

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2021/1909

**Ward:** Hornsey

**Address:** Cross House 7 Cross Lane N8 7SA

**Proposal:** Demolition of existing building; redevelopment to provide business (Class E(g)(iii)(light industrial) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage.

**Applicant:** Dress Trimmings Investments

**Ownership:** Private

**Case Officer Contact:** Valerie Okeiyi

1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would redevelop brownfield site, with a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal forms part of Site Allocation SA47 'Cross Lane' as designated in the Local Plan Site Allocations DPD. The redevelopment of this portion of the site would complete the overall redevelopment of the site as a whole and fulfil the requirements for the site as set out in the Councils Site Allocations DPD.
- The development would have a positive impact on the character and appearance of the Conservation Area and would not cause harm to it or the the setting of the adjacent statutorily listed buildings.
- The development would provide 9 residential dwellings, contributing towards much needed housing stock in the borough.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The development would provide 815sqm of good quality flexible commercial floorspace space that would potentially generate approximately 18 jobs.
- The proposal provides good quality hard and soft landscaping

- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would provide an appropriate quantity of car and cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several measures including financial contributions to mitigate the residual impacts of the development.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the 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 06/03/2023 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.

### Summary Lists of Conditions, Informatives and Heads of Terms

#### **Conditions**

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping

6. Lighting
7. Site levels
8. Secure by design accreditation (residential)
9. Secure by design certification
10. Secure by design accreditation (commercial)
11. Land Contamination
12. Unexpected Contamination
13. NRMM
14. Demolition/Construction Environmental Management Plan
15. Public highway condition survey
16. Cycle parking
17. Delivery and Servicing Plan
18. Car Parking Design and Management Plan
19. Land Affected by Contamination
20. Verification report
21. Long Term Monitoring and Maintenance Plan for Groundwater
22. Unidentified Contamination
23. Borehole Management
24. Piling/Foundation works Risk Assessment with Respect to Groundwater Resources
25. Infiltration of Surface Water onto the Ground
26. Satellite antenna
27. Restriction to telecommunications apparatus
28. Piling Method Statement
29. Architect retention
30. Energy strategy
31. Be Seen
32. Overheating (Residential)
33. Overheating (Non-Residential)
34. Living roofs
35. Biodiversity
36. BREEAM Certificate
37. Method of monitoring adjacent properties for potential movement during the build
38. Construction Management plan
39. Wheelchair accessible dwellings
40. Restriction to use class
41. Basement Impact Assessment
42. Sound insulation

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act

- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design
- 10) Thames Water Groundwater Risk Management Permit

### **Section 106 Heads of Terms:**

1. Affordable housing payment where 10 or units are provided by future change of use
2. Section 278 Highway Agreement
  - The additional highway works necessary to accommodate the proposed Cross House development (including the proposed access to the basement car park, as well as relining and resigning works)
3. Sustainable Transport Initiatives
  - Monitoring of commercial travel plan contribution of £3,000
  - £4,000 towards amendment of the local Traffic Management Order (also covering the cost of amending any existing yellow line restrictions, see further details under S.278 highway works agreement)
  - Car Club - a credit of £50 per annum for a period of two years and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years
  - £6000 towards CPZ contributions to the extension of existing Controlled Parking Zones
4. Carbon Mitigation
  - Be Seen commitment to uploading energy data
  - Energy Plan and Sustainability Review
  - Estimated carbon offset contribution (and associated obligations) of £36,480 plus a 10% management fee
5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan
  - Provision of a named Employment Initiatives Co-Ordinator;
  - Notify the Council of any on-site vacancies;
  - 20% of the on-site workforce to be Haringey residents;
  - 5% of the on-site workforce to be Haringey resident trainees;
  - Provide apprenticeships at one per £3m development cost (max. 10% of

total staff);

- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

## 6. Monitoring Contribution

- 5% of total value of contributions (not including monitoring);
- £500 per non-financial contribution;
- Total monitoring contribution to not exceed £50,000

2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

2.6 In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing the provision of financial contributions towards off-site affordable housing in the event that the commercial unit(s) is converted in to a dwelling(s), the proposals would fail to secure affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the additional highway works necessary to accommodate the proposed Cross House development (including the proposed access to the basement car park, as well as relining and resigning works 2) A contribution towards CPZ contributions to the extension of existing Controlled Parking Zones 3) A contribution towards Monitoring of commercial travel plan 4) A contribution towards amendment of the local Traffic Management Order (also covering the cost of amending any existing yellow line restrictions, see further details under S.278 highway works agreement 5) Two years free car club membership and £50 driving credit and enhanced car club membership and £100 (one hundred pounds in credit) per year for the first 3 years would fail to adequately mitigate highways and transport impacts As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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## **3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS**

### **3.1 Proposed development**

- 3.1.1. This is a planning application for the demolition of the existing building and erection of a six storey building comprising 815 sqm of commercial floorspace (Use Class E(g)(iii) (light industrial) over ground, first and second floor levels that can be occupied by a single or multiple occupants. The proposed development would include 9 residential units located on third, fourth and fifth floor levels stacked as three units per floor and would comprise of 2 x one-bedroom flats, 5 x two-bedroom flats and 2 x three-bedroom flats.
- 3.1.2. The residential component of the scheme is car-free, and 6 commercial car parking spaces including one Blue Badge parking bay is proposed at the new basement level. Two bicycle stores are proposed at basement level, providing 17 residential and 12 commercial cycle parking spaces.
- 3.1.3. The development would include a delivery/loading bay at street level together with 4 short-stay cycle parking spaces (in the location of the existing area of hardstanding on the southern edge of the site). A refuse store for both residential and commercial waste will be located behind the designated delivery/loading bay.
- 3.1.4. Soft and hard landscaping at roof level, to the front forecourt of the site and rear terrace area are proposed comprising of an extensive green roof, new tree planting, planters and permeable paving.
- 3.1.4 The proposed building will be finished in brick, and the window frames and balcony balustrade will have an aluminium and metal finish. The building will also feature ceramic cladding at roof level, limestone cladding between commercial floors and to the entrance canopy. The entrance to the refuse storey would be in corrugated perforated metal panels.

