

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/3858

Ward: Hornsey

Address: Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU

Proposal: Redevelopment of the car park adjacent to Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7 storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: James Mead

Date received: 21/10/2022

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role that small sites such as this play in meeting an identified need for new housing in the Borough. The proposed development would provide 100% council rent housing, which is much needed affordable housing on an under-utilised brownfield site, within an established residential area. The housing delivery would contribute towards the Council's housing targets, address requirements for affordable housing and provide affordable units where there is a local need. Therefore, in land-use terms, the principle of the scheme is strongly supported.
- The housing mix is considered appropriate, having regard to the constraints and size of the site. The housing sizes and types delivered would contribute to a mixed and inclusive neighbourhood.
- The proposed scheme would be of a high quality design, which would greatly improve the appearance of the existing site. The development would make the best use of the land and optimise the capacity of the site to deliver much needed homes. The size, scale, siting, massing, form and materials of the proposed building would appropriately relate to the constraints of the site and the wider

character of the local built environment. The scheme would respect the character and appearance of the site, the street scene and the wider locality. The setting of nearby Conservation Areas would be preserved.

- The proposed accommodation would be high quality, providing the future occupiers with excellent living conditions.
- The proposal has been designed to avoid any material harm to neighbouring amenity, in terms of loss of light, overshadowing, enclosure, outlook, overbearing effects and privacy.
- The overall scheme would deliver improved landscaping on-site and across areas of the wider estate. Existing play spaces and communal gardens on the estate would be enhanced, with the new and improved landscaping and play equipment delivered.
- The development promotes the use of sustainable transport. Displaced parking and any new parking demands can be accommodated within the local area. The car-free development would appropriately integrate into this locality.
- The scheme has been designed to include a number of sustainability measures and to be energy efficient, delivering an 84% reduction in carbon emissions.

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 measures 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 30th March 2023 or 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 Year Time Limit
- 2) Approved Plans
- 3) Use Class & Tenure
- 4) Materials
- 5) Obscured Glazing
- 6) Air Source Heat Pump
- 7) Accessibility, Adaptability & Wheelchair Accessibility
- 8) Landscaping Proposals
- 9) Arboricultural Report
- 10) Biodiversity
- 11) Living Roof
- 12) Reinstatement of Crossover and Provision of Parking Bay
- 13) Cycle Storage Details
- 14) Construction Management Plan
- 15) Construction Environment Management Plan
- 16) Secured by Design Accreditation
- 17) Secured by Design Certification
- 18) CCTV Locations
- 19) External Lighting
- 20) Fire Statement
- 21) Sustainable Drainage
- 22) Management of Drainage Scheme
- 23) Piling Method Statement
- 24) Contamination
- 25) Unexpected Contamination
- 26) Non-Road Mobile Machinery
- 27) Energy Plan
- 28) Sustainability Review
- 29) Occupant Energy Use
- 30) Be Seen
- 31) Overheating
- 32) Water Efficiency
- 33) Residents Satisfaction Survey

Informatives

- 1) CIL Liable
- 2) Land Ownership
- 3) Party Wall Act
- 4) Hours of Construction Work
- 5) Numbering
- 6) Designing Out Crime Officer
- 7) London Fire Brigade (Building Regulations)
- 8) London Fire Brigade (Signage)
- 9) Thames Water (Groundwater Risk Management Permit)
- 10) Thames Water (Water Pressure)
- 11) Thames Water (Underground Water Assets)

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

- 1) Affordable Homes for Rent;
- 2) Local Employment;
- 3) Employment & Skills Plan;
- 4) Carbon Offset Contribution (based on £2,850 per tonne of carbon emissions);
- 5) Car Club and Membership Subsidies;
- 6) Travel Plan;
- 7) Travel Plan Monitoring;
- 8) Off-Site Highways & Landscaping Works; and
- 9) Obligations Monitoring Costs;

Presumption in Favour of Sustainable Development

- 2.9 The Council at this present time is unable to fully evidence its five-year supply of housing land. Therefore, 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: (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal; or (ii) 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).

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSES
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

APPENDICES:

- | | |
|------------|---|
| Appendix 1 | Conditions and Informatives |
| Appendix 2 | Consultation Responses |
| Appendix 3 | Plans and Images |
| Appendix 4 | Quality Review Panel |
| Appendix 5 | Planning Sub-Committee Pre-Application Briefing |

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

Proposed Development

3.1. This is an application for:

- Redevelopment of the existing car park;
- Construction of a part four, part five and part seven storey building;
- Provision of 15 new council-rent homes (use class: C3) (including 1 wheelchair accessible home);
- Provision of bike and bin stores;
- Provision of new landscaping on site;
- Provision of new landscaping across the estate communal spaces and public realm;
- Improvement of play areas/spaces on the estate;
- Provision of new lighting and CCTV;
- Provision of 1 on-street wheelchair accessible parking space; and
- Removal of existing vehicular crossover.

3.2. This scheme proposes the redevelopment of an existing car park on the eastern side of Boyton Road and to the south of Wat Tyler House. It is proposed to construct a part four, part five and part seven storey building, which would contain 15 affordable homes. The 1 wheelchair accessible home would be delivered at ground floor level. The proposed building would be of three separate masses, with the front part being five storeys in height. The central mass would be the tallest part of the building, extending up to seven storeys in height. Whereas, towards the rear the building would drop down to four storeys. The height and massing of the proposed development is shown in figures 1 and 2 below.



- 3.3. The three parts of the building would all have flat roofs. Brickwork of differing colour and type would be used across the development, with panelling, balconies and aluminium windows also incorporated. At roof level green roofs would be created, photovoltaic panels and air source heat pumps would be installed.
- 3.4. All of the dwellings would have access to private outdoor space, either in the form of a ground floor garden area or an upper floor terrace. The main entrance to the building would be taken from the elevation facing onto Boyton Road, with a staircase and lift providing access to the upper floors. Bin and bikes stores would be supplied and located at ground floor level.
- 3.5. Landscaping works are proposed across the site and within other nearby parts of the estate. New trees and hedging are intended to be planted on-site and on the grassed area to the front of Wat Tyler House. In addition, new trees, enhanced soft/hard landscaping and improved play facilities are proposed to be located in the communal garden area to the rear of Wat Tyler House and within the play area adjacent to Campsfield House. An indicative plan for these landscaping proposals is shown in figure 3.
- 3.6. The proposed development would be car-free, with no on-site parking provided. The existing vehicular crossover into the car park would be removed, with an on-street blue badge accessible parking space then created on Boyton Road.

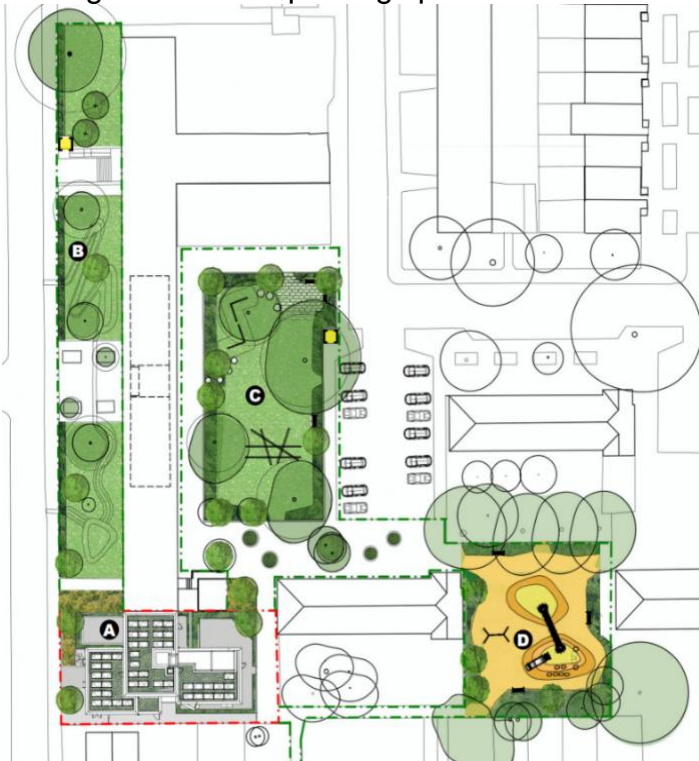


Figure 3: Wider Landscaping Plan

Site and Surroundings

- 3.7. The site currently comprises a car park, together with a small area of soft landscaping to the front. This car park is located on the eastern side of Boyton Road and is within the Campsbourne Estate. The car park contains 24 parking spaces and these are utilised by properties on the wider estate. A pedestrian pathway runs along the eastern boundary of the car park, which connects Boyton Close (to the south) and Campsbourne Road (to the north).



Figures 4 & 5: Site Location & Aerial Photography

- 3.8. The immediate and surrounding setting is residential in character, being predominantly made up of post-war apartment blocks, although there are also some more traditional terraced properties present in the vicinity. To the north of the site is Wat Tyler House, which is a large seven storey block of flats, and there is a communal garden area to the rear of this building. A three storey block of flats, known as: Campsfield House is located to the rear/east of the site. Immediately to the south is Tennyson House, which is a three storey building in use as flats. Boyton Close is also a short distance to the south and some properties on this road (1 & 2 Boyton Close & Fleming House) back onto the site. On the opposite side of Boyton Road is Bedale House, which is a three storey building containing retirement properties.
- 3.9. In terms of public transport, there are bus services available along Hornsey High Street. Furthermore, Alexandra Palace Railway Station is located to the north and Hornsey Railway Station is situated to the south. Despite the proximity to these forms of public transport, the majority of the site has a public transport accessibility level (PTAL) of 1b, indicating 'very poor' access to public transport.

- 3.10. There are services and facilities within walking distance; a short distance to the west is Campsbourne School, which provides primary education. To the south is the designated Local Shopping Centre at Hornsey High Street, which contains numerous shops, services and facilities. In addition, Alexandra Park is located to the north and this provides access to open space and opportunities for leisure/sport.
- 3.11. The site is not within a Conservation Area and there are no statutorily listed buildings in the immediate locality. However, there are four Conservation Areas close by to the site. To the north is the Alexandra Palace & Park Conservation Area and Campsbourne Cottage Estate Conservation Area is to the west. Hornsey High Street Conservation Area is to the south and to the east is Hornsey Water Works & Filter Beds Conservation Area. There are also locally listed buildings at Campsbourne School situated a short distance to the west.

