biodiversity, and hopefully provide shaded areas for residents. Inclusion of natural play opportunities will support local children’s development, an important role in developing self-esteem, confidence, and physical activity.</p> <p>4. Air quality, noise and neighbourhood amenity Key things we would like to see:</p> <ul style="list-style-type: none"> - Provision of green space and trees can improve air quality and act as a noise barrier in urban areas - Construction management plans should lessen construction impacts, particularly air quality, construction traffic movements, noise levels, hours of working - Good design and the sensitive location and orientation of residential units can lessen noise impacts <p>Comments: Construction impact will be minimised by utilising appropriate application of Modern Methods of Construction, addressing and mitigating concerns of residents on noise and dust pollution during construction, also increasing efficiency on site.</p> <p>As mentioned above and throughout, the application demonstrates the importance of green space, construction management plans, and good and sensitive design.</p>	

Stakeholder	Question/Comment	Response
	<p>5. Accessibility and active travel Key things we would like to see:</p> <ul style="list-style-type: none"> - Details on the design of the secure cycle storage - Cycle storage for all users <ul style="list-style-type: none"> o Include larger cycle storage and enough space between o Easily accessed through no more than two sets of doors and well located (no narrow doorways and tight corners) - Promote cycling and walking as a sustainable option, connecting routes to wider networks <p>Comments: As we move to more sustainable transport methods and to reach our target of being a net zero carbon by 2041, it is encouraging to see a low car parking strategy. Access to a car club (with a three-year membership) and £50 driving credit per household, and the provision of 76 long stay cycle parking spaces and visitor cycle parking will support this move. Further, the health benefits of cycling include reduced risk of heart disease and type 2 diabetes and improved mental health.</p> <p>6. Crime reduction and community safety Key things we would like to see:</p> <ul style="list-style-type: none"> - Development proposals incorporate 'secured by design' principles - Clear sight lines - Active use of public spaces with effective lighting <p>—</p>	

Stakeholder	Question/Comment	Response
	<p>Comments: A consultation with a Designing Out Crime Police Officer has occurred to ensure the site incorporates secured by design principles, is well-lit and has controlled accessed for residents only throughout – considering the concerns of residents.</p> <p>7. Social cohesion and lifetime neighbourhoods Key things we would like to see:</p> <ul style="list-style-type: none"> - Mixed-use developments in residential neighbourhoods can help to widen social options for people. - Intergenerational mixing to improve community cohesion and inclusive and Age-friendly design - Connectivity and permeability reducing community severance <p>Comments: The application ensures both existing and new residents will be able to enjoy well designed public realm and community spaces, supporting community cohesion.</p> <p>8. Minimising the use of resources Key things we would like to see:</p> <ul style="list-style-type: none"> - Require standards and criteria on hazardous waste disposal, recycling and domestic waste to that development proposal <p>Comments: It would be helpful to see what inclusion will be for waste and recycling materials in the refuse storage but understand this is being discussed and reported back on.</p> <p>Construction impact will be minimised by utilising appropriate application of Modern</p>	

Stakeholder	Question/Comment	Response
	<p>Methods of Construction, addressing and mitigating concerns of residents on noise and dust pollution during construction, also increasing efficiency on site.</p> <p>9. Climate change Key things we would like to see:</p> <ul style="list-style-type: none"> - The design proposal ensures that new housing and public realm can adapt to changes in temperature - Sustainable urban drainage systems in place to reduce the risk of flooding <p>Comments: It is clear extensive work has undergone to ensure the development will be as sustainable and climate friendly as possible. Including the Circular Economy Statement, with an aim to minimise damage to the environment, and new construction methods to be used to cause minimal disruptions to residents. A constant consideration has been the impacts of noise and vibration due to the railway and providing thermally efficient buildings and creating a net zero carbon development, and to help reduce operational and embodied carbon in the scheme.</p> <p>Conclusion We are in support of this application, a well-designed yet challenging site, that will provide 33, much needed, new homes and improved public realm for our Haringey residents. The improved green spaces, including play opportunities, can be enjoyed by existing and new residents supporting social cohesion and recreation. Existing concerns around antisocial behaviour and safety have been addressed in the proposal. The application reflects on important health implications such as overheating, air quality and noise pollution, mitigating against all.</p> <p>However, it is important to acknowledge the objections from residents – particularly around disruption and car parking. Although it is inevitable that development may cause some disturbance the plans consider the potential disruption with aims to alleviate as much as possible. To reach our overall objective in reducing emissions related to road transportation by 50% by 2025 and towards a net zero carbon Haringey, it is important to continue to grow active travel and offer more sustainable transport options. We look forward to seeing how a shift to more sustainable transport options will be supported.</p>	
EXTERNAL		
Crossrail 2 Safeguarding Team	Thank you for your letter dated 15 September 2022, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that the application relates to land outside the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. I have no comment on the application.	Comments noted