### **3.2 Site and Surroundings**

- 3.2.1 The site forms part of the Cross Lane Industrial Estate and is currently occupied by a 2 storey brick building that fills the majority of the site and is currently occupied by Palm Recording studios. There is hardstanding to the south for vehicle parking, and an escape stair to the rear. Immediately south of the site is Pool Motors also known as 7 Cross Lane which recently received planning permission for a 5 and 6 storey mixed use development (HGY/2020/1724) and immediately north of the site is the new mixed use development at Smithfield Yard which ranges from 5 to 7 storeys in height. To the west of the site is Smithfield Square ranging from 4 to 8 storeys in height, and to the east and north is New River Village (Blake Building and Amazon building) ranging from 3 to 8 storeys



3.2.2 The site adjoins the Hornsey Water Works and Filter Beds Conservation Area to the south and east. The two buildings to the south of the site on Hornsey High Street, over 50 metres away are statutorily listed, as is the public house to the south-west of the site.

3.2.3 Access to the site is from Cross Lane, which leads to Hornsey High Street to the south. Pedestrians and cyclists can access New River Avenue to the north. The site has a PTAL level of 3, which is ranked as 'medium' access to public transport service.



Fig 1 – Aerial View

3.2.4 The site falls within Site Allocation SA47 'Cross Lane' of the Site Allocations DPD, which allocates the site for the redevelopment of the industrial estate for employment-led mixed use development with residential uses.

### 3.3 Relevant Planning and Enforcement history

3.3.1 There is no relevant planning history for this site, of relevance in the immediate area are:

3.3.2 HGY/2016/0086 – Smithfield Yard (former land to the east of Cross Lane) - Erection of a part seven-storey, part five-storey development (plus basement parking) to create 69 residential dwellings and 1,009sqm of flexible business (B1a) floorspace with associated access, landscaping, car parking and other infrastructure – Allowed under appeal - reference APP/Y5420/W/16/3165389

- 3.3.3 HGY/2020/1724 – Pool Motors (7 Cross Lane)- Demolition of existing buildings and erection of two buildings of six storey (Block B) and five storey (Block A) comprising flexible commercial floorspace (Use Class A1, A2, B1(a-c), B8, D1 and D2) at ground floor level of Block A and housing including associated hard and soft landscaping, refuse and recycling storage and car parking and cycle storage – Granted 29/06/2021

## 4. CONSULTATION RESPONSES

### 4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review panel on one occasion.
- 4.1.2 Following the Quality Review Panel meeting on 17 March 2021, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

*The Quality Review Panel welcomes the opportunity to consider the proposals for Cross House. The design team's passion for the area was evident within the comprehensive presentation and has clearly informed the evolution of the proposals. The panel will be pleased to see the final site within the site allocation at Cross Lane (SA47) completed.*

*The panel supports many of the key decisions taken within the design process so far and feels that the scale of the development is appropriate to the emerging context. The main area of concern is the front elevation, where the three-dimensional profile of the overall building envelope and location of commercial accommodation at second floor level is at odds with the established context and presents a dissonant architectural language from first floor upwards. If this configuration of uses and three dimensional profile is retained, further work on the architectural expression is required, to bring coherence and a more appropriate proportion and visual hierarchy to the elevation.*

*Scope for further improvement also remains within the scheme layout, especially in terms of the generosity and flexibility of circulation spaces, the residential accommodation and the main residential entrance. The landscaped area to the front of the scheme would also benefit from further consideration.*

*While noting that the applicant's preferred balance between quantum of commercial and residential accommodation is regrettable, the panel thinks that subject to resolution of the other issues highlighted below, it would offer its support for the project. Further details on the panel's views are provided below.*

## 4.2 Application Consultation

### 4.2.1 The following were consulted regarding the application:

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

#### **INTERNAL:**

##### Design Officer

Comments provided are in support of the development

##### Conservation Officer

Comments provided and raise no objections

##### Transportation

No objections raised, subject to conditions and relevant obligations

##### Waste Management

No objections

##### Building Control

No objection

##### Trees

No objection

##### Nature Conservation

No comments received

##### Surface and flood water

No objections

##### Carbon Management

No objections, subject to conditions and S106 legal clause

Lead Pollution

No objection, subject to conditions

Regeneration

No comments received

**EXTERNAL**

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Environment Agency

No comments received

Transport for London

No objection

London Fire Brigade

No objection

Historic England

No comments received

**5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

771 Neighbouring properties

Site notices were erected in the vicinity of the site

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

No of individual responses: 17

Objecting: 11  
Supporting: 0  
Others: 6

5.3 The following local groups/societies made representations:

- Hornsey Conservation Areas Advisory Committee

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

#### **Land Use and housing**

- Concerns the commercial unit will remain vacant
- Excessive commercial use proposed
- More housing developments are not needed in the area

#### **Impact on Heritage assets**

- An appraisal of the Conservation Area should be carried out before a decision is made
- Impact on the Conservation Area and setting of listed building

#### **Size, Scale and Design**

- Excessive height, bulk, massing and overdevelopment of site
- Overbearing and not in keeping in relation to neighbouring buildings
- The design is not in keeping with surrounding properties
- Excessive glazing on the frontage

#### **Impact on neighbours**

- Loss of privacy/overlooking/overshadowing
- Loss of daylight and sunlight
- Noise and disturbance and light pollution
- Concerns the commercial units will have balconies

#### **Parking, Transport and Highways**

- Cross Lane is too narrow
- No parking should be permitted
- Increased traffic generated
- Road safety concerns
- Increased deliveries and vehicle trips per day
- Impact on existing refuse collection vehicles
- Cross Lane should be a pedestrian route only

#### **Environment and Public Health**

- Lighting on Cross Lane should be improved
- More open space and greenery should be incorporated into the design
- Impact on trees
- Dust and debris during demolition phase

- The environment on Cross Lane requires significant improvements
- Security concerns
- Pressure on existing infrastructure
- Asbestos concerns during demolition

### **Sustainability**

- Concerns with the embodied carbon from the demolition phase
- Refurbishing the existing building should be considered

- 5.5 The following issues raised are not material planning considerations:
- Impact on property values (Officer Comment: This is not a material planning consideration)

## **6 MATERIAL PLANNING CONSIDERATIONS**

### *6.1 Statutory Framework*

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

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

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

### **6.2 Principle of the development**

#### *National Policy*

6.2.1 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan

process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

- 6.2.2 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly.

#### *Regional Policy - The London Plan*

- 6.2.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.4 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary
- 6.2.5 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.6 London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

#### *Local Policy - Haringey Local Plan*

- 6.2.7 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.8 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable

for growth, Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

6.2.9 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.

6.2.10 The Development Management Development Plan Document 2017 (DMDPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites. Policy DM49 states that the Council will protect existing social facilities unless a replacement facility is provided and supports the provision of new flexible community facilities in accessible locations.

6.2.11 The Site Allocations Development Plan Document 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance. The application site forms part of site allocation SA47 'Cross Lane' in the Site Allocations DPD 2017.