Relevant Planning & Enforcement History

- 3.12. There is no relevant recent planning or enforcement history relating to this site.

4. CONSULTATION RESPONSES

Quality Review Panel

- 4.1. The scheme was presented to Haringey's Quality Review Panel on 22nd April 2020. The Panel's written response is attached at Appendix 4.

Planning Committee Pre-Application Briefing

- 4.2. The proposal was presented to the Planning Sub-Committee at a pre-application briefing on 7th December 2020. The minutes are attached at Appendix 5.

Planning Application Consultation

- 4.3. The following consultation responses have been received:

Internal:

- 1) *LBH Arboricultural Officer:* No objection.
- 2) *LBH Building Control:* No objection.
- 3) *LBH Carbon Management:* No objection, subject to an obligation regarding carbon offset and conditions relating to: revised Energy Assessment, sustainability review, energy use, overheating, living roof and biodiversity.
- 4) *LBH Conservation Officer:* No objection.

- 5) *LBH Design Officer*: No objection, subject to conditions requiring samples of key materials and further scaled drawings of details.
- 6) *LBH Flood & Water Management*: No objection, subject to conditions requiring a detailed surface water drainage scheme and a management/maintenance plan.
- 7) *LBH Pollution*: No objection, subject to conditions: requiring a land contamination site investigation, relating to unexpected contamination, regarding plant/machinery and requiring construction management plans.
- 8) *LBH Waste Management*: No objection.
- 9) *LBH Transportation*: No objection, subject to conditions requiring: cycle parking details, submission of a Construction Logistics Plan, reinstatement of redundant crossover, provision of blue badge parking bay and implementation of car-club facility.

External:

- 10) *Health & Safety Executive*: Comments on the means of escape in the event of a fire and suggests design changes to the ground floor layout.
- 11) *London Fire Brigade*: No objection, subject to the compliance with relevant buildings regulations and provision of identification/indicator signs.
- 12) *Metropolitan Police Designing Out Crime Officer*: No objection, subject to conditions requiring the development to achieve 'secured by design' accreditation and certification.
- 13) *Thames Water*: No objection, subject to a condition requiring a piling method statement.

5. LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of:
 - 696 letters to neighbouring properties; and
 - 7 site notices.
- 5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 9
Objecting: 7
Neutral: 2
Support: 0

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- The height of the building does not complement the character of the street.
- Loss of light, overshadowing and loss of privacy would impact neighbouring properties.
- The sunlight reaching the play area/park to the rear of the car park would be restricted.
- The Daylight & Sunlight Report requires thorough review. The Vertical Sky Component test in relation to Wat Tyler House requires further consideration and the daylight distribution test should be applied.
- On-street parking capacity would be adversely impacted.
- Traffic would be increased.
- Pollution would be generated.
- The construction phase would cause disruption to residents.
- Construction traffic would endanger pedestrians and residents.
- The growth in households would increase crime in the area.
- CCTV would not assist in decreasing crime.
- Further details of landscaping improvements and play area enhancements are required.
- Landscaping improvements would not be maintained.
- The park is used for anti-social behaviour and enhancements would not assist this.

5.4 The following issues raised are not material planning considerations:

- Quality of teaching would be impacted by the development –**this is not a matter related to this development.**
- The catchment of Campsbourne School would be impacted –**the development would not be of such a scale to materially impact the catchment of Campsbourne School.**
- Residents have not been consulted –**696 letters have been sent to nearby residents and 7 site notices have been displayed on the estate. Therefore, sufficient consultation has been undertaken.**
- Residents received their consultation letters late –**the consultation period was extended accordingly.**

6. MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of Development;
2. Housing Mix;
3. Design, Appearance & Heritage;
4. Neighbour Amenity;
5. Quality of Accommodation;
6. Transport, Parking & Highway Safety;
7. Sustainability, Energy & Climate Change;
8. Landscaping, Trees & Biodiversity;
9. Crime Prevention;
10. Waste & Recycling;
11. Fire Safety;
12. Flooding & Drainage;
13. Water Efficiency;
14. Air Quality; and
15. Land Contamination;

Principle of Development

Policy Context

- 6.3 The National Planning Policy Framework (2021) (NPPF) sets out the Government's planning policies and outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. Local Planning Authorities should, through their Local Plans, meet their objectively assessed housing needs. Section 5 of the NPPF outlines the Government's objective of boosting the supply of housing.
- 6.4 Planning decisions should promote an effective use of land to meet the need for homes and should seek to meet housing needs in a way that makes use of previously-developed or brownfield land, in line with Section 11 of the NPPF. Paragraph 69 of the NPPF 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.
- 6.5 London Plan Policy GG4 notes that those involved in planning and development should ensure that more homes are delivered. London Plan Policy H1 and Table 4.1 identify 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.
- 6.6 London Plan Policy H2 outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size). Boroughs should proactively support new homes on small sites through planning decisions, in order to

significantly increase the contribution of small sites to meeting London's housing needs. Table 4.2 of the London Plan identifies a 10-year housing target on small sites for Haringey of 2,600 new homes.

- 6.7 London Plan Policies GG4 and H4 seek to promote the provision of more genuinely affordable housing. The Mayor has set a strategic target of 50% of all new homes delivered across London to be genuinely affordable. Furthermore, proposals on public sector land should deliver at least 50% affordable housing on each site.
- 6.8 Haringey's Local Plan Strategic Policies DPD (2017) (referred to as the Local Plan from hereon in) outlines that long-term vision for the development of Haringey up to 2026 and sets out the Council's spatial strategy for achieving the vision. Local Plan Policies SP1 and SP2 explain that the Council will maximise the supply of additional housing, in order to meet and exceed Haringey's housing needs. These housing needs will be met through various means, including development/redevelopment of small sites. Local Plan Policy SP2 also seeks to secure high quality affordable housing on suitable sites.
- 6.9 The Development Management DPD (2017) (referred to as DM DPD from hereon in) contains criteria-based policies, against which planning applications will be assessed. DM DPD Policy DM10 seeks to increase housing supply and outlines that windfall development will be considered acceptable, where this complies with other relevant policies. The Council will aim to maximise delivery of affordable housing, in accordance with DM DPD Policy DM13.

Assessment

- 6.10 This scheme seeks to deliver 15 dwellings on this existing car park, which is a brownfield site. The provision of these 15 homes means that the development would contribute towards the Council's overall housing targets, as well as the housing delivery target for small sites in the Borough. Therefore, the proposed development would contribute towards boosting housing supply in the Borough, in line with the overarching aims of the NPPF, London Plan Policies GG4, H1 & H2, Local Plan Policies SP1 & SP2 and DM DPD Policy DM10.
- 6.11 The proposed development forms part of the Council's Housing Delivery Programme, which aims to use publicly owned land more effectively to build new affordable homes to meet local needs. The scheme would be 100% affordable, providing 15 homes for council-rent. As such, the scheme would clearly exceed the 50% affordable housing requirement for proposals on public sector land. Furthermore, in the wider context the development would directly address the need for affordable housing in the Borough and London as a whole. Therefore, the scheme would accord with London Plan Policies GG4 & H4, Local Plan Policy SP2 and DM DPD Policy DM13, which all seek to maximise the provision of affordable housing.

- 6.12 The site is situated within the Campsbourne Estate, which is an established residential area and the principle of housing is strongly supported by policy. The Campsbourne Estate is largely comprised of affordable housing, and there are also other tenures of housing in the locality, including private, market housing and retirement homes so the proposal would contribute to a mixed and balanced community.
- 6.13 In summary, this proposed development would seek to provide housing on this under-utilised brownfield site in an established residential area. The delivery of 15 affordable homes would contribute towards the Council's housing targets and address the need for affordable housing. As such, the principle of this scheme is strongly supported by national, regional and local policies.

Housing Mix

Policy Context

- 6.14 London Plan Policy H10 outlines that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes regard should be had to a number of factors. These include: robust local evidence of need, the requirement to deliver mixed and inclusive neighbourhoods, the need for additional family housing, the aim to optimise housing potential and the nature/location of the site (with a higher proportion of one/two bed units generally more appropriate in locations which are closer to a town centre or sites with higher public transport access/connectivity).
- 6.15 Local Plan Policy SP2 notes that the preferred affordable housing mix, in terms of unit size and type of dwellings, should be determined through negotiation. DM DPD Policy DM11 requires new residential developments to provide a mix of housing having regard to: individual site circumstances, the target mix for affordable housing, the priority given to family housing and the need to achieve inclusive, mixed and sustainable communities. Part (C) of DM DPD Policy DM11 outlines that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units, unless they are part of large development or located within neighbourhoods where such a provision would deliver a better mix of unit sizes.

Assessment

- 6.16 The development would deliver 15 residential units, with a mix of 1-bedroom, 2-bedroom and 3-bedroom dwellings provided, as listed below.
- 6 x 1-bedroom flats;
 - 8 x 2-bedroom flats; and
 - 1 x 3-bedroom flats.

- 6.17 The proposed scheme forms part of the Council's Housing Delivery Programme, which seeks to optimise the provision of affordable housing for rent to meet local need. The programme is part funded by the GLA and is informed by both the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing needs through the provision of a wide range of housing typologies across all the sites identified. In addition, the programme seeks to manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.18 Due to the constrained nature and size of the site, the scheme would mainly provide 1-bedroom and 2-bedroom units as the provision of family-sized units, with their requirements for larger outdoor amenity spaces and possibly parking, is not practical on this site. Therefore, the delivery of a greater proportion of 1-bedroom and 2-bedroom dwellings is considered justified, in this instance. There are a substantial amount of family-sized homes present in the wider locality, and as such the scheme would not result in an over provision or concentration of 1-bedroom and 2-bedroom units. The scheme would contribute to an acceptable balance of housing sizes in this specific area and the proposed housing mix is considered acceptable.

Design, Appearance & Heritage

Policy Context

- 6.19 London Plan Policy D3 outlines that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. Development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Schemes should also be of high quality, with architecture that pays attention to detail and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials.
- 6.20 Local Plan Policy SP11 requires all new development to be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey's sense of place and identity. DM DPD Policy DM1 notes that all developments must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Proposals should relate positively to their locality having regard to: building heights, form, scale, massing, urban grain, existing building lines, plot/building widths, architectural styles, detailing and materials. DM DPD Policy DM7 relates to infill developments and sets out several design criteria, which such proposals should align with.