Stakeholder	Question/Comment	Response
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission.</p> <p>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.</p> <p>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 â working near our assets â to ensure your workings will be in line with the necessary processes you need to follow if you are considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water 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</p>	<p>Comments noted. Condition/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</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 will 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-scaledevelopments/planning-your-development/working-near-our-pipes</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, its important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/building water.</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> <p>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</p>	

Stakeholder	Question/Comment	Response
	<p>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 are 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>Secure By Design</p>	<p>With reference to the above application we have had an opportunity to examine the details submitted would like to offer the following comments, observations and recommendations. These are based 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. ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1</p> <p>We have met with the project Architects and agent to discuss Crime Prevention and Secured by Design both feasibility and pre-application stage and have discussed our concerns around the design and layout the development. The Architects have made mention in the Design and Access Statement refer to 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, and 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 suitable worded conditions and an informative. The comments made can be easily mitigated early if the Architects ensure the ongoing dialogue with our department and this continues throughout the design and build process. This can be achieved by the following Secured by Design conditions being applied (Section 2) 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><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p>	<p>Comments noted. Conditions/Informative included</p>

Stakeholder	Question/Comment	Response
	<p><u>Conditions:</u></p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design Accreditation'. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p><u>Informative:</u></p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised 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 appendices please do not hesitate to contact us at the above office.</p>	
Environment Agency	I have just checked the site however and it does not look like the development would hit any of the criteria on our external consultations checklist and therefore we would have no comment to make.	Comment noted
London Fire Brigade	The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and	Comment noted

Stakeholder	Question/Comment	Response
	<p>have no further observations to make as long as Fire Brigade access, facilities and the provision/location of hydrants demonstrate compliance with the functional requirements of the Building Regulations, particularly in regards to B5; access and facilities for the fire service.</p> <p>It should be ensured that if any material amendments to this consultation is proposed, a further consulta may be required.</p>	
Network Rail	<p>Network Rail own, operate and develop Britain’s railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.</p> <p>Following assessment of the details provided to support the above application, whilst the proposed build is very close to the railway boundary, we are aware that the developer has been liaising with Network Rail in respect of agreeing works (construction methodology, design etc) in proximity to operational railway land. We also note that the developer is seeking use of railway land in the construction of the scheme and subject to the continuation of discussions and the developer entering the necessary licences and agreements with us, we have no objection to the scheme.</p> <p>Given the proximity of the scheme to operational railway land and would strongly recommend that the developer ensures that they are able to maintain the proposed properties without the need for access to railway property (in this instance the adjacent maintenance yard and live track beyond). It should be noted that unauthorised access to railway owned land without prior agreement and adequate supervision is a criminal offence.</p> <p>In addition, we would recommend that the council give consideration to the following to ensure the residential amenity of future occupants;</p> <p>Railway Noise Mitigation The Developer should be aware that any development for residential or noise sensitive use adjacent to an operational railway may result in neighbour issues arising. Consequently, every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst-case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.</p> <p><u>Conclusion</u> Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at townplanninglne@networkrail.co.uk.</p>	<p>Comment noted. Informative included</p>