#### *Site Allocation*

6.2.12 The site forms part of Site allocation SA47 'Cross Lane' of the Site Allocations Development Plan Document 2017. Site Allocation S47 designates the site for redevelopment of the industrial estate for an employment-led mixed use development with residential. The site allocation is essentially divided into 3 portions correlating to land ownership. The application site forms the final phase of this site allocation to come forward for development. Pool Motors also known as 7 Cross Lane which forms the southern part of site allocation SA47 recently received planning permission and is currently under construction. Smithfield Yard (former land to the east of Cross Lane) to the north which also falls under this site allocation was the first phase that came forward (this planning permission was granted at appeal). Both neighbouring sites comprise residential and employment uses.

6.2.13 Site allocation SA47 of the Site Allocations DPD 2017 has the following Site Requirements and Development Guidelines:



### Site Requirements

- No buildings on this site need to be retained subject to appropriate re-provision of affordable employment space.
- Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area
- Demonstrate that the maximum quantum of employment floorspace has been provided subject to viability
- Development should preserve or enhance the appearance of the Hornsey Water Works & Filter Beds Conservation Area.
- Demonstrate that foul and surface water drainage capacity in the locality is sufficient to accommodate any proposed development.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- This site is subject to the requirements of Policy DM38

### Development Guidelines

- Development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot.
- Redevelopment should be In line with policy SP9
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity
- This site is in a groundwater Source Protection Zone and therefore any development should consider this
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity.
- Reference the Council's latest decentralised energy masterplan

6.2.14 The proposed development should be in general accordance with these adopted objectives unless material considerations dictate otherwise. These matters will be assessed in the relevant sections below.

### Masterplanning and Site Allocation

6.2.15 Policy DM55 of the DM DPD states that, where developments form only a part of allocated sites, a masterplan shall be prepared to demonstrate the delivery of the site allocation. In this instance the proposal completes the final part of a site allocation that has two permissions, one of which is complete and the other under construction as such the masterplanning requirements are satisfied.

### 5 Year Housing Land Supply

6.2.16 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

#### *Land Use Principles*

6.2.17 The proposed development would replace the existing recording studio with a mixed-use development.

#### *Proposed mixed use – Employment and Residential Uses Employment*

6.2.18 Site Allocation SA47 identifies the site for a mixed-use development comprising employment and residential uses. The site allocation identifies an indicative capacity of 1,386 square metres of employment floor space across the allocation as a whole.

6.2.19 The site also forms part of a designated Local Employment Area: Regeneration Area (RA), where Policy DM38 applies. Policy DM38 of the Development Management DPD states;

*The Council will support proposals for mixed-use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:*

a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;

b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:

i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;

ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and

iii. Environmental quality of the site.

c. Make provision for an element of affordable workspace where viable;

d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;

e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and

f. Be designed to enable connection to ultra-fast broadband.

6.2.20 The proposed development would provide 815 square metres of employment floor space which replaces the existing amount of employment floorspace in its entirety. The Site Allocations DPD requires a minimum development capacity of 1,386 square metres of employment floor space across the allocation as a whole. The recently built Smithfield Yard development provides 1,009 square metres of employment floor space and the adjacent site at Pool Motors currently under construction will provide 187 square metres of employment floorspace. The additional 815 square metres of employment floor space proposed would therefore equate to an overall figure of 2,006 square metres of employment floor space across the site allocation, in excess of the expectation of the site allocation. The applicant has confirmed that the existing tenant of the current building intends to use the newly created employment floorspace as a recording studio and the applicant has agreed to give them first refusal once the development is complete. Notwithstanding this, the applicant has provided marketing evidence to demonstrate there is currently a high demand for flexible commercial spaces to be used as offices, studios and light industrial purposes in the area. In addition to this, the employment floorspace will feature generous floor to ceiling heights, large floor to ceiling windows and external amenity areas that will enable the development to attract a high level of interest from potential occupiers. The employment floorspace will also be finished to a shell and core standard to maximise the flexibility for future occupiers.

6.2.21 The proposed commercial floorspace space is designed with a meeting space at the front of the building facing the street, providing an active frontage to the development, and prominence for any future commercial operators. A commercial unit is proposed to the rear of the ground floor that could be self-contained, with the first and second floor accommodating further commercial floorspace. The commercial space has been designed to have a simple layout in order to maximise the efficiency and usability of the space. Further to this, should more than one commercial operator be identified for the space, in its current form, the space is flexibly designed so it could be easily adapted / partitioned to allow for more than one commercial unit.

6.2.22 The proposed development would not result in a net loss of employment floorspace as the existing floorspace that would be replaced with an almost identical amount of floorspace supporting the same number of jobs (18) (depending on the end user) whilst allowing the site area to be utilised more intensively.

6.2.19 Whilst Policy DM38 requires affordable workspace where viable applicant has confirmed that this is not viable for the quantum of space needed to re-provide the existing floorspace and accommodate the existing use. The Smithfield Yard development which falls within the same site allocation and provided a greater quantity of housing provides affordable workspace.

6.2.20 The proposed development is therefore supported by the above policies.

#### *Residential Use*

6.2.21 The proposal would introduce an additional 9 self-contained residential units that would contribute to meeting the identified housing targets for the borough. This is clearly reinforced by Site Allocation SA47 which specifically states that a mixed-use development with residential is acceptable.

Policy DM13 of the Development Management DPD states that affordable housing will be sought on mixed-use schemes with the site capacity to accommodate more than ten dwellings, with regard to a range of factors including individual site circumstances and other planning benefits that may be achieved. The proposal for 9 homes would not exceed the threshold for the provision of affordable housing and a S106 obligation has been imposed to ensure that if the employment space was converted to residential in future a proportion of affordable housing would be provided.

#### *Land Uses – Conclusion*

6.2.22 The proposed development is considered acceptable in land use terms.

### **6.3 Housing Mix**

6.3.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.

6.3.2 The London Plan (2021) states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

6.3.3 Policy SP2 of the Local Plan and Policy DM11 of the Council's DM DPD adopts a similar approach.

6.3.4 Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

6.2.5 The overall mix of housing within the proposed development is as follows:

Accommodation mix			
Unit type	Total units	Mix	Hab rooms
1-bed 2- person flats	2	22.2%	4
2-bed 4- person flats	5	55.6%	15
3-bed 5- person flats	2	22.2%	8
Total	9	100%	27

6.2.6 The proposed dwelling mix set out above is considered acceptable given that the proposal is for 9 residential units in total.