- 6.21 In terms of proposals nearby to Conservation Areas, the Local Planning Authority has a statutory duty to ensure that that the historic significance of these heritage assets is preserved or enhanced. London Plan Policy HC1 notes that proposals affecting the setting of heritage assets should be sympathetic to an asset's significance and appreciation within the surroundings. Local Plan Policy SP12 and DM DPD Policy DM9 support proposals that conserve and enhance the significance and the setting of heritage assets.

Assessment

- 6.22 The design of the proposed development has evolved through engagement in the Local Planning Authority's pre-application service and by undertaking community engagement. The pre-application scheme was presented to Planning Sub-Committee on 7th December 2020 and community engagement events took place on 30th November 2020, 11th January 2021 and 8th October 2022. The proposal was also considered by the Quality Review Panel (QRP) on 22nd April 2020 and the response from the panel was generally positive. The summarised comments of the Panel are provided below:

- *'The Quality Review Panel welcomes the opportunity to comment on the evolving proposals for the development site adjacent to Wat Tyler House. This infill site represents a good opportunity for the development of new Council homes. The panel also welcomes the project team's commitment to a comprehensive local community engagement process concerning the proposals (when current restrictions are lifted) and highlights that residents' input and agreement will be extremely important.'*
- *The panel supports the broad principles of the scheme, subject to some improvement and refinement. It feels that the scale of the proposals is ambitious but nonetheless broadly acceptable. As design work continues, the panel would encourage further work to refine the residential layout, its circulation cores, and relationship to the public realm adjacent. Consideration of future potential phases of work will also help to inform this process. While the panel generally supports the approach taken to the architectural expression, this could be made more distinctive by drawing on the character and qualities of Wat Tyler House, and by giving the main entrance more emphasis.*
- *A clear strategy for pedestrian, cycle and vehicle movement around the estate will be critically important to the success of the scheme. A lot of potential exists for the development to improve the quality, safety and design of the public realm adjacent to the development. It highlights that*

the wider benefits of this work can help to establish a strong justification for the scheme.'

6.23 Further details of the QRP response are listed below, together with officer comments on the evolution of the scheme.

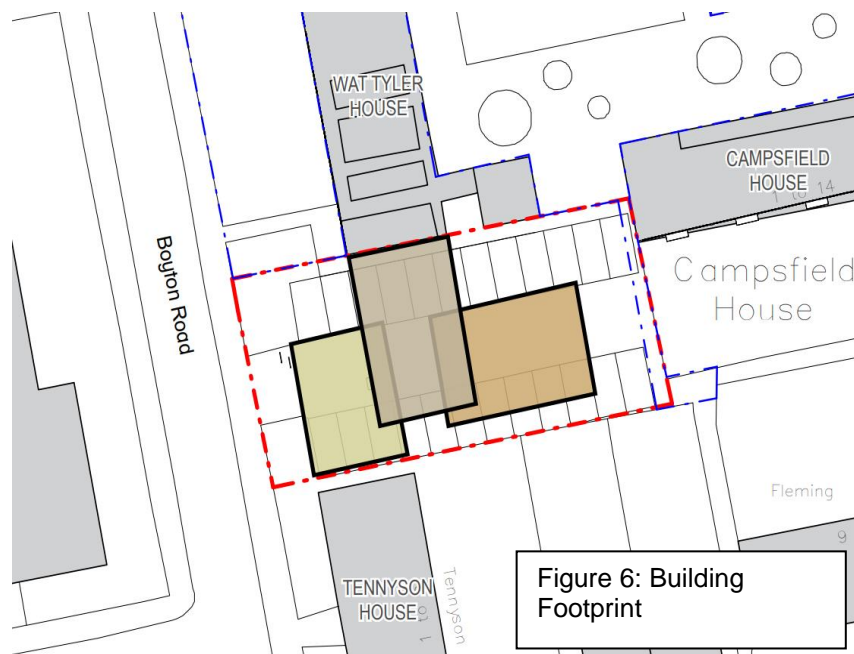
QRP's Comment	Officer Response
Massing and development density	
<p>The site represents a good opportunity for the development of new Council homes. The panel feels that the scale of the proposals is ambitious, but nonetheless broadly acceptable, subject to the resolution of issues around the quality and design of the accommodation (with particular reference to the ground floor) and the detail and design of the public realm adjacent.</p>	<p>Officers note this support.</p>
<p>The panel considers that the architectural concept of three interlocking volumes seems sensible</p>	<p>Officers note this support.</p>
Place-making, public realm and landscape design	
<p>Currently, pedestrian routes through the estate are typified by narrow alleyways that lack passive surveillance and represent opportunities for crime and antisocial behaviour. Addressing these issues - within an overall strategy for movement around the estate, and within the current proposals - will be very important.</p>	<p>Addressing these issues through an overall strategy for the estate goes beyond the scope of this application. However, the proposals provide additional surveillance over the alley to the rear of the site and other crime prevention measures, as explained in the 'Crime Prevention' section of this report.</p>
<p>An overarching strategy for movement should consider access points for different modes of transport, alongside parking and the relationship to play areas. It should prioritise routes for cycles and pedestrians that are broad, light and well-surveyed.</p>	<p>An overarching strategy for movement across the estate goes beyond the scope of this application. However, the scheme does seek to enhance pedestrian routes adjacent to the site.</p>
<p>Options for exploration include providing a better primary pedestrian route, and either closing the alleyways or retaining them as secondary, secure routes for adjacent</p>	<p>These suggestions go beyond the scope of this application.</p>

residents, accessible only via fobbed access at secure gateways.	
The panel would encourage the project team to consider how the open space to the rear of Wat Tyler House could be improved. It has potential to help to punctuate and reinforce the townscape qualities and legibility of local pedestrian routes.	The scheme includes improvements to the open space to the rear of Wat Tyler House. It is proposed to incorporate new planting, new turf enhanced play equipment, benches and a bike hanger into this area.
The panel expresses concern about the loss of green open space and trees. It feels that the scheme should protect and enhance all of the existing green and open spaces within the estate, to enable greener streets.	The scheme does not result in a loss of open space and instead seeks to enhance existing green areas within the estate. 3 trees would be removed, however these are all low quality trees. 18 new trees are proposed to be planted, and therefore there would be a net increase in trees across the estate.
The intention should be to maintain and improve the ecological value of all of the open, green areas, in accordance with biophilic design principles for health and wellbeing.	The biodiversity value of the relevant areas within the estate would be enhanced. A net gain in biodiversity would be achieved.
The panel would encourage the project team to undertake a parking survey to establish what additional parking may be needed, where it can be located, and how to minimise the impact on existing green spaces and trees.	A Parking Survey has been undertaken and this concludes that the parking demands of the development can be accommodated on-street.
Scheme layout, access & mitigation	
Because of the alleyways adjacent to the scheme – both existing and planned – the scheme has no ‘back’. This risks compromising the privacy and quality of homes at ground floor level, and their external amenity spaces.	The boundary treatments and landscaping at ground floor level have been enhanced, in order to improve the quality and privacy of external amenity spaces.
The panel also notes that a one metre high gate or boundary wall would not be effective in providing security or privacy for ground floor homes and gardens.	The boundary treatment to the rear and side of the site has been increased to 1.8 metres in height,

	providing additional security and privacy.
The panel recommends that the ground floor flat at the east of the block should have its primary entrance directly from the communal core, rather than from the rear alleyway. This would be safer and would enable the external amenity space to be more private. It would also improve the practicality of issues like accessing the bin store.	This flat can be accessed from both the communal internal areas of the building and the rear alleyway. This would improve the practicality and functionality of this unit.
Architectural expression	
While the panel generally supports the approach taken to the architectural expression of the infill development, reflecting some of the qualities of Wat Tyler House could make it more distinctive.	The design and elevational detail of the proposed building has been refined to reflect the qualities of Wat Tyler House. The proposed building would incorporate three different coloured bricks, as does Wat Tyler House. The horizontal qualities of Wat Tyler House have been reflected, through the use brick panelling and stone bands.
It would also support further consideration of how the scheme engages with the street at a detailed level; options to celebrate the main entrance and enliven the main entrance frontage would be supported.	The design and detailing of the entrance has been refined. The entrance has been widened and recessed, with hit and miss brickwork incorporated. These amendments have resulted in the building appropriately addressing the street frontage.
Design for inclusion, sustainability and healthy neighbourhoods	
The panel welcomes the creation of much-needed new homes in underutilised areas of the existing housing estate. The aspiration for zero carbon development and a 'fabric first' approach is supported.	Officers note this support.
It notes that cycles are often accommodated in a similar fashion to bins and would encourage the project team to explore options to make them a pleasure to use.	The cycle stores have been integrated into the ground floor for the building, encouraging their use.

Development Pattern & Urban Form

- 6.24 The overall Campsbourne Estate is a relatively densely occupied area, which is interspersed with areas of greenery and soft landscaping. The proposed building footprint would cover a notable portion of the existing site, however undeveloped areas would be retained to the front and in the north-eastern corner. It is considered that a building of this footprint would respect the relatively dense urban grain of the area, whilst still optimising the capacity of the site.
- 6.25 The proposed development would infill the site between Wat Tyler House (to the north) and Tennyson House (to the south). Neither the Design Officer, nor the most recent QRP comments raised concern with the principle of the infill development. The building line on the northern side of development would reflect the building line of Wat Tyler House, while the building line on the southern side would align with Tennyson House, as shown in Figure 6. These building lines would relate to the adjacent buildings, ensuring that the proposal would suitably integrate into the development pattern of the surrounding area. It is noted that the proposed building would extend to the east to be close to the rear boundary of the site. However, spacing would still be retained between the proposed development and Campsfield House to the rear. Therefore, from this perspective, the proposed building would fit comfortably and appropriately on the site.



Height, Bulk & Massing

- 6.26 The proposed building would be broken down into three distinct masses, with the front element being of five storey height, the middle part being of seven storeys and the rear element being of four storey height. These varying heights would visually break-up the appearance of the development, resulting in a high-quality design, which would not appear unduly bulky. The QRP noted that the

'architectural concept of three interlocking volumes seems sensible' and this further supports the massing of the scheme.