Stakeholder	Question/Comment	Response
UK Power Networks (UKPN)	The application site is subject to a Lease for an electrical substation with Eastern Power Networks plc. No works should be commenced until such time as a suitable alternative location and any protective measures have been agreed and a new substation established and the existing substation is decommissioned.	Comment noted. Condition included
NEIGHBOURING PROPERTIES	<p>Land Use and housing</p> <ul style="list-style-type: none"> - Good to see more social housing - Concerns with non-openable windows - Lack of daylight to existing flats - Poor outlook - Noise pollution from the railway line - Inappropriate site for development 	<p><u>Land Use and housing</u></p> <p>Comment noted</p> <p>The windows on the railway side will be restricted opening not fixed shut. Other are openable on the buildings.</p> <p>There will be no undue impact on the existing building in terms daylight/sunlight</p> <p>The proposed courtyard gardens provide an alternative view for the proposed flats</p> <p>The development incorporates double glazing and appropriate ventilation to mitigate any noise implications from the trains</p> <p>The land at Woodridings Court is a brownfield location, close to sustainable transport connections in an established residential area</p>

Stakeholder	Question/Comment	Response
	<p>Design</p> <ul style="list-style-type: none"> - Excessive height - The height should be limited to 4 storeys - Overdevelopment of the site - Design out of character with the area - Cramped development <p>Parking, Transport and Highways</p> <ul style="list-style-type: none"> - Parking and Traffic congestion - Underground parking should be provided - Concerns with road safety - Access concerns for emergency vehicles/refuse/delivery - Concerns with transport assessment 	<p><u>Design</u></p> <p>Officers consider the proposal to be of a compatible and appropriate scale to the context. The pitched roof breaks down the overall bulk and massing of the proposal</p> <p>The scale and form of the proposed buildings successfully responds to the shape of the site</p> <p>The bold, distinctive design would form a notable local landmark and enhance the sense of place of the location.</p> <p>The Transportation Officer has assessed these points and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions/S106 being imposed</p> <p>The Council's Transportation team are satisfied that the scheme is car free that restricts future residents of the development from applying for a no street parking permit</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="516 667 827 695">Impact on neighbours</p> <ul data-bbox="516 703 1094 829" style="list-style-type: none"> - Impact on amenity - Overshadowing/Loss of light - Overbearing impact on existing residents - Overlooking/loss of privacy <p data-bbox="516 1271 953 1299">Environment and Public Health</p> <ul data-bbox="516 1307 1535 1401" style="list-style-type: none"> - Pressure on existing infrastructure and service - Noise, vibration Dust and debris and disturbance during construction phase - Increased anti-social behaviour concerns 	<p data-bbox="1703 261 2032 345">The Council's Transportation team are satisfied with access</p> <p data-bbox="1703 383 2032 500">The Councils Transportation team are satisfied with the transport assessment</p> <p data-bbox="1703 537 2032 686">The proposal is not considered to result in an unacceptable impact on local amenity – covered in the report</p> <p data-bbox="1703 724 2032 873">Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking</p> <p data-bbox="1703 911 2032 1060">Overshadowing/Loss of light -There are no daylight/sunlight and overshadowing concerns to neighbouring properties</p> <p data-bbox="1703 1114 2032 1230">The proposal is not of a sufficient scale to have a detrimental impact on local services.</p> <p data-bbox="1703 1268 2032 1417">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Concerns the development is built up to the electricity substation - There should be a financial contribution towards the upkeep of Alexandra Park 	<p>by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition.</p> <p>The proposed development enhances security through the design and layout of the building. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p> <p>A condition regarding the electricity substation has been attached.</p>

Appendix 4 – QRP reports

CONFIDENTIAL



Haringey Quality Review Panel

Report of Formal Review Meeting: Woodridings Court

Wednesday 23 June 2021
Video conference

Panel

Peter Studdert(Chair)
Jonas Lencer
Ann Sawyer
Alan Shingler
Lindsey Whitelaw

Attendees

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects
Kiki Ageridou	Frame Projects
Zainab Malik	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

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

Declaration of interest

Lindsey Whitelaw was a partner of Whitelaw Turkington with Ian Turkington until 2011. She has no involvement in Turkington Martin Studio who are the landscape architects for Woodridings Court.