6.2.7 The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

### **6.3 Heritage Impact**

6.3.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site itself. However, Hornsey Water Works and Filter Beds Conservation Area adjoins the site to the south and east. The two buildings to the south of the site on Hornsey High Street, which are over 50 metres away are statutorily listed, as is the public house to the south-west of the site.

#### *Policy Context*

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

historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.

- 6.3.3 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that should be sensitive to their impact.

#### *Legal Context*

- 6.3.4 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.3.5 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."
- 6.3.6 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case states that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.3.7 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the

character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.

- 6.3.8 The Authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in *Barnwell*, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.3.9 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

*Assessment of Impact on Heritage Assets and their Setting*

- 6.3.10 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'conserve and enhance' the conservation area and its setting and any scheme should ensure that the setting of the listed buildings is safeguarded.
- 6.3.11 The Councils Conservation Officer has assessed the proposed development and has raised no objections. The Conservation Officer notes that due to its relative distance from the sensitive street frontage of the Hornsey High Street Conservation Area and the down sloping topography of Cross Lane from the High Street towards the development site, but also due to its carefully thought-through proportions and height, the proposed development is screened in views of the Conservation Areas and most importantly, of the listed Hornsey High Street frontage and the heritage visual impact of the scheme has been tested through the submitted views that illustrate that the new development will not be visible in the background of the listed buildings and Conservation Area frontage along Hornsey High Road and while it will cause no harm to the significance of the listed building and conservation areas, this scheme will contribute to enhance

the quality of the Cross Lane area, and therefore setting of heritage assets, and it is therefore fully supported from the conservation perspective.'

- 6.1.12 The officer has concluded that the proposal would preserve the character and appearance of Hornsey Street and Hornsey Water Works and Filter Beds Conservation Areas and would respect the setting of nearby Listed Buildings and would harmoniously complement the architectural language and facade design of neighbouring and surrounding buildings

## **6.4 Design and Appearance**

### *National Policy*

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

### *Regional Policy – London Plan*

- 6.4.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).
- 6.4.4 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

### *Local Policy*

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



- 6.4.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.4.7 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

#### Assessment

##### *Quality Review Panel (QRP) Comments:*

- 6.4.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage once (on 17 March 2021). The panel on the whole supported the scheme.
- 6.4.9 The full Quality Review Panel (QRP) report of the review on 17 March 2021 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

*The Quality Review Panel welcomes the opportunity to consider the proposals for Cross House. The design team's passion for the area was evident within the comprehensive presentation and has clearly informed the evolution of the proposals. The panel will be pleased to see the final site within the site allocation at Cross Lane (SA47) completed.*

*The panel supports many of the key decisions taken within the design process so far and feels that the scale of the development is appropriate to the emerging context. The main area of concern is the front elevation, where the three-dimensional profile of the overall building envelope and location of commercial accommodation at second floor level is at odds with the established context and presents a dissonant architectural language from first floor upwards. If this configuration of uses and three dimensional profile is retained, further work on the architectural expression is required, to bring coherence and a more appropriate proportion and visual hierarchy to the elevation.*

*Scope for further improvement also remains within the scheme layout, especially in terms of the generosity and flexibility of circulation spaces, the residential accommodation and the main residential entrance. The*

*landscaped area to the front of the scheme would also benefit from further consideration.*

*While noting that the applicant's preferred balance between quantum of commercial and residential accommodation is regrettable, the panel thinks that subject to resolution of the other issues highlighted below, it would offer its support for the project. Further details on the panel's views are provided below.*

6.4.10 Detailed QRP comments together with the officer comments are set out below in Table 1.

6.4.11 Table 1

Panel Comment	Officer Response
<b>Massing and configuration</b>	
<p>In broad terms, the scale and overall height of the proposal is appropriate for the emerging context of Cross Lane. Cross Lane itself is a very special place, with entry underneath a characterful overhead sign. The panel feels it will be important to keep an intimate scale at pedestrian level, while opening up – and stepping back – the upper floors of development.</p> <p>It highlights that the most rational configuration of the massing would follow the local contextual patterns, that of two commercial storeys at ground and first storeys, with residential accommodation above, set back from the building line established at ground and first floor.</p> <p>The panel thinks that the applicant's preferred balance of accommodation types and configuration is regrettable; that of a commercial storey at ground floor, with two storeys of commercial set back from the ground level building line,</p>	<p>QRP support noted regarding the scale and overall height</p> <p>The projecting lower floor maintains the street frontage established by Smithfield Yard</p> <p>The upper floors are set back in order to widen Cross Lane as much as possible - the development on the opposite side sits on the pavement edge.</p> <p>QRP comment noted</p> <p>QRP comment noted however this configuration has been retained by the project team. Officers welcome the significant employment retention and opportunities on site which would contribute towards the working character of the existing lane.</p>

<p>and three storeys of residential accommodation above that. If this configuration is retained, then further design development work is required to ensure that the ground floor and parapet above are visually strengthened, and that the proportions, rhythms and fenestration of the commercial and residential elevations are well mediated.</p>	<p>To address the panels comments on the design development, the project team has made the following revisions.</p> <ul style="list-style-type: none"> <li>- The ground floor entrance has been moved so that the stairs and elevated section of pavement is omitted to provide a wider pavement.</li> <li>- The parapet above has been raised</li> <li>- The ground floor is finished in a striped glazed brickwork and a canopy extended along the length to tie the various elements together</li> <li>- The first and second floor window openings have been narrowed to match the width of the upper floors. This simplifies the elevation with a more subtle distinction between commercial and residential provided by taller windows and lack of balustrades</li> </ul>
<p><b>Place-making, public realm and landscape design</b></p> <p>The panel would encourage some further consideration of the landscape design of the frontage of the scheme. It would welcome an approach that prioritises and enhances the pedestrian experience along Cross Lane and at the entrance to the building, while avoiding ‘clutter’ within the streetscape.</p> <p>At the rear of the scheme, it will be important to maintain visual connection across the three landscapes of the adjacent developments.</p>	<p>To address this, the project team proposes a strategy to the front of the building with permeable pavers, stainless steel bicycle racks for visitors and planted Field Maple trees.</p> <p>To address this, the project team proposes a terrace over the car park with planters and a visual link with the central courtyard spaces of Smithfield Yard and the recent planning permission at 7 Cross Lane.</p>

## Architectural expression

As noted above, the proposed balance between commercial and residential accommodation is regrettable and presents great challenges in developing a coherent visual language for the scheme. If the proposals proceed on this basis, it will be extremely important for Cross House to be well-proportioned in visual terms.