- 6.27 Wat Tyler House is seven storeys in height, whereas other buildings in the locality are generally two, three or four storeys. The four and five storey parts of the building would sit below the level of Wat Tyler House. Therefore, it is considered that these elements of the proposed development would be appropriately proportioned, in relation to the existing and surrounding context. The central part of the building would be of seven storey form, like Wat Tyler House. However, the greater floor to ceiling heights required for modern-day proposals means that the height of the proposed building would extend above Wat Tyler House. While this is noted, the projection above Wat Tyler House would not be substantial. Furthermore, the seven storey height would be set-back in the site to align with Wat Tyler House. Due to these factors, and given the overall high quality design of the building, it is considered that it would be of an acceptable scale. The proposed building would not overly dominate the wider estate and would not appear out of proportion in the locality. This assessment is backed up by the QRP assessment, as the Panel considered that the scale of the development was 'broadly acceptable'.
- 6.28 London Plan Policy D9 advises that the term 'tall buildings' should be defined in Development Plans. However, this policy notes that tall buildings should not be less than 6 storeys or 18 metres in height. The Local Plan defines tall buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline and are of 10 storeys or over. The proposed building would not be greater than 10 storeys in height and would only extend modestly above the existing height of Wat Tyler House. As such, it is considered that the proposed building is acceptable in terms of tall building policy in the London Plan and the Local Plan.
- 6.29 There are a variety of building types and forms present in the locality, including flat roof blocks of flats, pitched roof housing and properties incorporating accommodation within the roof. The three separate elements of the proposed building would all be of flat roof design. This is considered appropriate, as the most immediate neighbour (Wat Tyler House), to which the development should relate, is also flat roofed. The visual simplicity of the proposal is also aided by the three elements sharing a common roof form and an overall geometric form. Therefore, the design would not result in the proposed building appearing incongruous or alien within the locality. This design is considered to be acceptable and coherent with the existing surrounding built form. In addition, the flat roofs provide suitable space for the incorporation of solar panels and biodiverse roofs, which is a further positive of this design.

Approach, Legibility & Street Frontage

6.30 Access to the building would be taken from Boyton Road, with a door provided centrally in the five storey front block. The entrance would be recessed and 'hit & miss' brickwork would be incorporated to the side. The central siting, considerable width and recessed form of the entrance would ensure that the proposed building would appropriately address the frontage of the site at street level. Furthermore, the use of 'hit & miss' brickwork would visually strengthen the appearance of the base of the building, which is appropriate. It is considered that the proposed development would suitably interact with the street, with a clear and legible entrance to the building provided. In addition, the proposed scheme would meet the requirements of DM DPD Policy DM7, which requires infill developments to incorporate at least one street frontage.

Materials & Detailing

6.31 The predominant material evident on buildings in the locality is brickwork, with buff, red and brown bricks present on several properties, although, it is noted that some buildings do incorporate render finishes, cladding and tile hanging. Red bricks would be the main material used for the seven storey element of the proposal, while buff bricks would be utilised for the five and four storey masses. These materials would be in keeping with the appearance of other buildings in the locality, and as such are acceptable. The use of different coloured bricks would also further assist in visually breaking-up the massing of the proposed building, whilst all bricks benefit from their innate durability and accommodation of weathering. The windows, doors and balcony balustrades would all be of metal construction, finished in a dark-brown/grey coating, harmonising with the different bricks and uniting the composition. These features would result in a contemporary appearance for the building, which would be acceptable for this setting. A condition is recommended on any grant of planning permission requiring further details of the materials, fenestration and detailing, so to ensure that these elements are of suitable high quality appearance.

6.32 The QRP response suggested that the proposed building should draw on the existing character and qualities of Wat Tyler House to make the development more distinctive. The detailing of the proposed building has been updated to reflect these comments. The incorporation of horizontal brick panelling between the windows of the front part of the building acknowledges the horizontal character of Wat Tyler House. Furthermore, the stone bands inserted below the proposed windows would again relate to the horizontal qualities of Wat Tyler House. Officers consider that the noted design refinements have altered the appearance of the proposed building, so that it suitably respects the character of Wat Tyler House.

Setting of Conservation Areas

6.33 The site is not within a Conservation Area (CA), however there are four CAs nearby, with the Alexandra Palace & Park CA to the north, the Campsbourne Cottage CA to the west, the Hornsey High Street CA to the south and Hornsey Water Works & Filter Beds CA to the east.

6.34 The Design & Access Statement has provided photos of certain views from the Alexandra Palace & Park and Campsbourne Cottage CAs. It is evident that the new building will be visible in some views from the Campsbourne Cottage CA. However, in such views it is considered that the proposed building would be viewed together with Wat Tyler House, as demonstrated in Figure 7. Having regard to the scale of the adjacent Wat Tyler House, it is considered that the proposed building would not appear unduly dominant or out of proportion in these views. Similarly, the proposed building would not be an overbearing or intrusive addition to the setting of the locally listed buildings at Campsbourne School. Therefore, the setting of the Campsbourne Cottage CA and the locally listed buildings would be preserved.



Figure 7: View from Campsbourne Cottage CA

6.35 In views from the Alexandra Palace & Park CA, the proposed building would appear to blend into the back drop of other buildings beyond the park. Therefore, the proposed building would have a limited visual impact on views from this CA, with the setting of this heritage asset preserved. The proposed building would not be highly visible in views from the Hornsey High Street CA or the Hornsey Water Works & Filter Beds CA. The setting of these CAs would be preserved. These observations are supported by the council's Conservation Officer, who has not objected to the development. It is considered that the proposal would have a neutral impact on the setting, character and appearance of the nearby CAs.

Design Conclusions

6.36 In summary, the proposed development would be of a high standard of design, which would greatly improve the appearance of the existing site. The scheme would make the best use of the land and optimise the capacity of the site to deliver much needed homes. The size, scale, siting, massing, form and materials of the proposed building would appropriately relate to the constraints of the site and the

wider character of the existing local built environment. The proposed scheme would respect the character and appearance of the site, the street scene and the wider locality. The character, setting and special interest of nearby heritage assets would be preserved. Therefore, the proposal would comply with the relevant policies.

Neighbour Amenity

Policy Context

- 6.37 London Plan Policy D6 notes that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for the context, whilst also minimising overshadowing. DM DPD Policy DM1 outlines that development must ensure a high standard of privacy and amenity for neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and open aspects to adjacent buildings and land. Schemes should also avoid overlooking and loss of privacy that would be detrimental to the amenity of neighbouring residents.

Assessment

- 6.38 A Daylight & Sunlight Report has been submitted in support of this application and this document assesses the impact of the development on the light received at neighbouring residential properties. This report is based on the numerical tests laid out in BRE guidance (2011) which for the purposes of assessing the impact on neighbours align with the 2022 BRE Guidance. The relevant tests for assessing impacts on daylight are the Vertical Sky Component (VSC) and the Daylight Distribution. The Daylight Distribution test has not been undertaken, as the specific room layouts of neighbouring properties is unknown. However, officers consider that, in this instance, the results of the VSC tests are sufficient to consider impacts on daylight. In terms of sunlight, consideration of the Annual Probable Sunlight Hours is the appropriate test. In addition, officers must also consider impacts on outlook, open aspects and privacy.

Wat Tyler House (WTH)

- 6.39 To the north of the site is WTH which contains numerous flats over seven storeys. The front and rear building lines of this part of the development would align with the front and rear walls of the main bulk of WTH. The four and five storey part of the development would be set away from the boundary with WTH. This layout ensures that the outlook from the front and rear windows of WTH would not be harmed. Furthermore, the neighbouring flats would not be materially impacted by overbearing affects or an increased sense of enclosure.
- 6.40 In regard to daylight, the majority of the windows tested at WTH pass the VSC and this suggests that there would not be undue loss of daylight to windows. There are a limited number of windows at WTH, which would not pass the VSC. However

the Daylight & Sunlight Report indicates that overhangs and projecting wings at WTH have affected the VSC results for these windows. The BRE guidance outlines that a larger relative reduction in VSC may be unavoidable, if the existing window has projecting wings on one or both sides of it. The Daylight & Sunlight Report notes that if these overhangs were not in place, then the subject windows would pass the VSC. Given this, and noting the otherwise high level of compliance with the VSC, it is considered that windows at WTH would not be unduly impacted by loss of daylight.

- 6.41 The Daylight & Sunlight Report has considered impacts on the windows at WTH, in terms of the quantity of sunlight received. This report concludes that the Annual Probable Sunlight and Winter Sunlight Tests would be passed. Therefore, material loss of sunlight would not impact the windows at WTH. The overshadowing of garden areas has also been assessed in the Daylight & Sunlight Report. The report outlines that garden spaces would meet the relevant BRE recommendations. As such, garden/communal spaces at WTH would not be unduly impacted by overshadowing.
- 6.42 The new windows of the proposed development have been sited, so to ensure that direct overlooking towards windows of WTH would not occur. Therefore, there would be no significant loss of privacy to the flats at WTH.

Tennyson House (TH)

- 6.43 TH is situated to the south of the site and this building contains several flats. The proposed development would not sit forward of the front building line of TH. Due to this, the front windows and areas of TH would not be materially impacted by loss of outlook or an increased sense of enclosure. TH does have bay windows present on its northern side elevation, however these do not appear to be primary openings that provide notable outlook. Therefore, impacts on these bay windows would not materially affect the living conditions of TH. The proposed development would be set-in slightly from the boundary with TH and would drop down to four storeys towards the rear. These design aspects would ensure that the rear outlook from TH would not be unduly harmed and that material overbearing impacts would not affect TH. The location of the rear garden area of TH to the south of the proposed development would ensure that undue overshadowing would not impact this space.
- 6.44 The majority of the windows at TH would pass the VSC test, indicating that there would not be undue loss of daylight to this neighbouring building. It is noted that two windows at TH would fail the VSC, however the Daylight & Sunlight Report notes that the daylight reaching one of the windows is impacted by an overhang. If this overhang were discounted, then the window would be very close to passing the VSC test. The second window is also very close to passing the VSC. Given the only minor degree of non-compliance with the VSC, it is considered, on balance, that undue loss of daylight would not impact the windows at TH. All of

the windows tested at TH would pass the Annual Probable Sunlight and Winter Sunlight Tests. Therefore, there would be no material loss of sunlight affecting the windows at TH.