Report of Haringey Quality Review Panel
23 June 2021
HQRP109_Woodridings Court

1. Project name and site address

Woodridings Court, Crescent Road, London, N22 7RX

2. Presenting team

Jack Goulde	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Roy Collado	Collado Collins Architects
Antonia Blege	Collado Collins Architects
Joe Todd	Turkington Martin Studio
Charles Chamunorwa	Cre8 Structures

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is bounded by housing to the north, Crescent Rise and Crescent Road to the west, Dagmar Road to the south and the main railway line to the east. The surrounding area is predominantly low-rise built form and residential in land use terms. The existing building occupying the site is a four storey 1970s council building which houses 56 flats. The undercroft parking area at ground floor, the parking deck at first floor and the amenity decks at second floor have been closed for a number of years. There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are gated, and provide pedestrian and refuse collection access only. The main access point is at the centre of the site off Crescent Road. Two other pedestrian entry points are located off Dagmar. The existing flats are accessed via the circulation along the rear of the building which runs parallel with the railway, and the duplexes are located within the perpendicular block. All dwellings have a single aspect facing onto the amenity space along the front of the building.

The site is not within or near a Conservation Area. The current proposal (at pre-application stage) is for the redevelopment of the disused parking court and amenity deck to provide four separate buildings of three, four and five storeys comprising 29 council rented homes (13 x one bedroom, 14 x two bedroom and 2 x three bedroom flats). It also includes improvement to the existing landscaping access and entrances to the existing building, and the provision of three blue badge spaces and cycle parking. The scheme is at a very early stage in terms of its design and massing. Officers seek the panel's views on the massing and design quality of the proposals, and the relationship with the existing building.



5. Quality Review Panel's views

Summary

The panel thinks that given the number of constraints and challenges, the project team has made good progress with an ambitious scheme. As design work progresses, it thinks that the approach should be extended to look at the proposals comprehensively with the existing building, to ensure that both the existing and new-build elements are well integrated and of a high quality. The site presents many challenges and constraints, but offers an interesting opportunity to increase the amount of housing on site while also improving existing accommodation within Woodridings Court. The panel feels that early, meaningful engagement with existing residents will be very important to inform the brief and identify priorities. The proposals will need to offer a lot to the existing residents by improving the circulation arrangements, building entrances, communal amenity space and thermal performance of the built fabric. The panel supports the scale of the new elements and thinks that the development could perhaps extend up to five or six storeys, especially towards Dagmar Road. Exploration of the optimum number of pavilions – and of opportunities for additional accommodation in the roof – would also be welcomed. The panel encourages greater generosity and a simpler and clearer approach to circulation and entrance arrangements within the scheme. It welcomes the proposed materiality of the new additions; however, scope remains to improve the architectural expression and thermal performance of the existing building. At a detailed level, further consideration of the landscape design, communal amenity space and play space provision would be supported, alongside further work to improve accessibility of blue badge parking spaces. Adoption of Passivhaus principles within the scheme is very positive; the panel would like to see this approach explored further and embedded within the detailed design of the proposals. Further details on the panel's views are provided below.

Approach to development and community engagement

- The panel encourages the project team to consider the redevelopment comprehensively, seeking to better integrate the new elements with the existing building, and in doing so, significantly improve the visual qualities, fabric performance, and entrance and circulation arrangements of the whole. It would like to see the scheme developed as a coherent whole, rather than just as a development at the rear of the existing building.
- It will be extremely important to engage more proactively with the existing residents at the earliest stage to inform the brief, to identify residents' needs and to ensure that the redevelopment will improve the existing situation. Consultation with the residents should help to inform the entrance strategy and the form of the development at the rear.



- An open day held on site for residents to actively engage and provide feedback at the earliest opportunity will help to achieve this. The panel thinks that this type of proactive engagement will help to identify new issues and establish a list of “do’s and don’ts” for the redevelopment.
- Careful planning of the construction phases should minimise and mitigate noise and nuisance for the existing residents. The panel questions whether it is realistic to cut the rear slab of the development with a diamond saw when the residents remain in-situ.