The plinth (the lower storey that steps forward) needs to become a stronger visual element within the elevation. Making the plinth two storeys high would work well, but if the current configuration of a single storey plinth is retained, then the parapet of the plinth should be raised, creating a solid enclosure rather than a railing. The incorporation of texture and richness within the materiality of the plinth and parapet would bring some exuberance to the architectural expression at the level of the street. The panel notes that coloured glazed bricks are proposed at the ground floor of the Pool Motors site adjacent on Cross Lane.

The approach to architectural expression within the floors above the plinth should be 'calmer' than that of the plinth itself and should have much more visual coherence than currently proposed. The shift from large areas of glazing on the first and second floors to the rhythms of the residential fenestration on the floors above is visually uncomfortable.

Inclusion of a large area of plate glass windows would be inappropriate to the scheme's location, adjacent to a conservation area. In this regard, the architectural expression should try to

The proportions of the development is supported by the councils Design Officer and Conservation Officer

QRP comment noted however the configuration of a single storey plinth is retained by the project team

The parapet of the plinth above has been raised and will create a solid enclosure. The plinth will be faced in glazed brick stripes that would bring some exuberance to the architectural expression at the level of the street

The architectural expression within the floors above the plinth is calmer, finished in London Stock brickwork. The project team has narrowed the first and second floor window to match in width to the upper floors. This simplifies the elevation with a more subtle distinction between commercial and residential

The scheme has been elegantly and appropriately designed to ensure it is compatible to its context

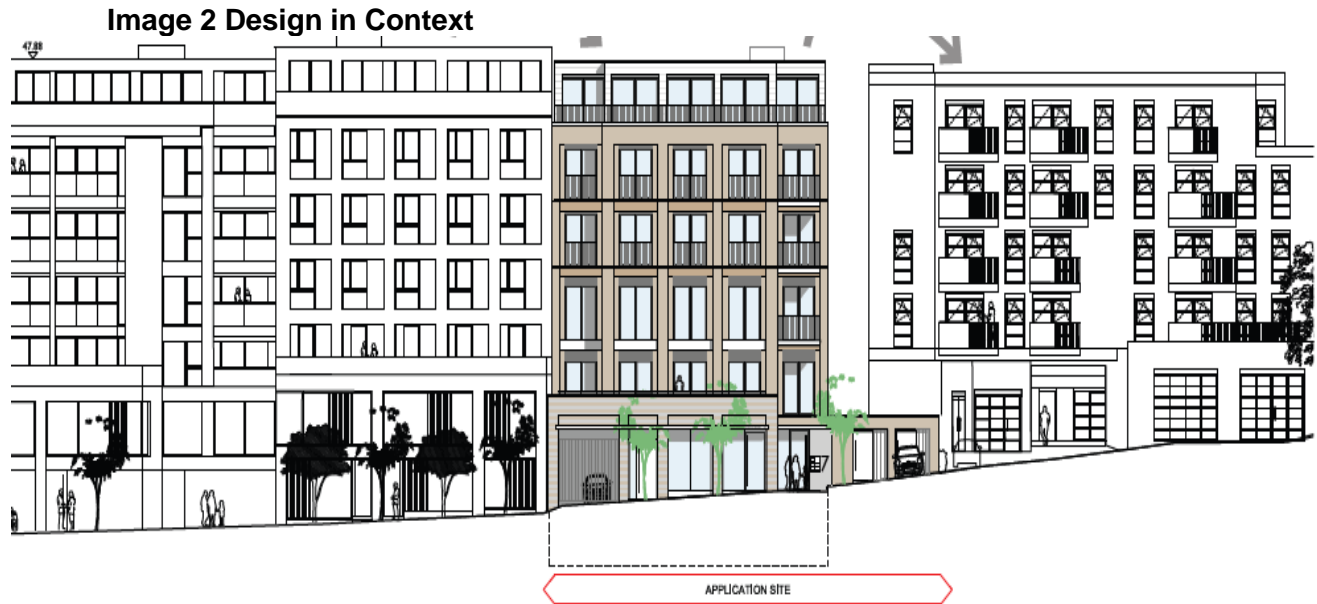
<p>build on the language of the conservation area, while avoiding pastiche</p> <p>Further design work is required to ensure a coherent approach to the fenestration of both the residential and commercial accommodation, with consideration given to the width and modulation of the glazing across all of the upper floors.</p> <p>The panel questions whether overheating may be a problem with the west-facing glazing on the top-floor.</p> <p>Inclusion of a 600mm deep alcove at the ground floor entrance could remove the necessity for a canopy and could help reduce the level of perceived 'clutter' within the streetscape of Cross Lane.</p> <p>The quality of materials and construction, for example the bricks used, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions</p> <p>While there may be an argument for the inclusion of red-toned brickwork within this part of Haringey, the panel notes that a high quality rich-textured London stock brick could also work well.</p>	<p>To address this the project team narrowed the first and second floor window to match in width to the upper floors. This simplifies the elevation with a more subtle distinction between commercial and residential</p> <p>The Project team has provided further details of the mitigation measures to address the overheating concern in the Energy and Overheating Assessment.</p> <p>Officers note the comments but are satisfied, given the design and conservation comments that this aspect of the scheme is acceptable.</p> <p>A condition is imposed securing the details of the materials included brick samples.</p> <p>QRP comment noted</p> <p>QRP comment noted. The project team have decided on London stock brick</p>
<p><b>Scheme layout</b></p> <p>The circulation areas are quite constrained, and the panel would like to see greater generosity and flexibility. It questions whether consideration has been given to wheelchair refuges within the hallways. In addition, it notes that service risers within stairs can be very</p>	<p>To address this, the project team during consultation with their fire consultant has amended the ground floor internal layout to include a secondary escape and lobbies to basement stairs. Smoke vents have been added to the upper residential floors and wheelchair refuges are shown</p>

<p>challenging to implement successfully.</p> <p>The residential layouts are very compact, and the panel would encourage the design team to 'future-proof' the accommodation where possible, which might include consideration of how working from home might be accommodated</p> <p>The inclusion of a lightwell to enable cross-ventilation within the residential units is supported.</p> <p>The panel would encourage greater generosity in the design of the residential entrance, which could be achieved by reducing the size of the meeting room adjacent.</p> <p>It also questions whether the configuration of the basement is workable, especially in terms of access to the parking spaces.</p>	<p>on the first and second floor commercial layouts. The project team has pointed out that the residential corridors will essentially act as refuges for the residential floors.</p> <p>The residential layouts provide useable good quality living spaces</p> <p>QRP support noted</p> <p>The design of each entrance is such that there is a clear and recognisable character to the entrances in terms of both scale and detail so that they are easily identified as residential and commercial.</p> <p>The transportation team are satisfied the vehicular access to and from the site off Cross Lane, demonstrate satisfactory vehicular visibility splays. A condition will be imposed that requires details of a car parking design and management plan</p>
<p><b>Design for inclusion, sustainability and healthy neighbourhoods</b></p> <p>It is regrettable that there is a lot of parking retained within the development for the commercial unit; a reduction in parking would potentially allow for more generosity within the configuration of the scheme.</p> <p>The panel highlights that more detailed work on the scheme's energy strategy</p>	<p>The project team has confirmed that the parking for the commercial unit will adequately support the business of the existing tenant which currently operates as a recording studio.</p> <p>The Project team has provided further details of the energy strategy.</p>

is required.