- 6.45 None of the new windows installed in the proposed development would directly face windows of TH. Therefore, there would not be excessive overlooking or loss of privacy to the flats at TH. Some of the new southern facing windows would allow views over the rear garden of TH. However, these garden areas are already substantially overlooked, therefore, such views would not equate to a harmful invasion of privacy.

Campsfield House (CH)

- 6.46 To the east of the site is CH, which is a three storey building containing flats. The proposed development would be sufficiently set-away from CH, to ensure that this neighbouring building would not be unduly impacted by harm to outlook, an increased sense of enclosure or overbearing impacts. The Daylight & Sunlight Report concludes that none of the windows of CH would fail the relevant tests. As such, it is considered that this neighbouring building would not be materially impacted by loss of daylight or sunlight. The Daylight & Sunlight Report also notes that the garden area of CH would not be unduly affected by overshadowing.
- 6.47 The proposed development would incorporate numerous eastern facing windows and balconies. These would not directly face windows of CH, and as such excessive overlooking or an undue invasion of privacy would not impact this neighbouring building. The eastern facing windows and balconies would allow some views over the garden area of CH. However, these views would not materially reduce the privacy of these gardens. Any views would be beneficial in terms of providing additional surveillance over the area and would be no more intrusive than views possible from the existing windows of CH. Therefore, material levels of overlooking of the garden area would not occur.

1 & 2 Boyton Close and Fleming House (FH)

- 6.48 To the south of the site there is a pair of semi-detached properties (1 & 2 Boyton Close) and to the south-east is FH, which is a building that contains several flats. The separation of the proposed building from these neighbours and the dropping down of the proposal towards the rear would ensure that these neighbouring buildings would not be unduly impacted by a restriction of outlook, an increased sense of enclosure or overbearing affects. The position of these properties to the south of the site means that the garden areas would not be materially affected by overshadowing and undue loss of sunlight would not occur.
- 6.49 The Daylight & Sunlight Report concludes that the windows of 1 & 2 Boyton Close would pass the VSC test. Therefore, these properties would not be unduly

impacted by loss of daylight. The majority of the windows of FH would pass the VSC, however the Daylight & Sunlight Report notes that two windows would fail this test. Whilst this is noted, these two windows are impacted by overhangs. If the overhangs were not in place, these two windows would pass the VSC. Given this and noting the compliance of all other windows, it is considered that FH, on balance, would not be unduly impacted by loss of daylight.

- 6.50 The proposed development would incorporate several southern facing windows, which would face towards 1 & 2 Boyton Close. The relevant upper floor southern facing windows are proposed to be fitted with obscure glazing, so to mitigate material levels of overlooking. This would ensure that inappropriate overlooking towards 1 & 2 Boyton Close would not occur and the privacy of these properties would be protected. The fitting of obscured glazing is recommended to be secured by condition. FH would be a sufficient distance from the site, to ensure that it would not be materially or unduly overlooked by the development.

Other Nearby Properties

- 6.51 The other properties in the vicinity of the site, including those opposite (Bedale House) would be a notable distance from the proposed development. Therefore, the living conditions of these properties would not be materially impacted.

Amenity Conclusions

- 6.52 In summary, the appropriate scale, siting, orientation and design of the proposed development would ensure that the amenity, privacy and living conditions of neighbouring properties would not be materially harmed. Neighbouring properties would not be unduly impacted by loss of light, overshadowing, harm to outlook, a sense of enclosure, overbearing affects or overlooking. Therefore, the proposed development would be acceptable, in terms of impacts on neighbouring amenity, and would comply with the relevant policies.

Quality of Accommodation

Policy Context

- 6.53 London Plan Policy D6 requires housing development to be of high quality design, providing adequately sized rooms, with comfortable and functional layouts. All dwellings must provide at least the gross internal floor area (GIA) set out in Table 3.1 of the London Plan and acceptable floor to ceiling heights should be delivered. Housing development should maximise the provision of dual-aspect dwellings and normally avoid the provision of single aspect dwellings. Sufficient daylight and sunlight should be provided to new housing, whilst also avoiding overheating. Private outdoor space should be supplied, in accordance with the standards of the London Plan.

- 6.54 Proposals should achieve the highest standards of accessible and inclusive design, in line with London Plan Policy D5. Developments should be convenient and welcoming with no disabling barriers and should be able to be entered, used and exited safely, easily and with dignity by all. Schemes should be designed to incorporate safe and dignified emergency evacuation for all building users. Where lifts are installed at least one lift per core should be a suitably sized fire evacuation lift. London Plan Policy D7 outlines that residential developments must ensure that at least 10% of dwellings meet Building Regulations requirement M4(3) 'wheelchair user dwellings'. All other dwellings should meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings'.

Assessment

- 6.55 All of the proposed dwellings would have layouts which would be functional and useable. The layouts would meet or exceed the space standards of the London Plan. Therefore, the proposed dwellings would provide good quality accommodation. The ground floor units would have access to garden spaces, whereas the upper floor flats would be served by terraces/balconies. All of these private outdoor spaces would be of a size to meet the numerical requirements of the London Plan. As such, the future occupiers of the proposed dwellings would have appropriate access to outdoor space. The floor to ceiling height of all the units would comply and exceed the London Plan standards, again demonstrating that the dwellings would be of high-quality design.
- 6.56 The proposed dwellings would all be dual-aspect, in line with the London Plan requirements. The dual aspect form of the dwellings would provide satisfactory outlook for the future occupiers and create opportunities for natural ventilation.
- 6.57 A Daylight & Sunlight Report has been undertaken and this has utilised the BRE numerical tests to assess the levels of daylight and sunlight that would reach the proposed dwellings. The results of this report show that a number of the rooms provided would not be fully compliant with the BRE guidance (2022) for daylight and some of the units would not meet the exposure to sunlight test. Whilst these findings are acknowledged, such results are not uncommon in urban areas. Furthermore, the Daylight & Sunlight Report outlines that the provision of balconies above several of the windows has resulted in the lower daylight results. The report suggests that if the balconies were removed, then the levels of daylight available would be greatly improved. Officers do not deem it appropriate to omit the balconies, as the provision of outdoor space is considered a significant benefit to the scheme.
- 6.58 In assessing the overall quality of the proposed accommodation, officers consider, on balance, that the non-compliance of some of the habitable rooms with daylight/sunlight tests would be outweighed by the need to provide private outdoor space and to be in accordance with all other design/layout requirements and the wider social benefits of the scheme generally. As such, it is considered, in this

instance, that the scheme would provide suitably designed housing and deliver good living conditions for the future occupiers.

- 6.59 In regard to the inclusivity and accessibility, the Design & Access Statement confirms that all of the homes are designed to meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings', in accordance with the London Plan. One of the ground floor dwellings would comply with Building Regulations requirement M4(3) 'wheelchair user dwellings'. It is noted that this provision does not equate to 10% of the homes meeting the requirements for 'wheelchair user dwellings'. However, there are several sites across the Council's Housing Delivery Programme, which exceed the 10% figure for 'wheelchair user dwellings'. As such, in this instance, the provision of only one wheelchair user dwelling is considered acceptable.
- 6.60 The Design & Access Statement notes that level access is proposed to all entrances, terraces and balconies. In addition, a lift would be installed within the building, providing access to the upper floors. A wheelchair accessible parking bay would also be supplied to the front of the site, facilitating access to the building. It is considered that the development would be appropriately accessible, with no disabling barriers. Therefore, the accessibility and inclusivity of the development is considered to accord with the relevant policies.

Transport, Parking & Highway Safety

Policy Context

- 6.61 London Plan Policy T1 notes that proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycling or public transport. This policy outlines that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes. Any impacts on London's transport networks and supporting infrastructure should be mitigated. The cumulative impacts of development on public transport and the road network capacity, including walking and cycling, should be taken into account, in accordance with London Plan Policy T4. This policy also sets out that proposals should not increase road danger.
- 6.62 Local Plan Policy SP7 outlines that the Council will tackle climate change, improve local place shaping, enhance public realm, improve environmental quality and enhance transport quality by: minimising congestion, promoting public transport, promoting walking and cycling, promoting road safety and seeking to locate major trip generating development in locations with good access to public transport.
- 6.63 Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 of the London Plan. Cycle parking should be designed in accordance with the London Cycling Design Standards, whilst

being fit for purpose, secure and well-located, in line with London Plan Policy T5. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, in accordance with London Plan Policy T5. This policy notes that car-free development should be the starting point for all development proposals in places that are well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. The maximum parking standards of the London Plan should be applied to development proposals. Appropriate wheelchair accessible parking should be delivered, in compliance with the London Plan requirements.

- 6.64 DM DPD Policy DM32 notes that the Council will support proposals for new development with limited or no on-site parking where: (a) there are alternative and accessible means of transport available; (b) PTAL is at least 4 and (c) a controlled parking zone (CPZ) exists.

Assessment

Trip Generation

- 6.65 A Transport Statement (TS) has been provided in support of this application and this document estimates the number of trips generated by the completed development. In total, the TS suggests that 117 daily trips would be created by the development, with 59 of these trips being made by public transport, 15 trips by walking or cycling and 42 being undertaken via car travel. It is not considered that this level of trips would materially impact the capacity of public transport or the road network. This assessment is backed up by the Transportation Officer who notes that the absolute trip generation is low and will not create any tangible highway or public transport network/service impacts.

Car Parking

- 6.66 The proposed development would replace the existing car park, and therefore 24 car parking spaces would be lost. The scheme is intended to be car-free, with no off-street parking proposed to serve the dwellings, however one on-street wheelchair accessible parking space would be provided.
- 6.67 The scheme would displace cars parked in the existing car park onto local roads. Additional parking demands would also result from the proposed development. However, the parking demands arising from the development itself would be likely to be limited, as the scheme seeks to mainly provide 1-bedroom and 2-bedroom units, which generally display lower levels of car ownership, than family-sized homes. The TS predicts that 6 new cars would be associated with the proposed dwellings.
- 6.68 A Parking Stress Survey has been undertaken as part of the TS, with this assessing parking levels on-street and within parking court areas. On the busiest

night the survey recorded an overall parking stress of 87%, with 96 spaces available out of 714 spaces. The available spaces were concentrated within nearby roads, such as Boyton Road, Eastfield Road and Newland Road, with small amounts of parking available on other streets and within parking courts.