Massing and development density

- The panel considers that the new elements to the rear of the existing building do not need to be completely hidden. Enabling them to be more visible from the street and achieving a greater visual coherence through design interventions on the existing façades can help to change the aesthetic of the overall development.
- The panel is open to development of around five or six storeys in this location, subject to further scrutiny of townscape views from close at hand and further afield, including from the other side of the railway. If the scheme is considered as a whole and, in so doing, resolves (and improves) the architecture of the existing building, then five or six storeys to the rear would be easier to justify.
- It would support exploration of the potential to replace the roof space (in whole or in part) with additional accommodation, which could also help to improve the fabric of the existing building.
- As there is more space at the Dagmar Road end of the site, an increase in height to perhaps six storeys at this end of the development could be appropriate, subject to testing the views up the road from the south.

Scheme layout

- The panel would encourage the project team to establish a strong understanding of the existing building. Using the redevelopment as a springboard to resolve access issues, vertical circulation, legibility, and the quality of accommodation would be welcomed.
- The existing circulation is confusing and unwelcoming; residents are anxious about personal security. Further consideration of entrances and circulation arrangements would be supported, to avoid a convoluted arrangement of access points, and to ensure that the process of entering the building and reaching an individual apartment is welcoming, intuitive and perceived as safe.



- The panel is concerned that the 1.8m entrance slots are too constrained in size and are not visually articulated enough on the frontage. Exploration of bringing the entrances forward from the existing building line and re-configuring the circulation 'diagram' by reducing the number of entrances and simplifying the circulation would be welcomed. Revisiting earlier circulation diagrams may also prove helpful.
- The panel suggests a solution that retains and enhances the entrances at either end of the building and creates a third, more primary entrance more centrally within the frontage of the existing building would improve the relationship between the entrances and vertical circulation. Exploring whether the primary entrance could link through to a large winter garden or space at the rear which allows legible access to circulation within the building would also be supported.
- Further work would also be welcomed on the configuration of the additions to the rear of the existing building. Current proposals show four attached 'pavilions'; it would be interesting to explore different options for these additions, perhaps three taller pavilions instead of four.
- The Dagmar Road entrance and section of the site presents a tricky design challenge due to the projecting block. The panel thinks that there may be a case for selective demolition at this southern end of the site, to enable creation of a building that will close – and address – the view from the south.
- The relocation of cycle stores and bins is welcomed.

Architectural expression

- The panel likes the evolving architectural language and thinks that the material studies are interesting. It thinks there is great potential to improve the visual perception of Woodridings Court both from the road frontage, and from the railway behind.
- If the rear additions are well designed then they can be prominent within the roofline of the overall view of Woodridings Court, if the elevational treatment of the existing building is also improved.
- The panel highlights the need for proposals to demonstrate a clear benefit to the existing residents; alongside lifts and improved entrance and circulation areas, there should be some interventions within the fabric of the existing building that introduces light and ventilation into communal areas – for example glazed slots – and that achieves an overall improvement in the visual qualities of the building as a whole.



Inclusive design

- The panel is pleased that the project includes removal of the large ramp, and the inclusion of lifts that will service both existing and new accommodation. Opportunities to further enhance the quality of accommodation for existing residents would be welcomed; incorporating new stairs located centrally within the building would also be of great benefit.
- Of the three wheelchair units on ground floor the panel notes that two of these are located at some distance from the blue-badge parking. It encourages further work to reduce this distance.

Landscape design

- The panel notes that the new amenity space is only intended for new residents of the building. It encourages the project team to establish a new communal area at ground level – shared by both existing and new residents – with a small defensible perimeter, and communal space in the centre.
- It would also like to know more about the play strategy, and how this fits in with the wider provision in the area. Installing a safer crossing or a signal crossing may be beneficial to improve access to play space in the vicinity.
- Locating play provision close to individual dwelling units can potentially cause friction. The panel notes that the new play space is located in front of the existing residents' accommodation; it highlights that this may be unwelcome, and the location may need to be reconsidered following consultation.
- Ground floor windows – especially those located near to new entrances – will be vulnerable to overlooking from the public realm. Effective defensible space will need to be created in these locations.
- A greater understanding of how the ground levels vary in relation to the building, its entrances and the public realm would be very helpful.