As there are poor daylight levels at ground and first floor, it may be prudent for officers to seek the inclusion of a planning condition to avoid conversion to residential accommodation at a later date.

QRP comment noted



### *Form, Bulk & Height*

6.4.12 The scale and form of the proposed building successfully responds to the existing neighbouring developments. The Council's design officer has been consulted on the proposal and notes that the footprint picks up on the block at Smithfield Yard to the north that it will directly abut, continuing the block's front and rear building lines and plan depth, including ground floor front projection, before stepping back to align with the front and rear building lines and plan depth of the Pool Motors development to the south which is currently under construction. The height of six storeys which includes the recessed top floor matches its neighbours, albeit the building slightly steps down from the Smithfield Yard site to follow the sites sloping topography.

6.4.13 The proposed scheme comprises of a single building whereas the two neighbouring sites on either side (which includes the Pool Motors site currently under construction) are designed with a second parallel block with a large communal landscaped courtyard providing private communal amenity space to all residents of each respective. Similar to its neighbours on either side the

proposed scheme would have a commercial frontage on the lower floors with residential above providing an active frontage to ensure the street remains a vibrant working street, this scheme however differs in that there is a greater proportion of commercial floorspace, occupying three floors.

- 6.4.14 The Council's design officer notes that the proposed height and form of the building has had extensive testing in numerous views to show it will not be visible from sensitive locations within neighbouring conservation areas.

*Elevational Treatment; Fenestration Materials and Detail*

- 6.4.15 The architectural style of the proposed building has been carefully considered and would present an attractive and contemporary finish. The new building will be constructed using high-quality brick and stonework/ceramic cladding and contrasting detailing. The projecting base at ground level with its tall parapet to the first floor roof terrace is finished in a stock brick with glazed white stripes to reflect the light finish and glazed brick of the adjoining sites to the north and south and the set back top floor in ceramic cladding responds to the top floor of the northern site. The design officer notes that the detailed design, composition, fenestration, proportions and materials proposed are appropriate, attractive and durable, with a brick based, regular, gridded composition of generously sized, vertically proportioned windows. The balconies are set in recesses and the vertical metal fins of the balustrades maximise privacy and hide clutter.

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

**Image 3 Design detail**





### *Approach, Accessibility, Legibility & Landscaping*

6.4.17 The proposed scheme has been designed carefully to respond to the site's sloping typology. Careful consideration is given to the design and integration of the vehicular access ramp to avoid compromising the elevation of the building and the nature and quality of the pedestrian approach.

6.4.18 The design of each entrance is such that there is a clear and distinct character to the entrances in terms of both scale and detail to ensure they are easily identified as residential and commercial. The projecting commercial frontage comprises a prominent shopfront window and main entrance door whilst the residential entrance is less prominent but clear and inviting, whilst the neighbouring refuse stores are rationally located and appropriately functional and subservient.

6.4.19 Internally the two access cores are located centrally to maximise daylight to the floors above. Lift and stairs will provide access to the upper floors of the commercial and residential flats above. The proposed commercial floorspace is designed and laid out, in fairly large, clear floorplates.

6.4.20 The two bin stores are integrated into the frontage to provide street level access for convenient waste collection from the kerbside. The set back from the kerb edge of the frontage allows for 3 trees to be planted and space for visitor cycle parking. At the rear a terrace over the car park with planters provides a green outdoor space for occupiers of the commercial unit and a visual link with the central courtyard spaces of the Smithfield Yard and the Pool Motors site currently under construction.

### *Design Summary*

6.4.21 The proposed scheme which forms the final phase of the site allocation completes the transformation of the neighbourhood maintaining the commercial character of the street providing good quality commercial floorspace. The architectural form, composition and materials would be of high quality and appropriate to the location and context.

6.4.22 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above.

## **6.5 Residential Quality**

### *General Layout*

6.5.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

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

### *Indoor and outdoor space/accommodation standards*

6.5.3 All proposed dwellings exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a projecting balcony that meets the requirements of the Mayor's Housing SPG Standard 26. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space.

The units are acceptable in this regard. None of the balconies would be north facing. The flats which are single aspect are either east or west facing single aspect, or dual aspect.

#### *Accessible Housing*

- 6.5.4 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.5.5 All dwellings achieve compliance with Building Regulations M4 (2). Whilst the proposed scheme does not provide wheelchair accessible homes on site M4(3), across this site allocation the adjoining sites at Smithfield Yard and the extant planning approval at Pool Motors, 7 Cross Lane provide wheelchair homes in excess of 10% so this is considered acceptable in this instance. The proposed block provides step free access throughout and incorporate a passenger lift suitable for a wheelchair user. One accessible commercial car parking spaces is provided at lower ground level. All routes around the site will provide level access.

#### *Child Play Space provision*

- 6.5.6 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.5.7 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires 23.1 square metres of play space based on the latest GLA child playspace calculator. Due to the site constraints play space on site is not provided, In this instance the site is in close proximity to the large play area within New River Village (just over 100m walkway zone from the site) The child yield for this development will be very low and as well as the New River Village play area, there are large play areas for older children within Priory Park, Alexandra Park and Fairland Park (within 800m walkway zone from the site). These play areas are located within the distance requirements of the Mayor's PIR SPG, given the respective ages of the children expected to use them.

#### *Outlook and Privacy*

- 6.5.8 The outlook for the rear facing flats will be onto high quality landscaping within the central courtyard of the Smithfield Yard and the extant planning approval at Pool Motors, 7 Cross Lane, whilst the ground floor commercial unit provides passive surveillance and animation to the street frontage.
- 6.5.9 In terms of privacy, the building has been designed on an east-west axis due to the constraints of the site and therefore there would be no overlooking/loss of privacy issues within the proposed development.
- 6.5.10 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units.