- 6.69 The TS highlights the availability of some on-street parking spaces, and therefore concludes that sufficient capacity exists on local roads to accommodate the displaced parking from the existing car park, as well as the modest level of new parking generated by the development. The Transportation Officer has reviewed the parking demands of the scheme and has not objected based on excessive parking stress being placed on local roads. This consultee acknowledges that the results of the Parking Stress Survey suggest that parking spaces would still be available in the locality, following the development. Given the comments of the Transportation Officer and the results of the Parking Stress Survey, it is considered that sufficient on-street parking spaces are available to accommodate the proposed development. As such, undue parking stress would not be placed on local roads and sufficient parking spaces would still be available to existing local residents.
- 6.70 The car ownership and associated parking demands of the development can be further limited by ensuring that sustainable transport initiatives, such as a car-club, travel plan and high-quality cycle parking are incorporated into the scheme. These initiatives are secured via condition and will promote sustainable transport, while in turn reducing the impacts on parking availability in local roads.
- 6.71 The poor PTAL of the site and the lack of a CPZ in the locality means that the scheme does not necessarily meet the specific requirements for car-free development, outlined at DM DPD Policy DM32. While this is noted, there is a drive at national, regional and local level to support more sustainable travel. The proposed development would support such aspirations. Furthermore, it has already been noted that the parking demands arising from the scheme can be accommodated on-street. This suggests that a proposal without any parking provision can be accepted.
- 6.72 The Transportation Officer also notes that the site is perhaps better located, in relation to public transport, than the PTAL indicates. Hornsey Railway Station is situated to the south-east and is just outside the PTAL walking distance criteria. It is considered that many future occupiers of the proposed dwellings would be comfortable with walking or cycling to this station. In addition, Hornsey High Street is to the south and provides access to shops/facilities, as well as bus services. This high street is within walking distance of the site, and therefore many of the future occupiers could access shops/facilities and bus services, via walking or cycling. The available options for sustainable transport and the off-site capacity to accommodate any parking demands means that, in this instance, a car-free development is considered acceptable.

- 6.73 The Transportation Officer notes that the development cannot be formally designated car-free or permit-free, as no CPZ exists on surrounding roads. The TS does suggest that a permit-free agreement could be provided to secure the development as car-free, if a CPZ is implemented in the future. This is acknowledged, however it is considered that there would be significant difficulties in requiring a permit-free development, post-completion of the scheme. Therefore, this requirement is not included as part of this recommendation. Notwithstanding this, the parking impacts of the development are considered acceptable, without the need to potentially restrict future permits.
- 6.74 The London Plan requires wheelchair accessible dwellings to be served by a wheelchair accessible parking bay. One wheelchair accessible dwelling would be delivered through this development. The existing vehicular crossover from Boyton Road into the car park is intended to be removed, with a new wheelchair accessible parking bay then delivered. This provision would meet the requirements of the London Plan.
- 6.75 Overall, in terms of car parking, it is considered that there is sufficient on-street parking capacity to accommodate the displaced and new parking demands of the development. The proposal would not place undue stress on the parking capacity of local roads. The options for sustainable travel and the availability of on-street parking means that the development can be appropriately integrated into this locality. Therefore, the proposed scheme would be acceptable, in terms of car parking.

Cycle Parking

- 6.76 Long stay cycle storage for 28 bicycles would be provided within the proposed building, within two separate bike stores. Short stay cycle parking for 2 bicycles would be supplied externally via Sheffield stands installed to the front of the new building. This level of cycle parking would accord with the numerical requirements of the London Plan. The Transportation Officer notes that detailed drawings are required showing the access routes to/from cycle parking, spacing, headroom and manoeuvring space. These drawings are required, in order to ensure that the cycle parking meets the London Cycling Design Standards. Therefore, a condition is recommended securing these details.

Access, Delivery & Servicing Arrangements

- 6.77 The existing car park is accessed via a dropped kerb from Boyton Road. It is proposed to remove this existing crossover and then reinstate the footway. There is no objection to these works, as they would improve the pedestrian environment on Boyton Road. The Transportation Officer advises that it is necessary to reinstate the footway.

- 6.78 Refuse collections are intended to be undertaken on-street. Neither the Transportation Officer, nor the Waste Management Team have objected to these arrangements. Therefore, officers are content with this. It is intended to supply a small dropped-kerb to the south-western corner of the site. This dropped kerb would provide refuse collection teams with access to the bin stores within the building. The Transportation Officer has not raised concern with this new dropped kerb, and as such this is considered acceptable.
- 6.79 The TS estimates 2 delivery and servicing visits per day for the 15 homes. The Transportation Officer notes that this does seem somewhat low, however the total number of daily visits to the site is not expected to be so significant to cause issues. Delivery or servicing vehicles would have to park on-street to then access the dwellings. The Parking Stress Surveys suggest that there is greater availability of parking spaces during the daytime. As such, it is considered that delivery vehicles would not confront issues with locating parking spaces on local roads.

Construction Phase

- 6.80 A Construction Logistics Plans (CLP) has been submitted in support of this application. The Transportation Officer has reviewed this and notes that it provides useful detail on how the development is intended to be built-out. However, the Transportation Officer considers this a draft document and advises that a fully detailed CLP should be secured via condition. This condition is included as part of this recommendation.

Sustainability, Energy & Climate Change

Policy Context

- 6.81 London Plan Policy SI2 and Local Plan Policy SP4 require major residential developments to be net zero carbon. This means reducing greenhouse gas emissions in operation and minimising energy demand, in accordance with the energy hierarchy (be lean, be clean, be green and be seen). A minimum on-site reduction of 35% beyond Building Regulations is required for major development. Local Plan Policy SP4 and DM DPD Policy DM22 require developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Major proposals within Heat Network Priority Areas should have a communal low-temperature heating system and development should prioritise connection to existing or planned Decentralised Energy Networks, in line with London Plan Policy SI3 and DM DPD Policy DM22.
- 6.82 Adverse impacts on the urban heat island should be minimised through design, layout, orientation, materials and the incorporation of green infrastructure, in line with London Plan Policy SI4. Major developments should demonstrate through an

energy strategy how they will reduce the potential for internal overheating, in accordance with London Plan Policy SI4 and DM DPD Policy DM21.

Assessment

- 6.83 An Energy Assessment has been submitted in support of this application and this outlines that a 76% reduction in carbon emissions would be achieved on site. This would be achieved through energy efficiency measures (be lean) and the incorporation of renewable technologies (be green), such as air source heat pumps and photovoltaic panels. An indicative layout of the photovoltaic panels is shown in figure 8. No 'be clean' measures are proposed, as the site is not within reasonable distance of a proposed Decentralised Energy Network. The Council's Carbon Management Team have reviewed the scheme and support the proposed carbon emissions reduction. The zero carbon target can be achieved through an offset contribution, secured through the relevant planning obligation. Conditions are attached requiring further details of the energy strategy and other information relating to the energy efficiency of the proposed development.



- 6.84 The applicant has provided an Overheating Analysis with this application, which includes a dynamic thermal modelling assessment. The results of the assessment note that all the rooms pass the overheating requirements and the Carbon Management Team are content with this. However, a condition is recommended requiring further details and securing appropriate overheating measures. Subject to several conditions and the planning obligation recommended by the Carbon Management Team, it is considered that the proposed development would be highly energy efficient and sustainable in design terms, in accordance with the relevant policies.

Landscaping, Trees & Biodiversity

- 6.85 London Plan Policy G5 notes that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design. The Mayor recommends a target urban greening factor score of 0.4 for developments that are predominantly residential. London Plan Policy G6 outlines that proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. Wherever possible existing trees of value should be retained, if a development necessitates removal of trees then there should be adequate replacement, in line with London Plan Policy G7. The planting of new trees should generally be included in new developments. Developments that are likely to be used by children and young people should increase opportunities for play and informal recreation, in accordance with London Plan Policy S4.
- 6.86 Local Plan Policy SP11 notes that development should promote high quality landscaping on and off site, including improvements to existing streets and public spaces. Development should protect and improve sites of biodiversity and nature conservation, in line with Local Plan Policy SP13. DM DPD Policy DM1 outlines that landscaping and planting should be integrated into the development as a whole. Opportunities for biodiversity enhancement should be maximised, in accordance with DM DPD Policy DM21.
- 6.87 The existing site incorporates limited soft landscaping, with the majority of the land consisting of hardstanding. It is proposed to deliver new shrub planting along the frontage of the site and hedging is also intended to be provided in the ground floor garden areas. Three new trees are proposed to be planted within the red line site boundary. The proposed building would incorporate green roofs, further contributing to the greening of the site. Further details of the green roofs are required via condition. The overall works within the site boundary would enhance the greenery of the existing land.
- 6.88 Beyond the site boundary further landscaping works are proposed across nearby areas of the estate. New hedging, shrubbery and trees are intended to be planted to the front of Wat Tyler House, in the communal garden area to the rear of Wat Tyler House and in the play area to the rear of Gillett House. The Arboricultural Impact Assessment notes that 3 trees are intended to be removed to the rear of Wat Tyler House. However, these trees are not considered to be high quality (Category C & U Trees). Furthermore, the overall scheme would deliver 18 new trees, meaning that there would be a net gain of 15 trees. As such, there are no concerns regarding the arboricultural impacts of the development and the Council's Arboricultural Officer has not objected to the scheme. Figure 9 outlines an indicative plan for the planting of new trees.
- 6.89 The soft landscaping and planting works beyond the site boundary would enhance the greenery of the area and improve the appearance of the public realm. Furthermore, an urban greening factor score of 1.73, would be achieved across the relevant parts of the estate, which exceeds the requirements of London Plan

Policy G5. As such, the landscaping proposals of the scheme are considered to be positive. A condition is recommended on any grant of planning permission securing the final details of the landscaping proposals.