Environmental sustainability and construction

- The panel feels that it will be important to improve the thermal fabric performance of the existing building, whether that is through insulation or glazing.
- It would encourage the project team to further explore a Passivhaus approach to the new development and adopting a 'fabric first' mode of design.
- Modern methods of construction (pre-fabrication, quick form construction or (CLT) cross-laminated timber) may be beneficial to the project, through the reduction in construction time and noise. It will be very important to consider



these modes of construction from a sustainability point of view; the panel encourages the project team to explore this further, with advice from installers and specialist contractors.

Next steps

- The panel would welcome a further opportunity to review the proposals. It highlights a number of action points for consideration by the design team, in consultation with Haringey officers.
- It also offers a focused chair's review on the approach to low carbon design and environmental sustainability.

Appendix: Haringey Quality Charter

Policy DM1: Delivering High Quality Design

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 - 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.

Haringey Development Management DPD (2017)



Haringey Quality Review Panel

Report of Chair's Review Meeting: Woodridings Court

Wednesday 13 October 2021

Zoom video conference

Panel

Peter Studdert (chair)

Jonas Lancer

Attendees

Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Papparisto	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey

Confidentiality

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Report of Chair's Review Meeting
13 October 2021
HQRP109_Woodridings Court

1. Project name and site address

Woodridings Court, Crescent Rd, London, N22 7RX

2. Presenting team

Jack Goulde	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Roy Collado	ColladoCollins Architects
Antonia Blege	ColladoCollins Architects
Andy Love	Love Design Studio
Joe Todd	Turkington Martin Landscape Architects

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is bounded by housing to the north, Crescent Rise and Crescent Road to the west, Dagmar Road to the south and the main railway line to the east. It has a Public Transport Accessibility Level of part three, and part five. The surrounding area is predominantly low-rise residential in land use terms. The site is not within, adjacent or near a Conservation Area and the building is not statutorily or locally listed.

The existing building occupying the site is a four storey 1970s council building, which houses 56 flats. The undercroft parking area at ground floor, the parking deck at first floor and the amenity decks at second floor have been closed off for a considerable number of years. There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are still in place but gated and provide pedestrian and refuse collection access only. The main access point is at the centre of the site off Crescent Road. Two other pedestrian entry points are located off Dagmar Road, but due to the ground level differences pedestrians can either enter at first floor level directly into the end of the enclosed circulation corridor or descend two flights of steps to a ground floor entrance. The existing flats are accessed via the circulation along the rear of the building which runs parallel with the railway, while the duplexes are located within the perpendicular block. All dwellings have a single aspect facing onto the amenity space along the front of the building.

Officers seek the panel's views on the massing and design quality of the proposals, in addition to the relationship with the existing building.



5. Quality Review Panel's views

Summary

The panel feels that, given the number of constraints and challenges, the project team has made good progress with this ambitious scheme. The site presents an interesting opportunity to increase the amount of housing on site, while also improving existing accommodation within Woodridings Court. The design team has responded positively to the comments made at the previous review and the panel feels that the revised scheme will both benefit the existing residents and give definition and status to the existing building. The focus on the landscape and the circulation diagram has radically improved the redevelopment, which is now much more coherent, and the increase in height works well; the approach to the Dagmar Road end of the site is pragmatic and sensible. There are a number of opportunities to refine the scheme further, and the panel feels that identifying the best construction strategy will be a challenge. However, it offers warm support to the planning application, and feels that the scheme will significantly improve this corner of the borough. Further details on the panel's views are provided below.

Massing and development approach

- The panel thinks that the proposals represent an interesting solution to a seemingly impossible brief. The strategy for development is convincing, offering a measurable improvement to the circulation, entrance areas and amenity areas for existing residents.
- While additional height may have been appropriate for the site, the panel agrees with the decision not to make the new development the 'marker' building in townscape terms, in line with views elicited from the community engagement process. It is, however, very positive that the new blocks are visible above the roofline of the existing building in front.
- The construction process will be very challenging, and the decision to pursue off-site construction methods seems to be sensible.