*Daylight/sunlight/overshadowing – Future Occupiers*

- 6.5.11 In respect of the proposed residential units, these have large windows, good floor to ceiling heights and logical layouts (no deep rooms) with living/sleeping spaces directly adjacent to large windows. In addition, the majority of the units will also benefit from either dual aspect or an east or west facing single aspect and are located on the third floor level and above.
- 6.5.12 Overall it is considered the units would benefit from adequate levels of daylight and sunlight.

*Other Amenity Considerations – Future Occupiers*

- 6.5.13 Air quality levels at this site are acceptable, which makes the site suitable for residential accommodation (This is covered in more detail under paragraph 6.12 of the report).
- 6.5.14 With regards to noise, the application is accompanied by a noise assessment, which concludes that the noise environment is fairly quiet and dominated by distant road traffic noise. Furthermore, the applicant has confirmed that if the existing tenants of the recording studio occupy the commercial floorspace once the development is complete, the studio will be fully sound proofed.
- 6.5.15 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on existing or future occupiers of the development.
- 6.5.16 The communal waste store for the residential units and commercial unit is located in a dedicated area outside the main building. All refuse/recycling storage facilities are conveniently located near the main entrance of the new buildings. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

## *Security*

6.5.17 The applicant has worked with the Metropolitan Police Secured by Design (SBD) Officer to address any potential issues raised earlier in the process. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.

## **6.6 Impact on Neighbouring Amenity**

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

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

### *Daylight and sunlight Impact*

6.6.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties of Block B of Smithfield Yard that site to the east, Block A and B of the extant planning approval at Pool Motors, 7 Cross Lane to the south and the Smithfield Square development to the west.

6.6.4 The assessment finds that overall the impact of the development on existing neighbouring residential properties is acceptable for both daylight and sunlight. In terms of daylight, 249 of the 272 assessed windows (92%) will fully satisfy this BRE recommendation and in terms of sunlight 107 of the 113 assessed windows (95%) will fully satisfy this BRE recommendation. Nevertheless, some neighbouring existing windows to habitable rooms would lose some daylight and sunlight. In most cases there are only minor infringements that relate to windows that already have reduced daylighting or windows to rooms with more than 1 window.

### *Privacy/Overlooking and outlook*

- 6.6.5 In terms of privacy, the building has been designed on an east-west axis, with its mostly blank flank elevations corresponding with the neighbouring blank flank elevation of the Smithfield Yard development to the north and extant planning approval at Pool Motors to the south.
- 6.6.6 The separation distances between the proposed building and other existing or consented blocks are in the region of 18 – 20 metres which in an urban context is acceptable.
- 6.6.7 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity.
- 6.6.8 Therefore, it is considered that residents of nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

#### *Other Amenity Considerations*

- 6.6.9 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.10 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.
- 6.6.11 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.6.12 Construction impacts are largely controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the proposed development can be controlled by the imposition of relevant conditions.
- 6.6.13 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current use of the site as a recording studio and the current urbanised nature of the surroundings a condition will be imposed ensuring a noise management strategy is provided.
- 6.6.14 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

## **6.7 Parking and Highways**

- 6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport

quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.

- 6.7.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.7.3 The site has a PTAL value of 3, which is considered 'medium' access to public transport services. 3 different bus services are accessible within 3 to 8 minutes' walk of the site, and Hornsey National Rail station is a 7-minute walk away whilst the site has a moderate PTAL value of 3 it is a short walking distance from an area of value 5 (very good accessibility to public transport services). The site is not within any of the Borough's Controlled Parking Zones, but is close to the northern boundary of the Hornsey South Controlled Parking Zone, which has operating hours of 1100 – 1300.
- 6.7.5 The Transport officer has been consulted and notes that in terms of trip generation, the net change as a result of the proposed development is likely to be less than daily variation and therefore imperceptible to other highway users.

#### *Access and Parking*

- 6.7.6 In terms of access arrangements Cross Lane is narrow and does not include footways to both sides of it along its whole length. It is also already part of a number of key cycle and pedestrian links given the connection it enables to a number of development sites and routes. The Transport Planning Officers notes that in respect of pedestrian and vehicular access to and from the site off Cross Lane, satisfactory vehicular and pedestrian visibility splays have been demonstrated. The applicant will need to enter into the appropriate Highways Act Agreement to facilitate access to and from the development and the associated highway alterations. This can be secured by legal agreement should consent be granted.
- 6.7.7 The proposal would provide basement parking for 6 cars in total (including one blue badge space) for the commercial component as the site has an informal parking area that has the capacity for 4 cars. The Transport Planning Officers consider the parking spaces proposed are more than sufficient to meet the needs of the proposed commercial users.
- 6.7.8 The Transport officer notes that the residential component of the development is appropriate as car free, taking into account there will be cycle parking to meet

London Plan standards provided for residents and visitors, and there are shops, services and public transport facilities within close proximity to the site, it is not expected any adverse parking impacts will arise. A legal agreement is required to secure a car club scheme.

#### *Car Free*

- 6.7.9 A 'car-free' development is proposed and permits would not be allocated to the new properties for on street parking. Due to the site's public transport accessibility level (PTAL) (3 - medium' access to public transport services) and given it is a short walking distance from an area of value 5 (very good accessibility to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

#### *Cycle parking*

- 6.7.11 Long stay cycle parking is proposed in an internal cycle store at basement level for the residential and commercial components. Short stay visitor spaces are proposed at ground level on the forecourt.
- 6.7.12 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards
- 6.7.13 As such, the cycle parking is acceptable subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

#### *Deliveries and Servicing*

- 6.7.14 Delivery and servicing activity will take place within the site, off the highway in a dedicated loading bay for daily deliveries and making use of a new turning head sufficient for all vehicles up to and including a rigid four-axle large refuse vehicle. Further information is required in respect of delivery and servicing movement. This can be secured by the imposition of a condition.
- 6.7.15 In terms of refuse and recycling collection for the residential and commercial component, two bin stores are integrated into the frontage to provide street level access for convenient waste collection from the kerbside. The applicants have confirmed that the carry distances will be less than 10m. The future residential occupants will have access to fob keys and these will be supplied to the Councils waste collection services. Commercial waste collection companies can provide up to twice daily collections 7 days per week. The proposed arrangements are considered to be satisfactory and this has been confirmed by the Waste Collection team.

#### *Construction Logistics and Management*



6.7.16 No specific details of construction logistics have been submitted at application stage. However, it is appropriate for this to be provided at a later stage and as such this matter can be secured by the imposition of a condition on any grant of planning permission.

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

## **6.8 Basement Development**

6.8.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.

6.8.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.