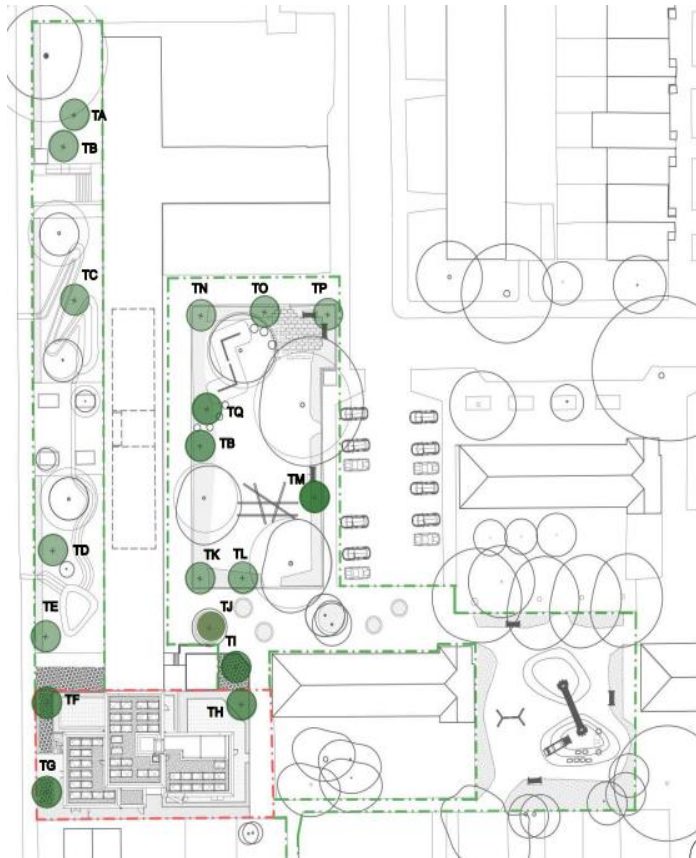
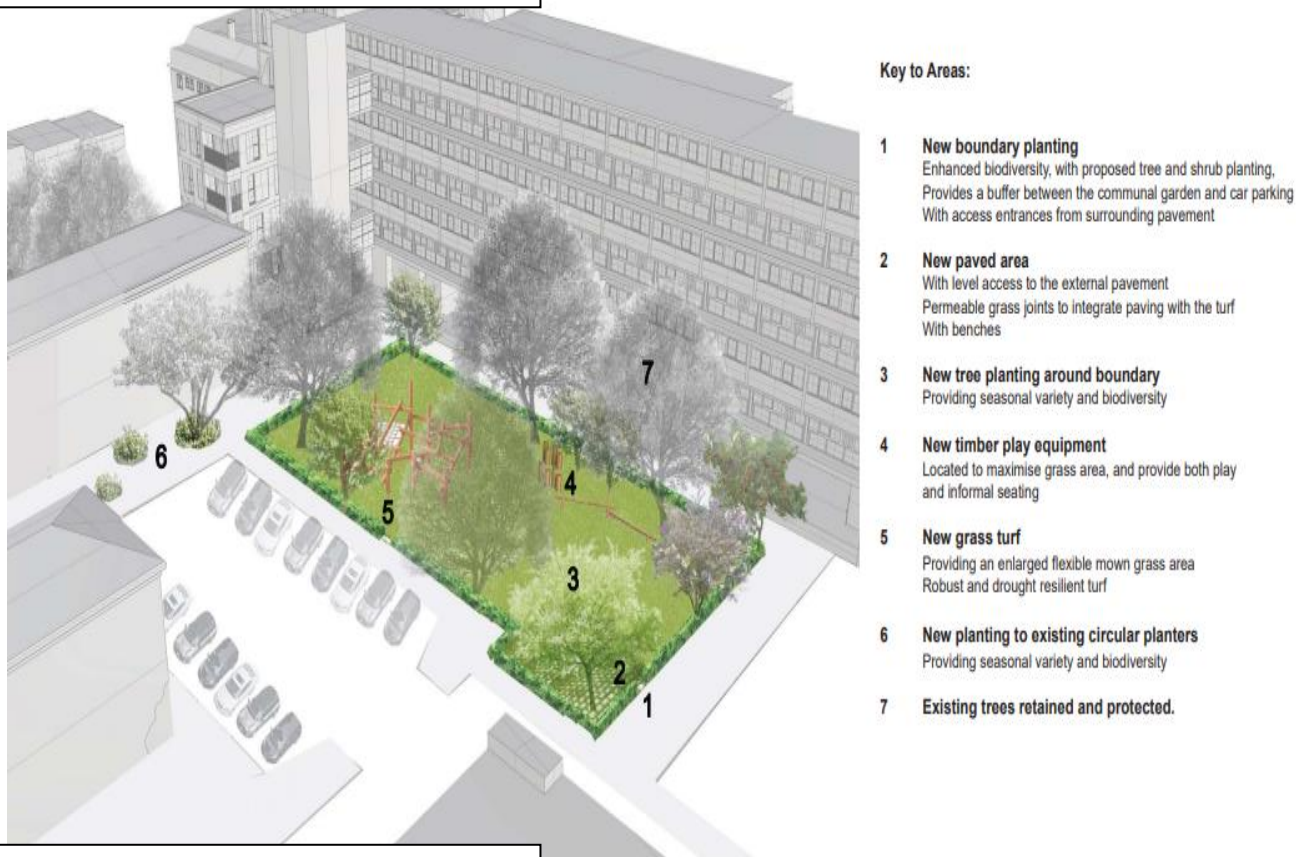


Figure 9: Indicative Plan for Tree Planting

- 6.90 A Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain Document have been submitted in support of this application. The PEA concludes that the existing site has low ecological value, providing habitat for nesting birds and negligible potential to support roosting bats. This document suggests various ecological enhancements, such as provision of bat boxes, bird boxes, hedgehog corridors, stag beetle loggery and invertebrate houses. These enhancements, together with the planting across the estate, would deliver a significant biodiversity net gain. The site is a sufficient distance from statutorily designated nature conservation sites to ensure that there would be negligible impact on such sites. Therefore, the proposed development is considered to be acceptable in ecological terms, delivering a net gain in biodiversity. A condition is recommended securing the ecological enhancements outlined in the PEA.
- 6.91 The scheme does not provide new play space to serve the development. However, there are existing play spaces on the estate to the rear of Wat Tyler House and to the rear of Gillett House. This scheme proposes to improve these existing play spaces by providing benches, lighting, replacement play equipment, planting and new surfaces. These enhancements would improve the useability of

the existing play spaces and increase opportunities for informal recreation, in line with the relevant policies. Figure 10 shows an indicative image for the works to the communal garden area to the rear of Wat Tyler House. It is noted that at this stage several of the works to play spaces are indicative, therefore a condition is recommended securing the full details of the improvements to these areas.

Figure 10: Indicative Proposals for Communal Garden Area to the Rear of Wat Tyler House



Key to Areas:

- 1 **New boundary planting**
Enhanced biodiversity, with proposed tree and shrub planting, Provides a buffer between the communal garden and car parking With access entrances from surrounding pavement
- 2 **New paved area**
With level access to the external pavement Permeable grass joints to integrate paving with the turf With benches
- 3 **New tree planting around boundary**
Providing seasonal variety and biodiversity
- 4 **New timber play equipment**
Located to maximise grass area, and provide both play and informal seating
- 5 **New grass turf**
Providing an enlarged flexible mown grass area Robust and drought resilient turf
- 6 **New planting to existing circular planters**
Providing seasonal variety and biodiversity
- 7 **Existing trees retained and protected.**

Figure 10: Indicative Proposals for Communal Garden Area to the Rear of Wat Tyler House

Crime Prevention

6.92 London Plan Policy D3 requires proposal to achieve safe, secure and inclusive environments. Local Plan Policy SP11 outlines that development should incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion and creating well-connected, high quality public realm. This policy and DM DPD Policy DM2 require the ‘Secured by Design’ principles to be applied to new developments.

- 6.93 The Metropolitan Police Designing Out Crime Officer (DOCO) has commented on this application and they note that the scheme has been discussed with them at pre-application stage. The Design & Access Statement (D&A) explains that these discussions have influenced the final design of the scheme.
- 6.94 A list of crime mitigation and security measures have been listed in the D&A. Within the site it is proposed to install external lighting, supply CCTV, provide controlled access to the building/passageways/gardens and incorporate defensible boundaries. The proposed development would also deliver increased passive surveillance, with additional views possible over the area to the front, the alleyway to the rear and the side passageways. The D&A outlines that pedestrian routes would be visually open, direct and well-lit. The side passage and rear alleyway are specifically identified in the D&A as well-lit routes. Beyond the site boundary it is intended to deliver additional CCTV, with one camera provided in the alleyway to the rear and a further camera installed to the northern end of Wat Tyler House.
- 6.95 These measures would assist in designing-out crime and have been incorporated into the scheme, taking into account the 'Secured By Design' principles. The DOCO has not objected to the scheme, however notes that further dialogue is required through the design/build process, in order to ensure that the development progresses with crime mitigation in mind. Conditions are recommended by the DOCO regarding the requirement for the development to achieve Secured by Design accreditation and certification. These conditions are included within this recommendation, so to ensure that the final development incorporates appropriate solutions to reduce crime. In addition, conditions are recommended requiring further details of the exact locations of CCTV cameras and external lighting. Subject to the recommended conditions, it is considered that the development would promote the delivery of a safe and secure environment, in line with the relevant policies.

Waste & Recycling

- 6.96 London Plan Policy D6 notes that housing should be designed with adequate and easily accessible storage space that supports the collection of dry recyclables, food waste and residual waste. Local Plan Policy SP6 and DM DPD Policy DM4 require integrated, well-designed recycling and waste facilities to be incorporated into new developments.
- 6.97 The submitted Planning Statement outlines that each of the proposed units will be provided with facilities that enable the separation of refuse and recycling. A communal refuse/recycling store would be provided at ground floor level within the building and the Council's Waste Management Team are content that this area is of suitable size to serve the development. The refuse/recycling store would be an appropriate distance from Boyton Road, so to enable satisfactory access for the refuse collection teams. In addition, the refuse/recycling store would be

suitably accessible for the residents within the building, as confirmed by the Council's Waste Management Team. The waste storage/collection arrangements are appropriate and comply with the relevant policies.

Fire Safety

- 6.98 London Plan Policy D12 requires all development proposals to achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a suitably qualified assessor. The statement should detail how the development will function in terms of: the building's construction, the means of escape, features that reduce risk to life, access for fire service and access for fire appliances. On 8 February 2023 the Mayor of London advised that this meant that residential buildings over 30m in height would be required to include a second staircase.
- 6.99 Planning gateway one requires a Fire Statement to be submitted for proposals, which involve one or more 'relevant buildings'. In addition, planning gateway one established the Health & Safety Executive (HSE) as a statutory consultee for proposals relating to 'relevant buildings'. The proposed building would be greater than 18 metres in height and would have 7 storeys. Therefore, in line with planning gateway one, the proposed building would constitute a 'relevant building' and a Fire Statement is required.
- 6.100 In line with London Plan Policy D12 and planning gateway one, a Fire Statement has been submitted in support of this application. The Fire Statement makes various recommendations concerning: the construction of the building, features required to reduce risk from fire, means of escape across all floors and access for the fire service/appliance. The London Fire Brigade and the Council's Building Control Team have reviewed the scheme and advised that it is acceptable in terms of fire safety.
- 6.101 The HSE has also reviewed the scheme and has commented on the means of escape from the proposed building. They have highlighted fire safety standards, which outline that ancillary accommodation should not be located in, or entered from, a protected lobby or protected corridor, forming the only common escape route on that storey. HSE consider that the cycle store (ancillary accommodation) would be connected to the single staircase and would be entered from a protected lobby (ground floor lobby). Therefore, HSE suggest that design changes are required to ensure that the cycle store does not connect to the single staircase and protected lobby.
- 6.102 The HSE comments are noted, however officers consider that the ground floor lobby is not the only common escape route on the ground floor. The ground floor flats each have an independent alternative exit from the building and the upper floor flats would not be required to enter the ground floor lobby to escape, as there

is a fire escape door at ground floor level adjacent to the stairs. Therefore, officers consider that the means of escape and the ground floor layout are acceptable, in relation to fire safety standards.

- 6.103 On 7 December 2022 the National Fire Chiefs Council (NFCC) published a position statement saying 'NFCC believe, believe, that 18 metres or has at least 7 storeys must become the threshold at which more than one staircase should be required in new residential buildings'. It is important to note that the NFCC is the 'professional voice of the UK Fire & Rescue Service', has a UK wide remit and is not just focused on London. The statement does not constitute government policy or formal planning policy and does not necessarily reflect the position of the London Fire Brigade.
- 6.104 On 23 December 2022 DLUHC published a consultation on fire safety matters, including single staircases, which proposes to change the existing regulatory context and approach. The consultation proposes that a second staircase may be required for new residential buildings more than 30 metres tall as part of Building Control 'Approved Document B' requirements. It is expected the government will come to a final position on this matter in the spring and then, if introduced, there would be a transitional period to allow for schemes to be completed before coming into effect. As noted above the GLA has already taken this position in the implementation of London Plan Policy D12.
- 6.105 The proposed scheme exceeds 18 metres and would be served by one staircase. It would not exceed the 30 metre height threshold noted above. Therefore, under the potential future changes to Building Control requirements the proposed building would not be required to incorporate two staircases. The LFB, the Council's Building Control Team and HSE, who's comments all follow the NFCC statement, have not objected to the staircase provision. Having regard to the DLUHC publication, the consultee comments and the GLA's position, it is considered that the provision of one staircase to serve the building is acceptable.
- 6.106 The LFB and the Council's Building Control Team have referred to the need to comply with various Building Regulation requirements, relevant to fire safety. An informative is recommended advising the applicant of this requirement. In addition, the LFB advises that signage should be provided throughout the building to assist the fire service. A further informative is recommended advising the applicant of the need for such signage. Subject to adherence with the recommendations of the submitted Fire Statement, it is considered that the development would be acceptable, in respect of fire safety.

Flooding & Drainage

- 6.107 London Plan Policy SI12, Local Plan Policy SP5 and DM DPD Policy DM24 note that proposals should ensure flood risk is minimised and mitigated. In regard to drainage, London Plan Policy SI13 and DM DPD Policy DM25 outline that proposals should aim to achieve greenfield run-off rates and ensure that surface

water run-off is managed as close to its source as possible. There should be a preference for green over grey features, in line with the drainage hierarchy of the London Plan.

- 6.108 The site is located within Flood Zone 1, and therefore is at low risk of flooding from fluvial sources. Developments of this nature within Flood Zone 1 are not required to be accompanied by a Flood Risk Assessment.
- 6.109 A SUDs Strategy has been submitted in support of this application and this outlines several sustainable drainage measures that are proposed to be incorporated into the scheme, including: the use of permeable paving, the addition of green features and the provision of a storage tank. The report suggests that the overall sustainable drainage scheme should enable run-off to be as close as reasonably practical to greenfield run-off rates, in line with the above policies. The Local Lead Flood Authority (LLFA) has reviewed the SUDs Strategy and they are generally content with the methodology. However, to ensure that a suitable drainage scheme is secured the LLFA recommend conditions requiring further details. These conditions are included as part of this recommendation. Subject to suitable details being secured via condition, the development would not be at undue risk to surface water flooding.

Water Efficiency

- 6.110 London Plan Policy SI5 requires proposals to minimise the use of mains water and achieve lower water consumption rates. This policy notes that smart metering, water saving and recycling measures should be incorporated to developments.
- 6.111 The submitted Sustainability Statement (SS) sets a water consumption target of less than 105 litres, per person, per day, in line with London Plan Policy SI5. Water consumption would be reduced through utilising water efficient components such as: low-flow showerheads/taps, dual flush toilets and low water consuming washing machines/dishwashers. Water metres would be provided for each dwelling and water recycling systems would be incorporated, where appropriate. Furthermore, external water butts would be installed for the purpose of rainwater harvesting. The proposed water efficiency measures would minimise the use of mains water and assist the development in meeting the water consumption targets. A condition is recommended on any grant of planning permission requiring the development to meet the water consumption targets. Subject to the imposition of a condition, it is considered that the development would use water efficiently, in compliance with the relevant policies.

Air Quality

- 6.112 London Plan Policy SI1 notes that developments should tackle poor air quality and must be at least air quality neutral. Air Quality Assessments should be

provided with major developments, in line with the above policy and DM DPD Policy DM23.

- 6.113 An Air Quality Assessment (AQA) has been provided in support of this application, in accordance with the relevant policies. This document notes that there is potential for air quality impacts, resulting from the construction phase, trip generation and exposure to existing air quality issues.
- 6.114 The AQA notes that, subject to best practice dust control measures being implemented, the construction phase would not have a significant impact on air quality. Dust control measures can be secured through the final Construction Logistics Plan, which is required by a recommended condition on any grant of planning permission. During the construction phase and once completed, the development is not anticipated to generate such a level of trips to/from the site to materially impact air quality. The AQA assessed existing air quality levels in the vicinity of the site and concludes that the future occupiers of the development would be unlikely to be exposed to pollutant concentrations that would exceed air quality objectives. Overall, the AQA notes that the proposals are air quality neutral, in accordance with London Plan Policy SI1. The Council's Pollution Officer has reviewed the scheme and has not raised concerns regarding air quality impacts. Therefore, the proposal would not result in any material adverse air quality impacts that would cause harm to nearby residents or future occupiers of the development.

Land Contamination

- 6.115 DM DPD Policy DM23 outlines that proposals will only be permitted where it is demonstrated that any risks associated with land contamination can be adequately addressed, in order to make the development safe.
- 6.116 A Phase I Environmental Report has been submitted in support of this application. This report notes several potential sources of contamination, including: the use of the site as a car park, demolition debris, an off-site electrical substation and natural occurring contaminants. In order to determine whether or not the site is contaminated, the report recommends further site investigation. The Council's Pollution Officer has reviewed the report and has no objection to its findings. However, the Pollution Officer recommends a condition requiring further site investigation and if necessary remediation. This condition forms part of this recommendation. Subject to this condition, the development would not be at undue risk of being affected by land contamination.

Conclusion

- 6.117 The proposed development would provide 100% council rent housing, which is much needed affordable housing on an under-utilised brownfield site, within an established residential area. The housing delivery would contribute towards the

Council's housing targets, address requirements for affordable housing and provide affordable units where there is a local need. Therefore, the principle of the scheme is considered acceptable.

- 6.118 The housing mix is considered appropriate, having regard to the constraints and size of the site. The housing sizes and types delivered would contribute to a mixed and inclusive neighbourhood.
- 6.119 The proposed scheme would be of a high standard of design, which would greatly improve the appearance of the existing site. The development would make the best use of the land and optimise the capacity of the site to deliver much needed homes. The size, scale, siting, massing, form and materials of the proposed building would appropriately relate to the constraints of the site and the wider character of the local built environment. The scheme would respect the character and appearance of the site, the street scene and the wider locality. The setting of nearby Conservation Areas would be preserved.
- 6.120 The proposed accommodation would be high quality, providing the future occupiers with excellent living conditions.
- 6.121 The proposal has been designed to avoid any material harm to neighbouring amenity, in terms of loss of light, overshadowing, enclosing impacts, outlook, overbearing affects and privacy.
- 6.122 The overall scheme would deliver improved landscaping on-site and across areas of the wider estate. Existing play spaces and communal gardens on the estate would be enhanced, with the new/improved landscaping and play equipment delivered.
- 6.123 A number of crime mitigation and security measures have been incorporated into the scheme. These will assist in ensuring that the development is a safe and secure environment.
- 6.124 The development promotes the use of sustainable transport. Displaced parking and any new parking demands can be accommodated within the local area. The car-free development would appropriately integrate into this locality.
- 6.125 The scheme has been designed to include a number of sustainability measures and to be energy efficient, delivering an 84% reduction in carbon emissions.
- 6.126 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. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £85,980.60 (1,332m² x £64.55) and the Haringey CIL charge will be £490,335.84 (1,332m² 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.

8 RECOMMENDATION

GRANT PERMISSION, subject to conditions in Appendix 1 and subject to sec. 106 Legal Agreement.