Scheme layout and architectural expression

- The panel highlights The Rye Apartments (in Peckham Rye) as a good example of dealing with the level change from street to lower ground floor apartments.
- There is a missed opportunity within the roof space of the new blocks to use the void space as either additional small apartments within the roof, or as extra space for the apartments in the level below. This approach has been adopted within The Rye Apartments (Tikari Works).
- The panel would like to see further consideration given to the circulation routes, to maximise the daylight levels and transparency / visual links into and



out of corridors, walkways, and stairs, and make the entrance sequence – from street to dwelling – more pleasant.

- The panel supports the form of the building and the approach to 'wrapping' it in a single cladding material. Copper cladding is a good choice, and the panel feels this will be very attractive when seen from the railway.
- The quality of materials and construction, for example the detail of the hidden gutter, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.
- The design and integration of bin storage – that is self-maintaining, neat and tidy – can be one of the biggest design challenges within residential projects. The panel would encourage the project team to revisit the current bin storage arrangements, to locate it away from key entrance areas, and to make it as attractive as possible.

Landscape design

- The landscape strategy seems well-considered, and the panel supports the approach to enclosing spaces, giving them definition and ensuring surveillance.
- The panel welcomes the proposals for tree planting and thinks that they will work well in townscape terms.

Next steps

- The panel gives the planning application warm support.
- It identifies some further aspects which have the potential for further exploration, which the applicant and project team could consider, in consultation with officers.

Appendix 5 DM Forum minutes

9 attended which included Cllr Alessandra, Cllr Dixon, Cllr Gordon and Cllr Bevan

- Concerns neighbours of Crescent Road were not notified
- Residents are not being listened to
- Parking concerns
- Taking away the ramp is an issue
- The proposal will dwarf the existing building
- Concerns with noise pollution during construction
- The proposal will ruin the existing building
- Access for disabled residents affected
- Who gets priority to the new units

Appendix 6 Pre-application briefing minutes

PPA/2021/0016 Woodridings Court, Crescent Road N22 7RX

Proposal: Redevelopment of the disused parking court/ amenity deck to the rear of an existing 4 storey block of Council flats to create 29 additional new homes.

Minutes

The Committee considered the pre-application briefing for the redevelopment of the disused parking court/ amenity deck to the rear of an existing 4 storey block of Council flats to create 29 additional new homes.

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

- It was enquired whether the proposal had sufficient three bed units and whether the balconies would be fully enclosed to protect from noise disturbance and to ensure appropriate temperature control. It was explained that, in balancing the units with the location, it was considered that the location may not be suitable for three bed units but that the mix of units could still be amended. In relation to the balconies, it was noted that these would be 6-7m² amenity spaces in the corners of the buildings. It was noted that these were not internalised and were winter gardens. It was explained that there were screens for acoustic privacy but it was accepted that, due to possible weather and noise, it may not be practical to use the balconies at all times.
- In relation to parking, it was confirmed that no parking would be provided by the proposal. It was explained that there was an intention to have an active car club and that the applicant team was in contact with two car club providers.
- It was clarified that the applicant proposed to remove the ramp on the site and that the road would connect to a new, wider lobby which would result in improved access within the building so that there would be a single entry point and so that all residents could access their apartments from the lift or the stairs.
- The Committee expressed some concerns that the development would be car free but that the surrounding area did not have Controlled Parking Zones (CPZs). The applicant team commented that the scheme was not able to provide parking; they asked whether the Council might be able to assist with this and suggested that it might be useful to consider this at the consultation stage.
- It was noted that there were some concerns about having a single point of entry due to some previous anti-social behaviour issues and it was enquired which areas would be public and which would be residential. The applicant team explained that the spaces at the front and side of the building were intended to be private spaces for residents and would not be open to the public. It was added that the applicant team was looking forward to engaging with residents to determine how to make the spaces as practical as possible. It was also noted

that the block had undergone decent homes improvements approximately five years' ago but that some further, although less intrusive, improvement works were planned in 2022-23.

- It was commented that the applicant was proposing to remove the concrete structure on the site to open up the building to additional natural light. It was noted that new glazing would be set slightly away to provide ... [view the full minutes text for item 9.](#)