6.8.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the basement works would be acceptable, as required by Policy DM18 of the Council's DM DPD 2017. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

6.8.4 The proposal seeks to create a basement level to facilitate 6 parking spaces for the commercial component, cycle parking spaces for both the residential and commercial component and a plant room. The applicant has submitted a detailed Basement Impact Assessment which has been reviewed by the Councils Building Control meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.

6.8.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls) a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.

6.8.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall

agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

## **6.9 Sustainability, Energy and Climate Change**

- 6.9.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.9.2 London Plan Policy SI2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.9.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.9.4 The development guidelines within Site Allocation SA47 'Cross Lane' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area. The site is not part of current plans for the Council's District Energy Network so will not be required to futureproof a connection.
- 6.9.5 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

### *Carbon Reduction*

- 6.9.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2.
- 6.9.7 The development achieves a site-wide reduction of 45.5% carbon dioxide emissions on site, with higher fabric efficiencies and a small solar PV array. LBH Carbon Management raises no objections to the proposal as it meets London Plan Policy SI2 and Local Plan Policy SP4.

- 6.9.8 The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 46% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 10.7 tonnes of CO<sub>2</sub> from a baseline of 23.5 year a 45.5% reduction.
- 6.9.9 The applicant has proposed a saving of 10.7tCO<sub>2</sub> in carbon emissions (13% (residential) and 20% Non-residential through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes far beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.9.10 The applicant has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 5.9 tCO<sub>2</sub> (25%) reduction of emissions are proposed under Be Green measures
- 6.9.11 . The ASHP would be located on part of the roof.
- 6.9.12 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon , in line with Policy SP4 (1). The estimated carbon offset contribution (£36,480 inclusive of 10% monitoring fee) will be subject to the detailed design stage. This figure of would be secured by legal agreement.
- 6.9.13 A number of areas have been identified to reduce the embodied carbon of the buildings: using low-carbon materials, sourced as local as possible.

#### *Overheating*

- 6.9.14 The applicant has undertaken a dynamic thermal modelling assessment for all habitable spaces and corridors in the development. This has been undertaken in line with CIBSE TM59 with TM49 weather files.
- 6.9.15 The development would not overheat based on the London Heathrow weather files, this is based on a series of mitigating measures being built into the development including natural ventilation for the residential dwellings, with side-hung openable windows (areas of varying openable areas, Mechanical ventilation with an element of natural ventilation for the office, retail and non-domestic corridors, Glazing g-value of 0.45, Internal blinds in bedrooms, kitchen and lounge No active cooling is required. However the overheating modelling with the Central London weather file will need to be provided which will more accurately represent the urban heat island effect and future overheating scenarios will need to be considered however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

## *Summary*

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

### **6.10 Urban Greening, Trees and Ecology**

6.10.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

6.10.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

6.10.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.10.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.

#### *Urban Greening Factor*

6.10.5 The proposed development would provide high quality permeable pavers and planted field Maple trees to the frontage and the terrace to the rear will comprise of planters which sit over the car park at basement level. In addition, extensive green roofs above the bin store and at roof level are proposed. Details of landscaping can be secured by the imposition of a condition to secure a high-quality scheme with effective long-term management.

6.10.6 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. A draft urban greening factor calculator has been provided that

indicates a UGF score of 0.24 could be achieved through the provision of green roofs, trees, permeable paving and planters. Limited detail has been provided at this stage to determine the landscaping treatments that would be applied within the development to achieve this score. A condition shall be imposed that requires a detailed scheme of urban greening with calculations provided to demonstrate the highest UGF scoreline that can be achieved through the development.

### *Trees*

6.10.7 Three new Field Maple trees are proposed to the frontage. Currently there are no trees on site. The Council's Tree Officer requires landscape plan which can be secured by condition.

### *Ecology and Biodiversity*

6.10.8 The site is currently occupied by a building and hardstanding with no landscaping features on-site, the landscaping provision noted above will enhance biodiversity but further information is required in respect of the soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission.

## **6.11 Flood Risk and Drainage**

6.11.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources and is within one of Haringey's designated Critical Drainage. The site is also in a Source Protection Zone 1. These zones may be at particular risk from polluting activities on or below the land surface.

6.11.2 The site offers little in the way of above-ground surface water drainage. The proposed development includes green roofs, permeable paving and attenuation tank to store rain water before being discharged to the public sewer at a restricted rate of 1 l/s. A management maintenance plan has been provided to manage the surface water drainage for, the lifetime of the development and will be maintained by a management company in accordance with the schedule.

6.11.3 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately.

6.11.4 Thames Water raises no objection with regards to waste water network, sewage treatment works, water network and water treatment infrastructure capacity. Thames Water recommends imposing a condition regarding piling and an informative regarding groundwater discharge and water pressure.

## **6.12 Air Quality and Land Contamination**

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

6.12.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral. Air quality neutral measures include the use of air source heat pumps. It can therefore be concluded that the proposed development is acceptable in terms of air quality.

6.12.3 Concerns have been raised about construction works however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

### *Land Contamination*

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

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

## **6.13 Fire Safety**

6.13.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.

6.13.2 The Fire Statement submitted with the application confirms that both the residential and commercial component of the development will be fitted with automatic fire detection and alarm system. An automatic fire suppression will be

provided within the building. The common corridor within the residential floors will be provided with a mechanical smoke ventilation system.

6.13.3 The primary access point to the building will through Cross lane. The access road is suitable for a fire service pump appliance.

6.13.4 A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

6.13.5 The height of the proposed building does not exceed 18 metres so is not a 'relevant building' and consultation with the HSE is not required.

## **6.14 Employment**

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

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

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

## **6.15 Conclusion**

- The development would bring back in to use a brownfield site, with a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal forms part of Site Allocation SA47 as designated in the Council's Local Plan - Site Allocations DPD. The redevelopment of this portion of the site would complete the overall redevelopment of the site as a whole and fore fill the requirements for the site as set out in the Council's Site Allocations DPD.
- The development would have a positive impact on the character, appearance and quality of the immediate surroundings of the Conservation Area and not cause harm to the conservation area and the setting of the listed buildings
- The development would provide 9 residential dwellings, which would contribute to much needed housing stock in the borough.

- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The development would provide 815sqm of good quality flexible commercial floorspace space that would seek to retain the existing jobs on the site (currently a recording studio where the current tennant is looking to reoccupy this commercial space and continue operating it as a recording studio) and generate the potential for further opportunities on the site..
- The proposal provides good quality hard and soft landscaping
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would provide an appropriate quantity of car and cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several measures including financial contributions to mitigate the residual impacts of the development.

## **7.0 CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £79,590 (1233 sqm x £ £64.55) and the Haringey CIL charge will be £375,513 (954 sqm x £393.62). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement