

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2023/2357**Ward:** Noel Park

Address: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22

Proposal: Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.

Applicant: St William Homes LLP

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Date received: 01/9/2023 **Last amended date:** 24/11/2023

Plans and documents: See Appendix 1 (Plans and application documents)

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Opportunity Area in the London Plan; a Growth Area in the Haringey Local Plan: Strategic Policies 2017; it is allocated in Haringey's Site Allocations DPD 2017 as Clarendon Square - SA22.
- A hybrid planning permission (part outline, part detailed) was granted on 19 April 2018 - ref. HGY/2017/3117, for a residential led mixed use development including up to 1714 residential units; 7,500sqm of Class B1 Business; 1,500sqm to 3,950sqm Class A1-A4; 417sqm Class D1 Day Nursery; and up to 2,500sqm Class D2 Leisure; two energy centres; vehicular access, parking; realignment of Mary Neuner Road; open space and landscaping and associated infrastructure works. Its included 32.5% affordable housing site-wide by habitable room (48.3% affordable rent and 51.7% shared ownership). Across previously consented phases (1-3) there is 47.7% affordable housing by habitable rooms. 392 affordable homes have been built to date on the site. An additional 46 homes are under construction.

- The detailed element of the hybrid consent (HGY/2017/3117) comprised the 'Southern Quarter' (Phase 1 and Phase 2); totalling 622 units in nine buildings (Buildings A1-A4, B1-B4 and C1), and including 332sqm of Class B1 Business/Class A1-A4 use and 417sqm Day Nursery. The remaining residential units form the outline element of the hybrid consent and require reserved matters consent to come forward.
- Following the Hybrid Planning Permission, there have been 3 Reserved Matters Applications approved for buildings D1 & D2 (April 2019), D3 & D4 (October 2019) and E1 – E3 (October 2020) which form Phase 3. This phase comprised 481 units and is referred to as the Eastern Quarter. The current reserved matters application is for buildings H1 – H3 within Phase 4, within the 'Northern Quarter'. Phase 5 will come forward in due course and comprises the remainder of the Northern Quarter (Buildings G1, G2 and F1) and the 'Western Quarter' (Buildings J1 and J2).
- The current reserved matters application forms an important phase of the redevelopment of the wider site and will assist in the delivery of a significant number of new homes to meet the Borough and London's wider housing needs in the future. This phase will secure 377 private tenure units (100%). It will also deliver key benefits associated with the redevelopment of this brownfield site including 2,652 sqm GEA of commercial floorspace, a new public square upgrades to the public realm on Coburg Road and enhanced connectivity across the site, through the wider surrounding area.
- The nature and scale of the proposed development is strongly supported by its location within designated growth areas as identified by local and strategic planning policy which envisages significant change and regeneration.

3. RECOMMENDATION

3.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability is authorised to issue the planning permission and impose conditions and informatives.

3.2. Conditions – Summary (the full text of recommended conditions is contained in Section 12 of this report)

- 1) In accordance with plans
- 2) Landscaping
- 3) Boundary treatment
- 4) Design details

3.3. Informatives – Summary (the full text of recommended conditions is contained in Section 12 of this report)

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers

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4. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

4.1. Proposed development

- 4.1.1. The proposal seeks approval of reserved matters relating to the layout, scale, access, appearance and landscaping associated with Buildings H1, H2 and H3, forming Phase 4 of the 'Northern Quarter', including the construction of 377 residential units, commercial floorspace (Class A1/B1 and A3), basement car and cycle parking, public/private community amenity space and public/private landscaped areas pursuant to the hybrid planning permission (Ref. HGY/2017/3117) approved on 19th April 2018.
- 4.1.2. The National Planning Practice Guidance (NPPG) states that Reserved Matters are those aspects of a proposed development which an applicant can choose not to submit with an outline planning application, (i.e. they can be 'reserved' for later determination). These are 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' and are all submitted for consideration.
- 4.1.3. This reserved matters application does not seek permission in respect to the principle of development (the land use, number of units, level of affordable housing, commercial floorspace and height/scale of buildings are already approved as part of the outline consent HGY/2017/3117) but its detailed proposals which must be in accordance with the outline consent to which it relates including any indicative masterplan, parameter plans, design guidance, conditions and s.106 obligations.
- 4.1.4. This reserved matters application has been informed by the development specification, the indicative masterplan, the parameter plans and design codes established by the hybrid consent and its outline planning requirements. National, strategic and local planning policy and guidance underpin all details being considered.
- 4.1.5. This reserved matters application has been amended since initial submission and includes the following changes:
- Clarification on ground floor cycle parking

Location

4.1.6. The proposed development detailed in this submission is in the northern quarter (Phase 4) as identified in the hybrid consent. Buildings H1 to H3 will be bound by:

- Coburg Road to the north;
- Silsoe Road east;
- The approved buildings C1 to the south west, forming the first phase of the southern quarter;
- The approved buildings D1 and D2 to the south, forming the first phase of the eastern quarter;
- The approved buildings D3 and D4 to the south, forming the second phase of the eastern quarter;
- The approved buildings E1, E2 and E3 to the south, forming the third phase of the eastern quarter;
- Proposed buildings F1, G1, G2, J1 and J2 to the west and subject to a future reserved matters application



Fig 1 – site phasing plan

4.1.7. Buildings A1, A2, A3, A4, B1, B2, B3, B4, C1, D1, D2 of phases 1, 2 and 3 are complete. Buildings D3, D4, E1, E2 and E3 of phase 3 are currently under construction.

Key Features

4.1.8. The proposal for buildings H1 to H3 comprises:

- 377 residential units private tenure units (100%) in buildings of between 14 and 27 storeys;
- 85 x studios (25.5%); 108 x 1 bed units (28.6%) 176 x 2 bed units (46.7%); 8 x 3 bed units (2.1%)
- 861 habitable rooms
- 209 dual aspect units (62%) and 128 single aspect units (38%)
- 334 sqm GIA of café floorspace
- 1,522sqm GIA of workspace floorspace
- 2,795sqm of basement to accommodate refuse/recycling stores, car parking and cycle parking spaces for residents
- 24 visitor cycle parking spaces
- 2446 sqm private amenity area (balconies and terraces)
- 465 sqm private communal amenity area including children's play space (103sqm)
- Public amenity space (1020sqm square and 302 sqm arcade) including children's play space (233sqm)

Building H1

- 162 private residential units on upper floors within a 27 -storey building;
- 46 x studio units, 18 x 1 bed, 94 x 2 bed units, 4 x 3 bed units
- 163sqm private communal amenity space on 10th floor level
- Workspace at ground and first floor level
- Restaurant/Tap Room, residential lobby, residential and commercial cycle store, workspace reception/circulation and commercial refuse store at ground floor level

Building H2

- 100 private residential units on upper floors within a 14 to 17-storey building;
- 18 x studio units, 39 x 1 bed, 41 x 2 bed and 2 x 3 bed units;
- Workspace at ground and first floor level
- 223sqm private communal amenity space on 14th floor level and 79 sqm private communal amenity space on the 2nd floor shared with building H3

- Parcel and commercial refuse store, residential lobby and workspace reception/circulation and bus driver WC facilities at ground floor level

Building H3

- 115 private residential units on all floors within a 14 to 20 -storey building;
- 21 x studio units, 51 x 1 bed, 41 x 2 bed and 2 x 3 bed units;
- 223sqm private communal amenity space on 14th floor level and 79 sqm private communal amenity space on the 2nd floor shared with building H2
- Workspace at first floor
- Restaurant/Tap Room, Commercial refuse store, Bin holding area, plant room, substation, workspace circulation at ground floor level

Appearance

4.1.9. Building H1 is a slender point tower which marks the strategic junction between Coburg Road and the emerging north south route in the masterplan. H1 is also a marker for the wider cultural quarter regeneration area. Building H2 and H3 is designed as a perimeter block that is articulated with a thinner bridging section (as shown below).

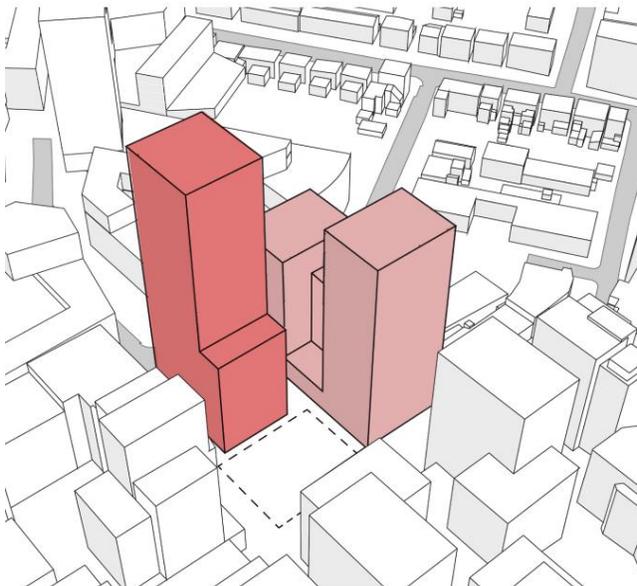


Fig 2- proposal massing block H2 and H3



Fig 3- View from Mayes Road

4.1.10. The architectural expression of Building H1 is a light grey grid with darker toned inserts. This expression is differentiated from the language of the earlier phases to the south of the masterplan, accentuating it as a marker building. Buildings H2 and H3 share a predominantly brick material palette in order to visually link them to the wider masterplan. Buildings H2 and H3 have lighter toned horizontal banding in order to match Building H1 and create a common expression across the phase.

Access and Open Space

4.1.11. The landscaping of the public areas maximises connectivity while creating flexible and interesting spaces for the use of residents, businesses, local community and visitors alike.

4.1.12. Coburg Road will form the primary vehicular, cycle and pedestrian route connecting the site to Wood Green Station and High Street to the east, and Alexandra Palace and Park to the west. The new shared cycle and pedestrian lane between Phase 4 and Phase 5 will become a key route connecting Mary Neuner Road and the masterplan development to the new Cultural Quarter to the north. A pedestrian only arcade between H1 and H2/3 will become an important route connecting Coburg Road to the new square. Two bus driver welfare WC facilities have been provided within the ground floor of the H2/3 building and can be accessed from Silsoe Road.

Landscaping and biodiversity

4.1.13. A diverse range of hard and soft landscaping is proposed incorporating a range of paving in addition to raised and low level planters. The planting palette includes flowering shrubs and woodland planting. Medium and small size trees along the new lane, the arcade and square is proposed with the largest trees proposed to line the northern edge of the site along Coburg Road.

Basement

4.1.14. The hybrid planning consent – referenced HGY/2017/3117 - provides for 22,750sqm of basement, split between the 'Vehicle Basement', 'Energy Centre Basement (Detailed Component)', and 'Energy Centre Basement (Outline Component)'. Relevant to this reserved matter application is the vehicle basement area, which, as part of the hybrid permission is measured as Gross Internal Area and comprises up to 21,500sqm. This includes the two basements either side of Mary Neuner Road within the detailed application, in addition to the basement under the western, eastern and northern quarter in the outline component. The basement proposed as part of this application is 2,795 sqm. Within the basement, parking for the residents of buildings H1 to H3 accommodates 19 accessible wheelchair car parking spaces. Within the basement 616 'long stay' cycle parking spaces for the residents of buildings H1 to H3 is also provided. The basement also accommodates the refuse stores for each building within phase 4 including a lift for access.

Compliance with Hybrid Consent – Reference HGY/2017/3117

4.1.15. The three 'H buildings' (H1, H2 and H3) proposals have been designed to comply with the outline requirements of the Hybrid consent – HGY/2017/3117 including the approved parameter plans and design guidance. The scale, quantum and mix of the development under consideration are consistent with these requirements.

4.2. Site and Surroundings

Wider development site

4.2.1. The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road, Clarendon Road and Coburg Road and the London Kings Cross/East Coast Main Line. The site covers an

area of approximately 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority.

- 4.2.2. Construction works commenced on site in Summer 2018 with phases 1 and 2 now complete. Phase 3 construction works have begun with Buildings D1 and D2 completed construction of buildings D3, D4, E1, E2 and E3 is now underway. The park is now completed and open to the public. A group of commercial buildings along Coburg and Western Road are present to the north.
- 4.2.3. The surrounding area includes a range of residential, retail, office, industrial and operational land-uses. Coburg Road forms the northern boundary of the site, the north side of Coburg Road is currently occupied by a variety of low rise industrial buildings beyond such as the Chocolate Factory. Immediately east is Silsoe Road which is occupied by Bittern Place and further south is Brook Road. To the west is Western Road which backs onto the East Coast Mainline Railway and the sloped embankment and brick wall that leads up to the railway. Western Road leads into Mary Neuner Road which forms the north south route through the Clarendon Square development.
- 4.2.4. To the west and beyond the railway line is New River Village, a contemporary residential development. A pedestrian access runs under the railways connecting the two sites adjacent to the water treatment works.
- 4.2.5. The site has a Public Transport Accessibility Rating (PTAL) of 4-6 (6 representing the highest level of accessibility). Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations are in close proximity and there are numerous bus routes within walking distance.

Application site

- 4.2.6. The site forms part of the northern quarter development zone, one of four identified (Northern, Southern, Western and Eastern) by the indicative masterplan approved as part of the hybrid consent – HGY/2017/3117 - to aid in defining and guiding site-wide redevelopment (see paragraphs 57).
- 4.2.7. The northern quarter is located at the north of the masterplan and will also accommodate buildings F1, G1 and G2 as defined by the hybrid consent.
- 4.2.8. The Reserved Matters application site is at the north-eastern edge of the Northern Quarter. Building H1 faces Coburg Road to the North, the Public Square to the South, Building H2 to the east, and Phase 5 to the west. Building H2 faces onto

Coburg Road to the North, connects to H3 to the south, faces Silsoe Road to the east and faces H1 to the west. Building H3 faces the eastern quarter to the south, Silsoe Road to the east and the public square to the west.



Fig 4- Application site in context

5. RELEVANT PLANNING HISTORY

5.1. In 2012, an outline planning application (accompanied with an Environmental Impact Assessment) (reference. HGY/2009/0503), was granted for the demolition of existing structures and redevelopment of the site to provide a residential led mixed-use development, comprising 950 to 1,080 residential units - 11% to 20% affordable (unit basis) and 14% to 24.4% (habitable room basis) and a substantial range of commercial (comprising office and retail uses) and community floorspace.

5.2. An application for the approval of reserved matters was granted by planning in July 2016 – reference HGY/2016/1661 This consent included full details for the

redevelopment of the entire site in accordance with the original masterplan approved as part of the outline application.

- 5.3. Following that reserved matters approval, a revised application for reserved matters in relation to Building C7 only was granted in May 2017 (HGY/2017/0821). This building is now referred to as Building C1 and is complete.
- 5.4. In April 2018, approval was granted for a new hybrid planning permission (part detailed, part outline) for the comprehensive redevelopment of the Clarendon Gas Works site for a minimum of 1714 new homes, 32.5% affordable housing (habitable rooms), a range of non-residential and commercial uses and associated open space and infrastructure works. The application was supported by an Environmental Impact Assessment. This effectively replaced the outline / Reserved Matters permission above, with only Building C1 being built under the old permission.
- 5.5. The first Reserved Matters relating to the outline element of the Hybrid consent was approved in May 2019 (reference HGY/2019/0362). As with the current submission, this sought approval for the appearance, landscaping, layout, scale, access, for Buildings D1 and D2, forming Phase 1 of the eastern quarter, including the construction of 99 residential units, 439m² of commercial floorspace, and new landscaped public space.
- 5.6. The second reserved matters relating to the outline element of the hybrid consent was approved in October 2019 (HGY/2019/1775). As with the current submission, this sought approval for the appearance, landscaping, layout, scale, access, pertaining to buildings D3 and D4, forming phase 2 of the eastern quarter, including the construction of 101 residential units, a district energy centre, public realm and amenity space including the 'Moselle Walk' and substantial communal landscaping.
- 5.7. The third reserved matters relating to the outline element of the hybrid consent was approved in October 2020 (HGY/2020/1851). As with the current submission, this sought approval for the appearance, landscaping, layout, scale, access, pertaining to buildings E1, E2 and E3, forming phase 3 of the eastern quarter.

5.8. A non-material amendment was approved to increase the permitted quantum of residential floorspace from 163,300m² (GEA) to 178,300m² (GEA) in June 2019 (HGY/2019/1460). As part of this non-material amendment, the description of development was amended.

5.9. A non-material amendment was approved to include reference to D1 floorspace within the outline permission of the development in July 2020 (HGY/2020/1523). As part of the non-material amendment, the description of development was amended. No physical changes resulted.

5.10. A non-material amendment was approved to update Parameter Plan 5: Maximum and Minimum Building Extents within Condition 5 (Approved Drawings and Documents) under planning reference HGY/2021/1392. The parameter height of building H1 within the Parameter Plans was revised from 91.10 (AOD) to 110.2 (AOD).

6. PLANNING BACKGROUND

6.1. Planning designations

6.1.1. The site is within the Wood Green Opportunity Area in the London Plan 2021, a Growth Area in the Haringey Local Plan Strategic Policies (SP1): Strategic Policies 2013-2026 and within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22. The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road.

6.1.2. The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a development plan document itself and is instead being subsumed into the emerging New Local Plan, which will be a key planning document to assist in guiding future regeneration opportunities within Wood Green (including Haringey Heartlands) area.

6.1.3. Local and strategic planning policy promotes the regeneration of this disused brownfield site for the creation of employment, residential and educational purposes, a new urban square and improved linkages through the area. It seeks to improve and diversify the character of the area with a wider range of uses, more street level activity and increase passive surveillance of the public realm.

6.1.4. The development of the whole of the site will provide a total of 1,877 residential homes, which will make an important and substantial contribution towards the overall housing target of 1,592 homes per year for the Borough as a whole set by the London Plan. It will also generate significant levels of new employment locally on and off-site as well as newly created community uses / facilities.

6.1.5. In delivering these benefits, the redevelopment of this major site will also help to bring forward wider proposals in the Wood Green Metropolitan Centre.

Surrounding development sites

6.1.6. The northern part of the Hybrid indicative masterplan and the eastern quarter in particular, adjoin several other major redevelopment opportunities identified in local planning policy documents and these have informed and been informed by the masterplan. Across Brook Road, to the north is a low rise industrial estate known as "Bittern Place"; it is in separate ownership and subject to separate Site Allocations, SA21: "Clarendon Square Gateway" in the adopted Site Allocations DPD (July 2017), and WG SA18: Bittern Place" in the latest draft of the emerging Wood Green AAP (February 2018), which as mentioned above is to be subsumed into the new Local Plan.

6.1.7. In addition, opposite the northern end of the proposed Moselle Walk is the back of the car park of "Iceland" supermarket; this site has planning permission (HGY/2017/2886) for a major mixed-use development up to 9 storeys. Most recently, planning permission was granted (HGY/2020/0795) for a major mixed use scheme similar scheme at the Former Petrol Filling Station 76 Mayes Road.

6.1.8. Finally, separating the Iceland site from the back gardens of the houses on Hornsey Park Road, and backing onto a short stretch of the proposed Moselle Walk, is a third adjoining potential development site in separate ownership, an industrial unit at 157-159 Hornsey Park Road. Pre application discussions are ongoing on this site. All three sites are part of SA21, but in the most recent draft Wood Green AAP Iceland is WG SA11: "Iceland Site" & the third site is WG SA 19: "Land R/O Hornsey Park Rd".

6.1.9. The context presented by the wider site and these neighbouring opportunities is significant, providing a clear indication of the changing nature of the local area and how the current proposals seek to respond and contribute to social, economic and environmental demands. The area has already undergone significant change delivering

new homes and amenities for the area. To date for this site, construction has completed on buildings A1, A2, A3, A4, B1, B2, B3, B4, C1, D1 and D2 of phase 1, 2 and part of 3A delivering 719 homes of which 392 are affordable homes. Buildings D3, D4, E1, E2 and E3 of phase 3A and 3B are currently under construction and will deliver 382 homes that will include 46 affordable homes. Delivery on the site to date also includes Hornsey Park, the water feature and pocket park which have been completed.

6.2. Hybrid Planning Permission

6.2.1. As set out above, a 'Hybrid' planning application - part outline, part detailed (reference. HGY/2017/3117) was granted planning permission in 2018 comprising:

- Maximum 163,300sqm of residential use (and no less than 1,714 homes);
- No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms. (392 affordable homes have been built to date on the site. An additional 46 homes are under construction).
- 7500sqm of Class B1 use - Employment space;
- Up to 417sqm of Class D1 use - Day nursery space;
- Up to 2500sqm of Class D1/D2 use - Leisure space;
- 22,750sqm of basement space;
- 425 car parking spaces;
- Two energy centres
- Public and private open space and landscaping;
- Infrastructure works.

6.2.2. The application was accompanied by an Environmental Impact Assessment. The detailed and outline components of the Hybrid permission is defined on the plan below:

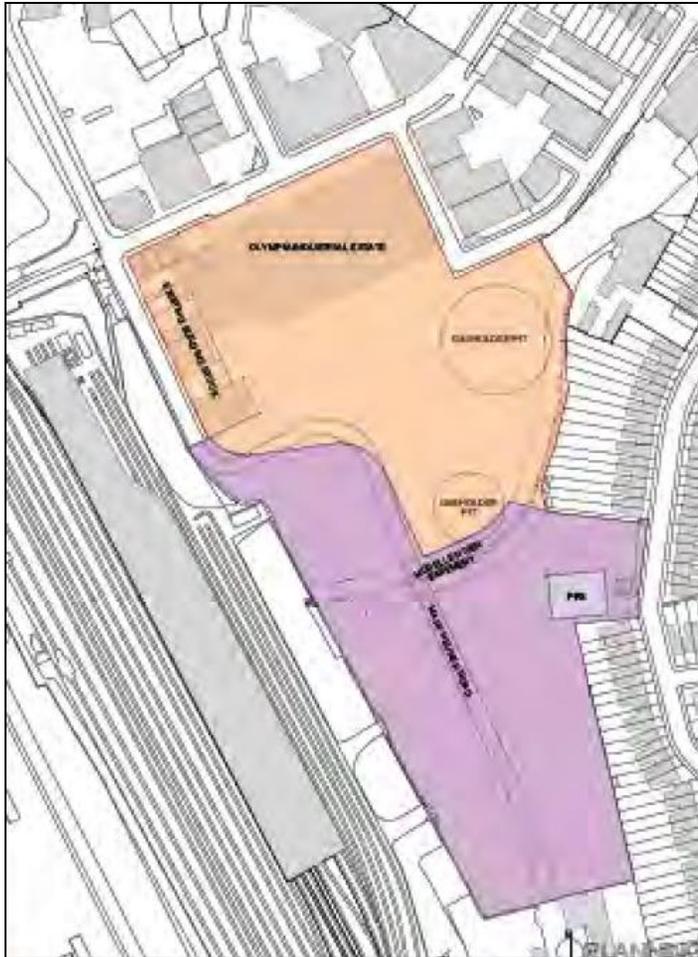


Fig 5- Hybrid permission (Detailed – purple/lower portion; and Outline – orange/upper Components)

6.2.3. The detailed element comprised the construction of 622 residential units in nine buildings (A1-A4, B1-B4 and C1), and included 332sqm of Class B1 Business/Class A1-A4 Use and 417sqm for Day Nursery use.

6.2.4. The permission is subject to a Section 106 Agreement and a series of planning conditions including parameter plans and design codes which control the form and implementation of the redevelopment of the site, including the outline component, a part of which is under consideration.

Section 106 provisions

The key Section 106 obligations agreed include:

- Affordable housing (no less than 32.5% affordable housing - site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent and 51.7% shared ownership by habitable rooms);
- Energy centre;
- Package of highways & transport measures;
- Considerate contractors scheme;
- Local labour and training;
- Residents and business liaison;
- Public realm and cultural strategy;
- Reasonable endeavours to de-culvert the Moselle in the future.

6.2.5. A non-material amendment was approved to update Parameter Plan 5: Maximum and Minimum Building Extents within Condition 5 (Approved Drawings and Documents) under planning reference HGY/2021/1392. The parameter height of building H1 within the Parameter Plans was revised from 91.10 (AOD) to 110.2 (AOD).

6.3. Masterplan approach



Fig 6 Illustrative masterplan

- 6.3.1. The application was accompanied by an illustrative masterplan which outlined how the site could be redeveloped, including overall layout, density, building typology, orientation and public realm, having regard to its constraints, opportunities and relevant planning policy context.
- 6.3.2. This masterplan breaks the site up into four distinct zones - northern, southern, western and eastern quarters - each with their own massing and specific characteristics. The massing in each of these areas responds to their existing and future context.
- 6.3.3. This application for the 'H' buildings (H1, H2 and H3) will occupy the northern quarter of the site.

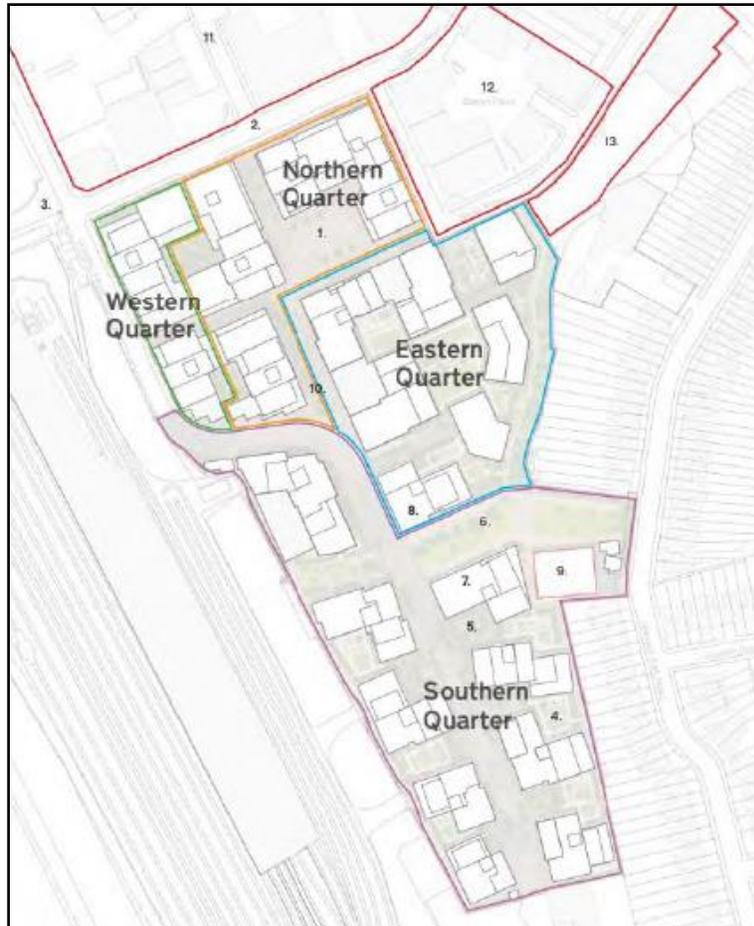


Fig 7 The planning application character zones (Quarters)

6.4. Matters already approved

6.4.1. The detailed element of the Hybrid planning permission which have been approved comprise the following:

‘Southern Quarter’ (Phase 1 and Phase 2, including building C7); totalling 622 units; approved April 2018

Reserved matters for buildings D1 to D2 were approved in May 2019.

Reserved matters for buildings D3 to D4 were approved in October 2019.

Reserved matters for buildings E1 to E3 were approved in October 2020.

6.5. Matters to be approved

6.5.1. The remaining residential units (northern and western quarters) will come before committee as reserved matters in due course.

6.5.2. It is important to note that this reserved matters application which relates to the north eastern part of the northern quarter is the first phase of the northern quarter to be submitted under the hybrid consent.



Fig 8 – phasing plan

6.6. Pre-application consultation/engagement

- 6.6.1. Several pre-application meetings with LBH officers have been held over the past 18 months in relation to the current proposals.
- 6.6.2. The applicants have had two pre-application meetings with the Health and Safety Executive which took place in September 2022 and May 2023.
- 6.6.3. A public consultation event was held in the Grace Baptist Church Hall in February 2023, to provide the wider community with an opportunity to view and comment on the proposals prior to the submission of the planning application.
- 6.6.4. A Residents Business Liaison Group was hosted by St William in October 2022 to discuss future proposals across the masterplan.
- 6.6.5. The Haringey Quality Review Panel considered the detailed design of the northern quarter of the reserved matters for buildings H1-H3 in September 2022 and December 2022. The QRP report is included in Appendix 3.

7. CONSULTATION RESPONSE

7.1. The following were consulted regarding the application:

Internal:

- LBH Transportation Group
- LBH Design Officer
- LBH Conservation Officer
- LBH Housing Design & Major Projects
- LBH Policy
- LBH EHS – Pollution Air Quality Contaminated Land
- LBH Carbon Management
- LBH Health in All Policies Officer
- LBH Tree Officer
- LBH Parks & Open Spaces
- LBH Building Control
- LBH Drainage
- LBH Cleansing
- LBH Housing Renewal
- LBH Economic Regeneration
- LBH EHS – ASB Specialist - Noise
- LBH Regeneration Wood Green

External:

- London Fire Brigade – Fire Safety Regulation
- Environment Agency
- Transport For London
- Health & Safety Executive
- Thames Water Development Planning
- Designing Out Crime Officer
- Mayor’s Office for Policing and Crime
- Crossrail 2 Safeguarding Team
- National Grid Asset Protection Team
- Network Rail
- Greater London Authority

7.2. The following responses were received:

Internal:

- 1)
- 2) LBH Waste Strategy Management – No objection
- 3) LBH Pollution Officer – No objection subject to compliance with conditions.
- 4) LBH Design Officer – No objections
- 5) LBH Transportation Officer – No objections subject to compliance with conditions
- 6) LBH Tree Officer – No objection subject to compliance with conditions
- 7) LBH Drainage – No objection subject to compliance with conditions

External:

- National Gas Transmission Assets – No comments
- National Grid Electricity Transmission – No comments
- Crossrail 2 Safeguarding – No comments
- Environment Agency – No objection subject to compliance with conditions
- Network Rail – No objection subject to compliance with conditions
- Transport For London – No objection subject to compliance with conditions
- Met Police Designing Out Crime – no objection subject to compliance with conditions .
- NHS Healthy Urban Development –To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £691,783 within the S106 agreement to be paid on commencement and indexed linked to building costs
- HSE – No objection

7.3. A summary of comments from internal and external consultees responding to the consultation exercise is contained in Appendix 2.

8. LOCAL REPRESENTATIONS

8.1 The following were consulted:

- 171 neighbouring properties
- Residents Association
- Site notices were erected close to the site
- Press notice

8.2. 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: 1
- Objecting: 1
- Supporting: 0
- Others: 0

8.3. The main issues raised in representations from adjoining occupiers are summarised below:

Objection:

- Neighbouring Property - No visual representation of the proposal was provided to understand how the proposal will affect their property and any potential impact to the value (Officer comment – Visual representations of the proposal can be found in the Design and Access Statement . Potential impact on property value is not a material planning consideration.

8.4 Officer comments in response the matters raised by neighbouring occupiers can be found in Appendix 2.

9. MATERIAL PLANNING CONSIDERATIONS

9.1. As the principles of the development and the quantum of housing, affordable housing and commercial space have been established by the outline permission and matters such and sustainability and drainage are dealt with by conditions of the original permission. The main considerations are the design quality of the proposal including the quality of accommodation.

9.2. The key planning policy context is therefore:

- 9.3. London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation. London Plan Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in Local Plans.
- 9.4. The National Planning Policy Framework 2023 (NPPF) should be considered alongside London Plan (2021) policies which 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 with the Quality Review Panel).
- 9.5. 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. 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.
- 9.6. 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.
- 9.7. Policy DM1 of the Development Management Development Plan Document (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.
- 9.8. 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.

9.9. The NPPF adds further emphasis on the need to manage 'value engineering' and the erosion of design qualities at the delivery stage, stating in Chapter 12: "Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme." (NPPF, 2023).

9.10. The site forms part of a wider strategic regeneration area known as Haringey Heartlands. The London Plan 2021 designates Wood Green/ as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is designated as SA22 'Clarendon Square' The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the London Plan as an Opportunity Area.

9.11. London Plan Policy D9 set out the criteria for assessing Tall buildings to ensure the visual, functional, environmental and cumulative impacts of a tall buildings are addressed.

9.12. Policy D9 sets out specific consideration when assessing tall buildings. These include suitability of sites for tall buildings, how they will appear in long-range, medium-range and immediate views, contextual heights and how they will act in wayfinding, architectural quality and materials and how the development will interact with heritage assets. These matters are assessed in the relevant sections below.

9.13. Environmental Impact Assessment

9.13.1. This Reserved Matters submission follows the Hybrid/Outline application which was accompanied by an Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment - EIA).

9.13.2. In support of this Reserved Matters application, the applicant has prepared an Environmental Impact Assessment (EIA) Further Information Report in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations').

9.13.3. The purpose of this Further Information Report is to assess the reserved matters application and set out whether the October 2017 ES remains valid for decision making or whether new or materially different significant environmental effects are likely to arise as a result of the Reserved Matters submission.

9.13.4. The report concludes that the detailed design proposals for buildings H1, H2 and H3 would not give rise to new or materially different environmental effects from those identified in the October 2017 ES. There have been no significant changes in baseline conditions or other committed developments which could affect the findings of the assessments.

9.14. Reserved Matters

9.14.1. It is important to note again as highlighted in Section 4 above, that the Hybrid consent approved the following key matters:

- Principle of development including the number of residential units, quantum of non-residential floorspace, including basement and location of key routes and opens spaces;
- Quantum and tenure mix of private home provision - on a tenure split of 67.5% private homes by habitable rooms;
- 32.5% affordable housing by habitable rooms
- A range of parameters defining the location, height and scale of buildings;
- Design codes and guidance covering siting, elevational treatment, architecture and landscaping.

9.14.2. The current Reserved Matters application has been informed by the development specification, the indicative masterplan, the parameter plans and design codes established by the hybrid consent and its outline planning requirements. The development specification set the overall floorspace requirements for residential, non-residential and commercial uses and the masterplan, parameter plans and design codes break these down and define where and how they can be appropriately accommodated across the site having regard to relevant planning policy and standards, levels, boundary conditions, physical constraints, connectivity, sunlight orientation and wind patterns, townscape and amenity.

9.14.3. The submission is supported by the following additional technical assessments, given the detailed designs being presented:

- Design and Access Statement (including landscaping, statement of compliance with design code and parameter plans and details of the public consultation that took place);
- Daylight and sunlight Assessment;
- Transport statement;
- Planning statement (including Statement of Compliance with the Development Specification; and details of Commercial Strategy)
- EIA further information report (inc. Transport Statement, Air Quality Assessment, Technical Daylight, Sunlight and Overshadowing Note, Wind Microclimate Assessment, Townscape, Heritage and Visual Impact Assessment)
- Fire Statement
- Cultural Strategy
- Qualitative Design Review

9.14.4. The application seeks approval for the layout, scale, access, appearance and landscaping associated with buildings H1 to H3 and has been prepared taking full account of the hybrid planning consent.

9.15. Layout

Hybrid planning consent requirements

- 9.15.1. The Hybrid consent identified the location of buildings, routes and spaces across the masterplan including the northern quarter, breaking this down into specific development zones.
- 9.15.2. The design codes for the development zones provide more detailed guidance in relation to these requirements, specifying for instance the minimum distances required between the buildings, access points (pedestrian and vehicular), private/public external space, ground floor uses and key facades and corners. These ensure that the development reflects the optimum orientation of the buildings, key uses and connectivity with the wider masterplan and surrounding area.
- 9.15.3. The code indicates that the ground floor Use Classes are to be located within the zone identified.
- 9.15.4. The site wide code indicates that where the massing steps in height, roofs are to be exploited for private amenity terraces, and/or private communal amenity terraces when the size allows for it. Non-accessible roofs must present a green or brown landscape, for obvious sustainable benefits but also as they are viewed from residential

units at higher levels. The relevant code indicates that residential communal amenity space is required to be provided on the roof of both the employment volumes and at the lower level residents buildings.

Proposals

- 9.15.5. The three 'H' (H1, H2 and H3) buildings occupy a pivotal location within the middle of the cultural quarter, framing the northern and eastern edges of a new public square. The Northern façades of building H1 forms the termination of the planned key route south along Clarendon Road. Building H2 terminates the view southwest along the Coburg Road where it bends. The buildings sit opposite Bittern and Kingfisher Place which are earmarked for future regeneration.
- 9.15.6. This phase therefore has an important role in the success of connecting these valuable assets into the wider public realm and developing the character of the future phases.
- 9.15.7. The siting of the proposed buildings generally accords with the masterplan and relevant design codes. All three of the 'H' buildings are united by a common light toned banding. Notches have been introduced into the outer corners of the buildings. These signify the residential entrances to each of the buildings and address the urban condition at each of these points. The three 'H' buildings will enclose the public square and add active edges.
- 9.15.8. Each of the 'H' buildings has been arranged and positioned in a manner as to provide generous communal spaces between them to accord with the relevant code.
- 9.15.9. A varied mixture of non-residential uses, including substantial workspace and Taprooms or Restaurants will be delivered in the H buildings. These uses and their entrance points, have been strategically located across the base of the 3 'H' buildings to ensure they support the aspirations of the masterplan. The double height space with flexibility to incorporate a mezzanine required by the code is instead a two-storey base of town centre uses with the workspace covering most of the first floor as per the consented 'E' buildings. This arrangement ensures lively, active frontages to busy, public-facing functions, is considered appropriate for the context and respects the principles of the design code.

9.15.10. The basement also accommodates inactive functions including plant, car parking, waste storage, and secure cycle parking which respects the principles of the design code.

Building H1

9.15.11. Building H1 faces the north-south Clarendon Road to its north, building H2 to its east, phase 5 to its west and the public square at the heart of the northern quarter to its south.

9.15.12. The building will accommodate a restaurant/tap room on the ground floor facing the public square. Access to workspace will be from Coburg Road and the arcade which is a semi covered space between building H1 and H2. This arrangement ensures lively, active frontages to busy, public-facing functions.

9.15.13. The first floor of building H1 will accommodate workspace mirroring the arrangement of buildings H2 and H3 alongside the 'E' Buildings directly across the public square. This layout is considered appropriate for the context and still respects the principles of the design code. The basement also accommodates the waste and secure cycling store which respects the principles of the design code. The main residential entrance to this building is from Coburg Road. The lift to the basement, upper floor residential units, workspace, and private communal amenity space at 10th floor are accessed via the lift from the entrance lobby at ground floor. Entrances to and circulation within all three buildings (H1, H2 and H3) is spacious and benefits from external windows providing a decent amount of natural light to every residential access corridor, benefiting from changes to the general arrangement, building form and layout since the masterplan and outline illustrative scheme.

9.15.14. Building H1 will provide a range of private tenure units as follows:

Unit type	Proposed no. of units	% of unit type
'Manhattan' (studios)	46	28%
1 bed 2 person	18	11%
2 bed	94	58%
3 bed	4	3%

9.15.15. The upper floors of building H1 will contain a mix of studios, 1, 2 and 3 bed homes with the majority providing 2 bed units. The residential mix is in line with the requirements of condition 10 of the hybrid permission which has a target of 13.6%

private studios across the development as earlier phases have delivered less studios than the target mix allows. Phase 5 also provides the opportunity to balance the mix of studios when the reserved matters come forward.

9.15.16. 62% of these units are dual aspect. In respect of all three buildings there are 4% north facing single aspect units in buildings (H1, H2 and H3) compared to the maximum 10% set out in the design code. Although it would always be preferred if there were no single aspect north facing units, this low percentage is considered acceptable for a development of this scale and better than the hybrid consent, due to the changed layout. All residential accommodation in the three buildings (H1, H2 and H3) are designed to comply with the nationally described space standards. Each unit is provided with either a terrace or balcony which is either semi recessed or recessed whilst balconies in the bridging section between buildings H2 and H3 are the only projecting balconies. The balconies proposed respect the principles of the design code. In respect to all three buildings (H1, H2 and H3), all unit types are designed with open plan living/dining/kitchen spaces which is considered an acceptable flat layout in this context.

9.15.17. All three of the 'H' buildings will have 8 or fewer units per floor in line with the maximum 8 recommended in the Mayor's Housing SPG. Residential entrances to all three buildings (H1, H2 and H3) are spacious and benefit from external windows providing a good amount of natural light.

9.15.18. In terms of privacy and overlooking, all three buildings (H1, H2 and H3) are acceptably spaced, with direct distances between buildings never less than 12m (the minimum distance in the illustrative scheme). The flats facing each other across the arcade between buildings H1 and H2, are where there could be the greatest constrained outlook, and overlooking. However, in this layout the flats in building H2 are dual aspect and can selectively close some blinds for additional privacy whilst maintaining views from other aspects. The positioning of the windows would assist in avoiding direct views into other flats.

Building H2

9.15.19. Building H2 will face building H1 to its west. It is joined to building H3 to its south.

9.15.20. The building will accommodate workspace facing onto the arcade and Silsoe Road at ground floor. Service functions including parcel, refuse store and bus driver WC facilities will face onto Silsoe Road. The first floor of the building will accommodate workspace mirroring the arrangement of buildings H1 and H3. The main residential entrance to this building is from Coburg Road. The lift to the basement, upper floor

residential units, workspace and shared private communal amenity space with building H3 at 2nd and 14th floor are accessed via the lift from the entrance lobby at ground floor.

9.15.21. Building H2 will provide a range of private tenure units as follows:

Unit type	Proposed no. of units	% of unit type
Manhattan	18	18%
1 bed 2 person	39	39%
2 bed	41	41%
3 bed	2	2%

9.15.22. The upper floors of building H2 will contain a mix of 1, 2 and 3 bed homes with the majority providing 2 bed units. 60% of these units are dual aspect. Building H2 will provide 13 wheelchair accessible units which will contribute towards the 10% requirement across all tenues and unit sizes in the wider development.

Building H3

9.15.23. Building H3 will face the public square to the west. It is joined with building H2 to the north. It faces Silsoe Road to the east and the 'E' buildings to the south. The service functions including bin holding area, generator room, plant room, and substation rooms will face onto Silsoe Road and the internal servicing road. The first floor of building H3 will accommodate workspace mirroring the arrange of buildings H1 and H2. The main residential entrance to this building is from the internal servicing road. The lift to the basement, upper floor residential units, workspace and shared private communal amenity space with building H2 at 2nd and 14th floor are accessed via the lift from the entrance lobby at ground floor.

9.15.24. Building H3 will provide a range of private tenure units as follows:

Unit type	Proposed no. of units	% of unit type
Studio	21	18%
1 bed 2 person	51	44%
2 bed	41	35%
3 bed	2	1.7%

9.15.25. The upper floors of building H3 will contain a mix of 1, 2 and 3 bed homes with the majority providing 1 and 2 bed units. 63% of these units are dual aspect. Building H3 will provide 21 wheelchair accessible unit which will contribute towards the 10% requirement across all tenues and unit sizes in the wider development.

9.15.26. The details presented in the reserved matters submission relating to the layout are acceptable and compliant with the design codes established by the hybrid consent.

9.16. Scale

Hybrid planning consents requirements – HGY/2017/3117

9.16.1. The hybrid consent permitted a quantum of development to be delivered across the detailed and outline elements of the scheme and set out a preferred housing and tenure mix. This has informed the reserved matters under consideration and specifically the scale of the proposed buildings.

9.16.2. The code indicates that Buildings H1 and H3 are proposed as being the tallest in the Illustrative Masterplan but the Planning Parameters allow flexibility such that the tallest element could be relocated within the confines of the zone as proposals for neighbouring sites come forward.

9.16.3. The maximum building extents and minimum building heights parameter plan confirms the maximum extent of the buildings. Updates to Parameter Plan 5: Maximum & Minimum Building Extents within Condition 5 (Approved Drawings & Documents) were consented under a Non Material Amendment application under planning reference HGY/2021/1392. The parameter height of Building H1 within the Parameter Plans was revised from 91.10 (AOD) to 110.2 (AOD). Following this consent, there is a minimum height of +52.0m AOD and maximum +110.2m AOD for Building H1, minimum height of +52.0m AOD and maximum +103.9m AOD for Building H2 and minimum height of +52.0m AOD and maximum +91.1m AOD for Building H3.

Proposals

9.16.4. The proposed 'H' building heights are within the limits established by the Hybrid consent and their heights are compliant with the maximum height parameters approved. It is important to note that the location of the tall buildings is within the area designated as being suitable for tall buildings as identified in Table

2.2 of Policy DM6 of the DM DPD. The table below confirms the maximum height of each of the buildings.

Building	Consented Maximum Height (AOD)	Proposed Height (AOD)
H1	+110.2m	+110.2
H2	+103.9m	+80.8
H3	+91.1m	+89.3

9.16.5. Building H1 is a 27 storey Building, building H2 is a part 14, part 17 storey building and building H3 is a part 14, part 20 storey building. All three buildings (H1, H2 and H3) are equal to or below the consented maximum height in the hybrid consent. Their scale and siting ensures that the built form of the Northern Quarter appears varied and interesting when viewed from key public views in accordance with Policy D9.

9.16.6. It is considered that the proposed height and massing of the H buildings would not result in any harm to the heritage assets located in close proximity of the site as required by Policy D9.

9.16.7. The proposed height, scale and massing of the 'H' buildings would therefore be compliant with the height, scale and massing permitted by the hybrid consent.

9.16.8. The details presented in the reserved matters submission relating to the scale are acceptable and compliant with the parameters and design codes established by the hybrid consent.

9.17. Appearance

Hybrid planning consents requirements

9.17.1. The design codes established by the hybrid consent set out a significant range of design related requirements to inform the detailed architecture, style, materiality and appearance of the proposed buildings and surrounding landscape.

9.17.2. The relevant design code indicates that the primary facades exist on all four elevations when viewed from the east along Coburg Road and south from the

Chocolate Factory and the two key elevations onto the public main square. The code also indicates that the uppermost floors to the tallest element are also identified as being primary facades due to their highly visible nature both from within the site confines and from further away.

9.17.3. The site wide code indicates that retail/restaurant uses are used to bookend workspace facades to ensure active corners, spaces and vistas in the masterplan.

9.17.4. The site wide code indicates that buildings over 12 storeys which meet prime public realm should have a plinth to assist the legibility of the facades which define the edges of the place and to aid the microclimate by limiting downdraughts from the facades.

Proposals

9.17.5. All of the 'H' buildings share a two storey "base" that extends across the podium, uniting the development whilst maintaining the identity of individual buildings and elements, providing a transition zone from the busy street to upper residential floors and providing more pleasing proportions and human scale to elevations, especially appropriate in the "civic" elevation onto the main square.

9.17.6. Details are provided showing that the lower 10 storey shoulder plinth part of building H1 relates to the adjacent public square. The depth of this shoulder is generous meaning it can make a useable rooftop amenity space for residents. Smaller shoulder plinths on the buildings facing Coburg Road and on the west face of building H3 facing the square in the illustrative scheme have been avoided in the proposals. The small shoulders were found not to be appropriate for the emerging civic architectural language that is developing in the northern half of the masterplan following the consent of the 'E' buildings. In lieu of this the balcony and window cill treatment on building H3 facing the square is subtly enhanced for the lower 10 storeys of H3 in order to match the shoulder plinth datum on building H1.

9.17.7. The elevational treatment as a whole is more orderly, with a regular grid on building H1 and a unifying banding across all three buildings, paired with a contrasting brick in buildings H2 and H3. It is notable that the materials colours and details for buildings H2 and H3 are within the range of those used in the earlier stages, albeit used in a more formal, more civic manner appropriate to this busier, more central location. The lighter toned elevational treatment for building H1 is deliberately differentiated from the masterplan given its status as a marker building.

9.17.8. The details presented in this reserved matter application in relation to the proposed appearance of the development are acceptable and comply with the design principles and design codes established by the hybrid consent. The proposed 'H' buildings and associated open space will deliver a high-quality and attractive piece of townscape in this prominent part of the masterplan as required by Policy D9.

9.18. Access

Hybrid planning consent requirements

9.18.1. The access and ground movement parameter plan identifies the proposed access points into and out of the site including, secondary pedestrian and cycle movement. It defines the hierarchy of these routes.

9.18.2. In terms of access points, the relevant code indicates that vehicular, pedestrian, commercial and residential access points are to be located within the zone identified.

9.18.3. The relevant design code indicates that a 24/7 publicly accessible route extending Mary Neuner Road northwards, connecting Coburg Road with the Public Square is to be provided. The site wide code indicates that Routes through the site are encouraged as secondary streets and tertiary lanes.

9.18.4. In terms of the passage of Silsoe Road, the relevant code indicates that a further 24/7 publicly accessible route extending from the Public Square to Coburg Road is to be provided. The specific route requires proposals for adjacent development sites to ensure a holistic benefit of enhanced permeability through the site. The site wide code confirms that where buildings do exist over tertiary routes, the massing and plan configuration should enable the facade to celebrate the route, by way of a recess to articulate the massing.

9.18.5. The relevant code indicates that an 11m offset width to building facades from the centre line of the existing road north of the H development zone has been embedded in the masterplan in order to create a discernible place in front of the Kingfisher site.

Proposals

- 9.18.6. Access to the public square is for all access to the communal roof terraces to be for residents only and is controlled by fob access.
- 9.18.7. A basement area which forms part of the hybrid consent accords with the masterplan and relevant design codes. It will accommodate plant, residential refuse and cycle stores, car parking. Access is off Mary Neuner Road from the south west corner of building E1. The phase 4 basement adjoins the consented 3B basement and will eventually extend and link into the phase 5 basement areas. This reserved matters application relates to the phase 4 extent only.
- 9.18.8. The new secondary cyclist route will be alongside the west of building H1. No marked cycle facilities will be provided. This is to maintain the shared-use nature of the route. The space will be predominantly for pedestrians.
- 9.18.9. The Council's Transport Planning Team is generally satisfied with the proposal. The current application will result in a change in the number of car parking spaces that will be provided by the development site-wide; there will be 1874 units with a total of 211 car parking spaces, of which 136 spaces will be assigned to the wheelchair-accessible units. This will result in a reduction from 10% to 7% of wheelchair-accessible units having access to a car parking space, it is to be noted that the current phase will only have a 5% wheelchair-accessible car parking provision. This will be managed by a parking management plan for the entire site which will reallocate any additional demand generated from this phase of the development as there is an excess of on-allocated wheelchair accessible parking spaces from the previous phases of the development which provided is in excess of the 10%. Transport officers have considered that although the total wheelchair-accessible car parking provision is 3% less than the London Plan requirement of 10%, considering the total take-up from previous phases of the development and the total quantum of wheelchair-accessible car parking spaces that have been provided 136 spaces in total the parking provision is considered acceptable
- 9.18.10. The Transport officer notes that the cycle parking provision for this development has been based upon the standards within the published London Plan 2022 however a higher level of cycle parking will be required by the development as it is located very close to Wood Green Town Centre, which has been identified by the London Plan 2021 T5 Cycle figure 10.3 to be in an area that should contain a higher level of cycle parking. Therefore, the Transport Officer will require the following cycle parking numbers to be provided: residential long-stay 616, 10 short-stay, commercial 29 long-stay, and 25 short-stay. Further details of the on-site cycle parking spaces will need to be submitted

and approved before development commences on-site. Therefore, further details of the proposed cycle parking to phase 4 can be submitted at a later stage via condition attached to the hybrid consent.

9.18.11. The transportation team have noted that an Active Travel Zone (ATZ) would provide further context for this application, with a Healthy Streets assessment of the main walking/cycling routes to the site and how further improvements could be made. However as this is a reserved matters application these issues have been considered in the outline permission and cannot be re-assessed in this reserved matters application.

9.18.12. Residential waste storage is accessed via stairs and lifts at basement level. The commercial waste stores are located on the ground floor. Prior to collection day the residential waste is transported to the bin holding area at ground floor level within building H1 facing Silsoe Road. Commercial tenants are to arrange for their own private waste collection. The council's waste management team have reviewed the waste strategy and is satisfied with the adequacy of refuse storage capacity, access and haul distances.

9.18.13. All servicing and delivery will be done via the new internal service road, which will utilise a one-way system and have controlled access by bollards which can only be lowered by the site management. Drivers are expected to use an intercom system to communicate with site management. Therefore, further details of the proposed servicing and delivery strategy to phase 4 can be submitted at a later stage via condition attached to the hybrid consent.

9.18.14. The details presented in the reserved matters submission relating to the access arrangement are acceptable and compliant with the parameters and design codes established by the hybrid consent and Policy D9 of the London Plan.

9.19. Open space and landscaping

Hybrid planning consent requirements

9.19.1. The indicative masterplan and more specifically the landscape and open space parameter plan identify the nature and type of landscaping and open spaces to be delivered by reserved matters applications. These are supported by detailed design codes. The masterplan presents an extensive range of landscaped and connected spaces to ensure the setting of the new urban environment is green, attractive and

biodiverse and that high-quality areas of amenity are available for use by residents and visitors.

9.19.2. In respect of the northern quarter, the masterplan presents a series of buildings framing a public square. The parameter plan states that each development area includes provisions for private communal amenity space on rooftop; private communal amenity space at grade and doorstep playable space for children up to 5 years of age.

9.19.3. The design code for this development zone confirms the square will support connectivity and legibility, ensuring free movement and open sight-lines throughout. The space will need to be flexible and capable of supporting a range of different events, but still be lively and animated on an everyday basis when no events are being staged by supporting the surrounding building uses.

9.19.4. The design code indicates that where the massing steps in height, roofs are to be exploited for private amenity terraces, and/or private communal amenity terraces when the size allows for it.

Proposals

9.19.5. The landscaping and public realm proposed within this reserved matters application adopts the principles of the indicative masterplan and are critical to ensuring the development of buildings H1, H2 and H3 is fully integrated into the existing and future townscape and deliver attractive and useable external spaces. These spaces may be broken down into separate key areas:

- Public amenity space (1020sqm square and 302 sqm arcade) including children's play space (233sqm)
- 163sqm private communal terrace area on building H1 10th floor including children's play space (29 sqm sqm)
- 79 sqm private communal terrace area on the 2nd floor shared between buildings H2 and H3 including children's play space (33 sqm)
- 223sqm private communal terrace area on 14th floor shared between buildings H2 and H3 including children's play space (41sqm)

9.19.6. The key public places including new public realm being provided will be carefully landscaped and where appropriate incorporate lighting, planting, seating and other features. The public square will be a lively and exciting space in front of the

restaurant/tap room units at the base of buildings H1 and H3 creating a space for café tables and chairs to spill out onto the footway. An avenue of large mature trees along the northern edge of the site along Coburg Road is proposed which will contribute to the street trees. Medium size trees along the new lane and the arcade will lead into the square, lining the east and west edge of the central open space. Medium and small trees are planted in the square.

- 9.19.7. In addition to playspace suitable for younger children at every communal roof terrace, spaced away from and screened from the roof edge, there is publicly accessible recreation and playspace provided in the public square.
- 9.19.8. The details presented in the reserved matters submission relating to the proposed landscaping arrangements are acceptable and compliant with the parameters and Design Codes established by the Hybrid consent.

9.20. Daylight, sunlight and overshadowing

- 9.20.1. Policy DM1 of the DM DPD requires that:

“Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:

- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;
- b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”

- 9.20.2. The applicants have prepared a Day and Sunlight Statement broadly in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011), known as “The BRE Guide”. Assessment has also been undertaken under the new 2022 BRE Guidelines for completeness.

- 9.20.3. Daylight and sunlight levels to the proposed residential accommodation within this proposal generally meet the BRE standard, a good result for a higher density scheme. For daylight, 408 of the sample of 542 rooms assessed (75%) would receive

daylight of or over the 2011 BRE Guide recommended levels. When using the updated more challenging 2022 BRE testing methodology 378 of the sample of 542 rooms assessed (70%) would receive daylight on or over the recommended levels. Many of the rooms that do not meet the BRE guidance levels are living/dining/kitchens or studios that would meet the levels recommended for living/dining rooms but do not meet the higher levels for kitchens, although the kitchen is at the darker back of the room. They are also often in rooms relying on windows opening off a balcony with a further balcony above, which itself will be of greater benefit to residents, but reflects the more repetitive, more formal architectural approach. Nevertheless, the proportion in compliance is comparable to the illustrative scheme at outline application and earlier consented phases. Given the higher density nature of this development area, the proposal would achieve a good daylighting performance.

9.20.4. For sunlight, the applicant's consultants tested living rooms, which are the only rooms considered relevant to sunlight access in the 2022 BRE Guide. Their assessment found that 169 of 297 living rooms (57%) meet the recommended sunlight exposure (SE). The living rooms that do not achieve the sunlight exposure test are mostly in windows under balconies and the applicants' consultants note that several of these rooms are corner rooms with other windows that do not face south, with other, south facing living rooms being overshadowed by balconies above. It is reasonable to prefer the balcony to the room to receiving maximum sunlight. Given the high-density nature of the development, this is again considered a good sunlight level.

9.20.5. The impact of the proposals on neighbouring dwellings was generally addressed satisfactorily in the hybrid consent. However, there was a condition imposed on the outline approval that reserved matters for this (and other adjacent) parcels must confirm their impact on a reasonable illustrative scheme on the Bittern Place site. The applicants' consultants' study in the Design & Access Statement shows that the areas of the illustrative scheme that would not get access to good daylight are not significantly increased, only affecting a part of the ground floor and a very small part of the first floor, with the expectation being these floors would be in non-residential use, to meet the site allocation requirements for town centre and employment uses on that site. It was accepted, when the outline application was granted, that a development of matching height and setback to the illustrative scheme and parameter plans of that outline application on the Bittern Place side of the Silsoe Road frontage, north of site of this application, would not benefit from adequate levels of daylight.

9.20.6. Normally in the case of higher density developments it is necessary to note that the BRE Guide itself states that it is written with low density, suburban patterns of

development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Paragraph 2.3.29 of the GLA Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. This proposal therefore would achieve a high level and quality of daylight and sunlight access as required by Policy D9.

9.21. Cultural Strategy

9.21.1. The clarendon gasworks cultural strategy was submitted as part of the approved Hybrid planning consent and sought to provide a blueprint for the growth of arts and culture throughout the phased development and longer-term

9.21.2. A cultural plan was subsequently prepared and submitted with this reserved matters application. This document is to be read alongside the outline cultural strategy approved as part of the hybrid consent and the eastern quarter cultural plan. This document sets out the final cultural plan for the development and covers phases 4 and 5. Phase 4 will replace the existing industrial units on the Olympia trading estate currently occupied by meanwhile tenants, including Collage Arts. This phase also includes the delivery of the 240sqm of ground floor commercial, retail and food & beverage space and the delivery of significant new public realm which can accommodate cultural events and activities related to the surrounding commercial uses.

9.22. Quality Review Panel

9.22.1. The Quality Review Panel considered the hybrid application on several occasions and has more recently reviewed proposals for the phase 4 of the northern quarter of which the current reserved matters application forms part. The Panel met twice to review the phase 4 proposals. Following the second review on 7th December 2022, the panel concluded:

The panel supports the development of this brownfield site to deliver much needed housing and public realm but is unable to endorse the scale and density of this scheme, which it considers to be excessive. The proposal is a departure from the original masterplan vision for a more modest scale mixed use arts quarter and seems likely to attract a different type of resident and business to those originally envisaged. Fundamental issues such as single staircase accesses to the tower blocks, overlooking and loss of privacy in some areas, and the number of single aspect homes give rise to concerns that the scheme layout is maximising, rather than optimising, the site's capacity. The panel stands by its profound concerns in relation to height and massing from its

previous review of the scheme (21 September 2022). However, the panel understands that the proposed height and massing is already approved in outline, so provides comments to mitigate its impact and improve detailed design.

The panel urges the project team to set a precedent for an avenue of mature trees along Coburg Road, indicating the important new link to Alexandra Park and Palace. The public realm design needs further work. The panel suggests that, as a minimum, building shoulder heights around the square should be a maximum of eight storeys on all sides to frame the space as a more human-scaled neighbourhood space and to mitigate the impact of the towers bearing over it. The panel also feels that the landscape design within the square needs an improved structure, with a clear planting and seating hierarchy. It is also concerned that the arcade will be a windy and uncomfortable space. Further wind testing should be carried out, and the project team should explore covering it to create an enclosed arcade providing environmental protection. Consideration is needed of how the design responds to microclimate, including overheating. The spatial implications of all heating, cooling, energy, noise and air quality equipment should be worked through in more detail. The project team has developed strong ideas for the architectural language, but these have not yet been well translated into elevational drawings and 3D renders. The panel is comfortable with the concept of a family of distinct but related blocks, but asks for consistency in the way the top, middle and bottom of each block is expressed, with all blocks also receiving high quality finishes

9.22.2. The initial proposals have been revised and address the Quality Review Panel’s observations as set out in the table below:

Quality Review Panel Comment	Officer Response
Scheme layout	
<p>The panel supports high-density development of brownfield sites such as this to provide much needed housing, but they must be delivered to a high standard to ensure new communities can thrive. The usual indicators of quality, such as overlooking distances beyond the National Model Design Code recommendations and dual aspect homes beyond the London Plan minimums, are not in evidence in these proposals</p>	<p>QRP support noted. Following the QRP the project team explored the panels comments and the design was developed to ensure housing quality with regards to dual aspect and overlooking.</p> <p>The proposed scheme has a high design quality in line with the metrics set out in the outline consent.</p> <p>The scheme delivers 62% dual aspect flats which is in line with the 61.3% consented in the masterplan.</p>

<p>This lack of quality undermines the argument for the sustainability of high density living, and leaves the scheme open to criticism. The panel strongly urges the project team to investigate how these shortcomings can be improved upon.</p> <p>Overlooking distances should be even more generous for taller buildings, such as these. Further work is therefore needed to ensure that no habitable rooms are directly facing one another, especially for single aspect homes.</p>	<p>QRP comment noted. following the QRP the project team revised the design to reduce overlooking. The proposed phase 4 scheme now has flats with a minimum of 12m apart. This matches the minimum distances in the consented outline illustrative scheme.</p> <p>The project team has ensured that the design of the flats that are in close proximity has been carefully reviewed to ensure the main aspects of flats do not face each other.</p>
<p>The panel is also concerned about the fire safety of the proposed single, centralised access core to each building. This issue is fundamental and must be addressed as soon as possible, as it would affect the shape of the towers (which should not become any thicker), the tenure mix (which already lacks larger family units) and, therefore, the footprint of all three buildings.</p> <p>The project team should work with its fire consultants to find a satisfactory resolution.</p>	<p>QRP commented noted, following the QRP, the project team has incorporated two fire stairs into each building. This was reviewed by the Health and Safety Executive and it has confirmed it is satisfied with the fire safety design.</p> <p>The project team has confirmed that the sitewide tenure mix is set out in the consented outline S106. This gives flexibility for different mixes in each building. Phase 4 is at the more 'urban' end of the masterplan and as such a higher concentration of smaller units is appropriate here.</p>
<p>The core should also allow natural light where possible.</p>	<p>QRP comment noted however this has not been possible to accommodate. The consented design code only required this for floors with over 9 units per core. The maximum number of units per core per floor is 8. This is therefore not required.</p>
<p><i>Height and Massing</i></p>	
<p>The panel understands that the proposed height and massing has already been approved, and it thinks that the project team has probably made the buildings as elegant as they can within these parameters.</p>	<p>QRP comment noted</p>

<p>The panel does not endorse the height and massing, which appears likely to impact negatively on quality of life both for residents of this scheme and for its neighbours.</p>	<p>Following the QRP the project team has confirmed that environmental testing has been undertaken to assess the impact of the H buildings on their surroundings and neighbours. The testing has shown the H buildings would not give rise to new or materially different environmental effects from those identified in the consented October 2017 ES. As such the effect on neighbours is acceptable.</p>
<p>The earlier phases at the southern end of the masterplan (now built out) are of a high quality and are on an appropriate scale, in keeping with the masterplan's placemaking objectives. In the panel's view, consistency with this approach would have been preferable, with 15 storeys being the maximum height appropriate for this key location.</p>	<p>QRP comment noted, however the height of the buildings is controlled by the parameter plans which form part of the consented hybrid scheme and the revised parameter plan approved under the non material amendment application.</p>
<p>However, it understands that the proposed height and massing has already been approved, and it thinks that the project team has probably made the buildings as elegant as they can within these parameters.</p>	<p>The applicant has confirmed that given that the H buildings are:</p> <ol style="list-style-type: none"> 1. within consented parameter heights 2. not creating materially different environmental effects to the consented ES 3. of a high design quality in line with the consented illustrative outline scheme <p>The height and massing of the H buildings is considered acceptable.</p>
<p>The panel is content that the scheme does not have an adverse impact in distant townscape views but is concerned about impact and overlooking issues in short range views.</p>	<p>QRP comment noted</p> <p>QRP comment noted, following QRP additional short range views were assessed with the design officer in order to provide comfort on the short range impact. Regarding overlooking issues this related primarily to the gap between H1 and H2 which is answered in another response.</p>
<p><i>Place-making, Character and Quality</i></p>	

<p>The project is hugely ambitious, but the panel questions whether this location is right for a scheme of such a metropolitan scale.</p>	<p>The principle of the scale of the masterplan has already been consented as a part of the hybrid permission.</p>
<p>This phase appears to have made a significant departure from the original vision for the Clarendon masterplan. The proposals are closer to the look and feel of Canary Wharf than of an 'arts quarter', as previously intended, and the panel are not convinced that this is the right approach for this area. For example, the gleaming white walls will be a tempting surface for graffiti.</p>	<p>The Project team has confirmed that the illustrative design to the masterplan has been used as their starting point and benchmark in developing the architectural response for phase 4 which is supported by Officers.</p> <p>The applicant has confirmed that the buildings will be well maintained and as such graffiti is not a concern.</p>
<p>The panel are concerned that the development will change the surrounding area, making it more exclusive rather than attracting small, creative businesses and allowing them to grow within the scheme.</p>	<p>The applicant has confirmed that the design of the commercial space has developed to include a number of smaller units suitable to small businesses. There is potential for growing businesses to purchase adjacent small units and expand their space. Meaning they can grow within the scheme.</p> <p>The applicant is currently working with local creative industries within the cultural quarter to house them in the masterplan.</p>
<p><i>Wider landscape Masterplan</i></p>	
<p>An avenue of mature trees along Coburg Road is essential as part of Haringey's vision for the wider area, giving the new route to Alexandra Palacand Park the prominence it deserves. The panel notes that its comments in relation to this from the previous report (21 September 2022) still stand.</p> <p>It understands that there are constraints, such as servicing below ground, to</p>	<p>Following the QRP the applicant has developed the landscape strategy so as to accommodate trees along the boundary of the phase facing Coburg road.</p> <p>QRP comment noted. The applicant proposes a row of trees to the north of the H buildings along Coburg Road in line with the wider vision for the road. An</p>

<p>be resolved. However, this is a pioneering scheme of a significant scale. If this scheme does not set up the transformation of Coburg Road, it will establish a poor precedent and public realm improvements will be unlikely to be delivered, as this is one of the last phases of the masterplan.</p> <p>The panel therefore encourages the project team and London Borough of Haringey to work together to overcome these constraints and achieve their vision for the wider landscape masterplan.</p>	<p>additional tree was added to this following the QRP. Following the QRP the trees were sized to be as large as possible given the constraints of the site.</p>
<p>Public realm – the square</p>	
<p>The panel supports the move to keep the route through the new square to Coburg Road as a straight, as opposed to the previous diagonal version. This helps with navigation by providing clear lines of sight.</p>	<p>QRP comment noted.</p>
<p>The panel's concerns about the usability of the 'arcade' (the street between Buildings H1 and H2) remain from the previous review. This space is very narrow and seems likely to suffer from the predominant south westerly wind which will be funnelled through the space and made worse by the down draft from the tall buildings.</p> <p>Whilst it understands that the project team's arguments that the approved phases buffer the area, and that the wind modelling does not yet take account of trees, the panel is not convinced that this space will be comfortable to sit in, as shown in visualisations. The panel also worry that it will not create a welcoming arrival space for those residents whose entrances lead off it.</p> <p>The panel does not agree that this space is an arcade, which is usually a covered passage. It recommends that consideration should be given to</p>	<p>Following the QRP wind tunnel testing was undertaken for the scheme. This demonstrated that conditions in the 'arcade' are suitable for its intended use. The wind assessment has also been reviewed by a 3rd party. The conclusions reached in relation to the changes in the design following the wind tunnel study and the professional opinion provided would be better supported with more information about the sensitivity checks that were undertaken.</p>

<p>enclosing the space to create a genuine arcade and mitigate the effects of the wind, creating a more hospitable environment.</p>	
<p>The panel does not agree that the 'square' is working as such, and its concerns from the previous review remain. A square should be a space framed on all sides by buildings of a similar height, such as in Barcelona's city grid. Here, the 'square' results from a conglomeration of buildings of different heights, with no clear relationship to the space.</p> <p>The panel recognises that consistent shoulder heights were not established in Phase 3b. However, it feels strongly that shoulders should be set at a maximum of eight storeys, creating a defined datum level around the square so it has a chance of being perceived as a human-scale civic space in spite of the towers looming above it.</p> <p>The most problematic edge is Building H3. The two-storey base and 18 storey sheer wall appears as a statement of a commercial use but is mostly residential.</p>	<p>The applicant has confirmed that a variety of shoulder heights in buildings were tested as proposals for the H buildings emerged.</p> <p>The project team has confirmed that in order to have a strong clear architectural expression shoulders were avoided on H3 as this looked incongruous.</p> <p>There is no basis for requiring consistent shoulder heights around the public square. This principle was not established as a part of the illustrative masterplan where buildings around the square had differing shoulder heights.</p> <p>The applicant has tested a variety of options and it was concluded that the building shoulder heights around the square proposed are appropriate. This is also supported by the Design Officer</p>
<p>In terms of the landscape design of the square, the panel appreciates the work completed since the last review, which has improved the range of seating, but thinks that a more structured approach is needed.</p> <p>Instead of locating planting and seating in small areas left over by circulation patterns, stronger lines are recommended to help contain and frame the square. Consideration of the way London squares have been established may help, as a precedent that has stood the test of time.</p> <p>Within a stronger framework, the project team should aim to subdivide the</p>	<p>Following the QRP the applicant has developed the landscape design</p> <p>The tree layout within the square now frames it effectively.</p> <p>The applicant has confirmed that the identities of smaller sections of the square has emerged from different planting and play design in each.</p>

<p>space, providing different characters of planting and seating, with a clear hierarchy. Curves could be introduced within the linear framework and, alongside plant species, seating and lighting, can create highlights and identities for each smaller space.</p>	
<p>The panel also encourages further work on the planting specification, considering European standards for plants that will be able to grow tall and allow for movement in the wind</p> <p>The project team should establish this landscape vision and design narrative at an early stage, so that the necessary underground servicing can be subservient to the public realm, and not vice versa.</p>	<p>The applicant has provided the planting specification in the landscape strategy. Further details can be secured by the imposition of a condition. This is also supported by the Council's tree officer.</p> <p>QRP comment noted. Following this the applicant reviewed the design further with the design officer and it was felt that the design is not compromised by below ground servicing and accommodates trees in line with the design vision</p>
<p><i>Environmental Response</i></p>	
<p>The project team is encouraged to continue to improve how the design is responding to its environment and tempering the microclimate. These issues are fundamental to resident comfort.</p>	<p>The applicant has confirmed that flat layouts have been designed to accommodate MVHR units should they be required. A review of floor to ceiling heights has been undertaken and underfloor heating can be accommodated if required. A wind tunnel assessment was undertaken following the QRP demonstrating microclimate impacts were in line with the consented hybrid application.</p>
<p>Further wind testing is required to check the viability of the arcade, as tests show it to create comfortable conditions for standing only, not for sitting. This scheme is very dense in relation to the amount of outdoor amenity space provided, so every inch needs to work exceptionally well. The arcade currently</p>	<p>As per previous comment wind tunnel testing has been undertaken.</p> <p>The applicant has confirmed that effects are materially in line with the consented environmental statement. The wind assessment has also been reviewed by a</p>

<p>compromises the quality of provision. As discussed above, the project team should explore enclosing it.</p>	<p>3rd party who have confirmed that the arcade is suitable for its intended use</p>
<p>The panel is not convinced that overheating has been sufficiently mitigated in the proposals. West-facing bedrooms in H1 are particularly at risk. Even with through ventilation from dual aspect, this is problematic as it is unlikely that windows can be fully opened considering safety so high up. This should be looked at, taking into account predicted increases in summer temperatures.</p>	<p>The building will have to pass part O of the building regulations. This specifically controls overheating risk in buildings.</p> <p>The applicant has undertaken an early stage assessment to inform the design and assess that it can be built in accordance with part O.</p>
<p>The energy strategy needs further detail to convince the panel that it meets London Borough of Haringey's exemplary standards.</p> <p>The panel is concerned that locating all the air source heat pump equipment on a single roof will take up a lot of space, cause significant vibrations, and require long pipework to the other buildings, which will cause heat losses. This approach should be reassessed.</p>	<p>QRP comment noted</p> <p>The energy strategy is not required to be submitted as a part of reserved matters applications. The energy statement and overheating report are controlled by separate conditions (53 and 52 respectively). The approval of the reserved matters does not affect the control these conditions have over the planning permission. Should any changes be required to the roof plant, condition 3 of the reserved matters allows for details to be submitted for approval prior to superstructure works.</p>
<p>The project team should ensure that the reduced floor to ceiling heights leave enough space for underfloor heating. Mechanical vent heat recovery units and access points for maintenance also need to be fitted in.</p>	<p>QRP comment noted. This has been reviewed by the applicant.</p>
<p>The panel recommends carrying out noise and air quality assessments to inform the design at an early stage. For example, homes facing towards the railway line are likely to need higher volume ventilation than others.</p>	<p>The noise and air quality assessments in relation to phase 4 can be submitted at a later stage via condition attached to the hybrid consent</p>

Architectural Language	
<p>The project team has developed strong ideas for the scheme's architectural language, which work well in the façade concept studies (page 31 of the project team's presentation). However, these have not yet been successfully translated into elevational drawings and 3D renders.</p> <p>For example, the crown of H1 does not wrap around all sides of the building, so it does not yet read as an articulated crown. The panel also suggests that H1's crown should incorporate an additional storey or two, so it is deeper and appears more intentional.</p> <p>The panel suggests a 360-degree examination of all buildings is needed, to ensure that concept ideas are resolved on all façades.</p>	<p>Following the QRP the applicant has developed the 'crown' of building H1 to wrap around all sides of the building. Different heights of the crown were tested to arrive at the most appropriate solution. This is supported by the Design Officer</p> <p>The project team has provided additional 3d views following the QRP to assess the scheme from more angles. This is supported by the Design Officer.</p>
<p>The massing, as shown in 3D renders, appears too dense. The panel recommends exploring ways to break down the mass of the buildings, for example by using more filigree structure.</p>	<p>Following the QRP the applicant has developed the materiality of the buildings subtly in order to emphasise the articulation of the forms.</p>
<p>The materiality and detailing of H2 and H3 give the impression that they are a value engineered version of H1. They are just as important and require a higher design quality than presented.</p>	<p>The applicant has confirmed that the design of buildings H2 and H3 is closely related to the earlier consented buildings. Being predominantly brick with a lighter banding. This is supported by the Design Officer.</p>
<p>The panel is comfortable with the idea that the buildings have individual design personalities, forming a family of distinct but related buildings. However, there should be a consistency in the approach to the way the top, middle and</p>	<p>Following the QRP the applicant has developed the design to ensure each building has a top, middle and bottom expressed.</p>

bottom of each building is expressed.	
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9.3. Other matters

9.3.1. The NHS have requested a contribution of £691,783 to meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents however this was not secured in the hybrid permission. Furthermore Haringey's Planning Obligations SPD and Annual Infrastructure Funding Statement state that health contributions should be dealt with through Strategic CIL rather than S106 planning obligations.

9.3.2. The conditions of the hybrid permission require the provision of an energy plan (Condition 53) and overheating analysis (Condition 52) the Council's Carbon management team have requested more detail around overheating which the applicant has responded to noting that the following measures have been incorporated into the design:

- Deep window reveals to provide passive solar shading
- Fully open-able windows to limit reliance on mechanical cooling and ventilation
- Bottom of window sills generally 450mm above FFL to limit solar gain
- Design of H1 south façades with horizontal banding to provide shading against the midday sun.
- Design of H1 east and west façades with vertical fins to provide shading against morning and afternoon sun.
- Placement of windows to optimise benefit of facade element shading.

9.3.3. Therefore officers are satisfied that this has been given sufficient consideration to allow future compliance with this condition.

9.3.4. In terms of other environmental impacts a report considering the potential for any significant additional or different effects resulting from the detailed proposals for Phase 4 has been undertaken. This report highlights that the differences between the detailed proposals and the illustrative scheme considered for Blocks H1, H2 and H3 are not expected to significantly affect the suitability of wind conditions for existing and proposed activities in and around the site and the conclusions of the October 2017 ES are considered to remain valid. This wind assessment has been reviewed by a 3rd party expert who are broadly satisfied by the

findings subject to some further clarification on the sensitivity testing that has led to the conclusions provided, discussions are ongoing.

10. CONCLUSIONS

- 10.1 This reserved matters application for buildings H1, H2 and H3 complies with the approved development specification, parameter plans and necessary elements of the design codes established by the hybrid consent.
- 10.2 The height and extent of the proposed 'H' buildings fall within the parameters defined by the hybrid scheme and their design, accommodation and external spaces will deliver a high-quality development in a key part of the masterplan.
- 10.3 The reserved matters associated with the layout, scale, appearance, access and landscaping of the development are therefore considered acceptable.
- 10.4 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.
- 10.5 As discussed above, the proposed development provides a range of homes (and the wider scheme, includes various tenures) along with development-wide resident facilities, and community room (which is also available to communities beyond the development). The hybrid permission is also subject to an employment skills and training plan and apprenticeships under the S106 which will provide job opportunities for local people from all backgrounds.

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 11.1 Based on the information given on the plans, the Mayoral CIL charge is estimated to be £2,108,679.93 and the Haringey CIL charge is estimated to be £8,906,029.36– **total: £11,014,709.30**. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to relief, surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL index. An informative will be attached advising the applicant of this charge.

12. RECOMMENDATION

- 12.1 **GRANT PLANNING PERMISSION** subject to conditions and informatives.

12.2 Conditions and Informatives:

Conditions

1. Compliance: Development in accordance with approved drawings and documents (LBH Development Management).

The approved plans comprise drawing numbers and documents as attached in Appendix 1.

2. Prior to occupation: Landscaping

Prior to occupation of the residential areas, details of the hard and soft landscaping provision contained within the private amenity areas, in accordance with the Design and Access Statement, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site.

3. Prior to superstructure works: Design Details

Detailed drawings showing the cills, parapets, roof plant arrangement and screening, reveals, corners and soffits of the proposed buildings shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced on that phase. Thereafter only such approved details shall be implemented.

Reason: To ensure the satisfactory development of the site.

4. Compliance: Landscaping - Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: To protect the amenity of the locality.

Informatives

Original Planning Permission

The original planning permission HGY/2017/3117 still stands and all its conditions and informatives still apply, in particular materials, landscaping, bio-diversity play space, lighting, wheelchair units and SuDS conditions include ongoing requirements. This approval and that permission should be read together.

Working with the applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.

Designing out crime – certified products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Naming of new development (LBH Transportation)

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

Party Wall Act (LBH Development Management)

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

Sprinkler installation (London Fire Brigade)

INFORMATIVE: The authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises particularly where the proposals relate to schools and care homes. Sprinklers systems installed in buildings can significantly reduce the damage caused by fire and the consequential costs to businesses and housing providers and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinklers systems in order to save money save property and protect the lives of the occupier. Please note that it is our policy to regularly advise our elected members about this issue.

Community Infrastructure Levy

INFORMATIVE: Based on the information given on the plans, the Mayoral CIL charge is estimated to be £2,108,679.93 and the Haringey CIL charge is estimated to be £8,906,029.36– **total: £11,014,709.30**. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to relief, surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL index. An informative will be attached advising the applicant of this charge.

APPENDIX 1 – Plans and application documents

Plans:

Site

Site Location Plan 6726-SRA-ZZ-ZZ-DR-A-02010 1:1250 A1 P03

Plans

General Arrangement - Combined Illustrative Basement - 6726-SRA-ZZ-B1-DR-A-02100 - P03
General Arrangement - Basement Floor Plan - 6726-SRA-ZZ-B1-DR-A-02101 - P03
General Arrangement - Ground Floor Plan - 6726-SRA-ZZ-00-DR-A-02102 - P06
General Arrangement - First Floor Plan - 6726-SRA-ZZ-01-DR-A-02103 - P06
General Arrangement - Second Floor Plan - 6726-SRA-ZZ-02-DR-A-02104 - P04
General Arrangement - Third to Eighth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02105 - P04
General Arrangement - Ninth Floor Plan - 6726-SRA-ZZ-09-DR-A-02106 - P04
General Arrangement - Tenth Floor Plan - 6726-SRA-ZZ-10-DR-A-02107 - P04
General Arrangement - Eleventh to Thirteenth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02108 - P04
General Arrangement - Fourteenth Floor Plan - 6726-SRA-ZZ-14-DR-A-02109 - P04
General Arrangement - Fifteenth to Sixteenth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02110 - P04
General Arrangement - Seventeenth Floor Plan - 6726-SRA-ZZ-17-DR-A-02111 - P04
General Arrangement - Eighteenth to Nineteenth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02112 - P04
General Arrangement - Twentieth to Twenty-fourth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02113 - P04
General Arrangement - Twenty-fifth to Twenty-sixth Floor Plan - 6726-SRA-ZZ-XX-DR-A-02114 - P04
General Arrangement - Roof Plan - 6726-SRA-ZZ-RF-DR-A-02115 - P03

Elevations

General Arrangement - North Elevation - 6726-SRA-ZZ-XX-DR-A-02200 - P04
General Arrangement - West Elevation 01 - 6726-SRA-ZZ-XX-DR-A-02201 - P04
General Arrangement - South Elevation - 6726-SRA-ZZ-XX-DR-A-02202 - P04
General Arrangement - East Elevation 01 - 6726-SRA-ZZ-XX-DR-A-02203 - P04
General Arrangement - East Elevation 02 - 6726-SRA-H1-XX-DR-A-02204 - P03
General Arrangement - West Elevation 02 - 6726-SRA-XX-XX-DR-A-02205 - P03

Landscape

General Arrangement - Masterplan - MRG-198-SWC-GA-00-001 - Revision 00
General Arrangement - H2/H3 Roof terrace, Level 2 - MRG-198-SWC-GA-02-001 - Revision 00
General Arrangement - Roof Terrace L10 - MRG-198-SWC-GA-10-001 - Revision 00
General Arrangement - Roof Terrace L 14 - MRG-198-SWC-GA-14-001 - Revision 00
General Arrangement - Roof Level - MRG-198-SWC-GA-RF-001 - Revision 00
Section - through square West-East - MRG-198-SWC-GS-00-001 - Revision 00
Section - through square South – North - MRG-198-SWC-GS-00-002 - Revision 00
Section - through square South - North through Arcade - MRG-198-SWC-GS-00-003 - Revision 00
Section - through roof terraces - MRG-198-SWC-GS-XX-001 - Revision 00

Application Documents:

- Cover letter from Quod dated 31st August 2023 ;
- Design and Access Statement (including Landscaping and Statement of Compliance with Design Code and Parameter Plans) prepared by Sheppard Robson dated August 2023;
- Planning Statement prepared by Quod dated August 2023;
- EIA Further Information Report (inc. Air Quality Assessment, Wind Assessment, Transport Statement, DSO Technical Note & TVIA) prepared by Quod dated August 2023.
- Daylight and sunlight statement prepared by Anstey Horne, Chartered Surveyors dated August 2023;
- Transport Statement prepared by Vectos dated August 2023;
- Cultural Strategy prepared by DPQ dated August 2023;
- Fire Statement prepared by Introba dated August 2023;

Appendix 2 – Summary of consultation responses

Stakeholder	Representations	Officer comments
INTERNAL		
Design Officer	<p>Initial comments provided:</p> <p>Overall I am supportive; it is a high quality design, that has been worked and re-worked to get the best possible architectural expression of these ambitiously tall buildings, and the ambitious height is just about justifiable in view of its landmark function and the adopted policy designation, urban characterisation support and masterplan, with generally positive and never detrimental impact on views.</p> <p>The impact on neighbours and quality of accommodation in terms of amenity (day, sunlight, aspect, privacy, microclimate etc) is as reasonable as can be expected, as is the landscaping, especially to both the important square and equally important Coburg Road grand avenue, given the tremendous constraints this high density development and what's going on underground.</p>	Comments noted
Transportation	<p>Car parking</p> <p>The outlined planning application as approved in 2018 had a total parking allocation of 0.25 car parking space per unit, of which 0.10 car parking space per unit was provided for the wheelchair-accessible units in line with the London Plan, which requires that 10% of the units have access to a wheelchair accessible car parking space.</p> <p>The current application will result in a change in the number of car parking spaces that will be provided by the development site-wide; there will be 1874 units with a total of 211 car parking spaces, of which 136 spaces will be assigned to the wheelchair-</p>	Comments noted. The S106 obligations for the hybrid permission have secured transport mitigations and no further obligations and condition can be imposed in this respect.

Stakeholder	Representations	Officer comments
	<p>accessible units. This will result in a reduction from 10% to 7% of wheelchair-accessible units having access to a car parking space, it is to be noted that the current phase will only have a 5% wheelchair-accessible car parking provision. This will be managed by a parking management plan for the entire site which will reallocate any additional demand generated from this phase of the development as there is an excess of on-allocated wheelchair accessible parking spaces from the previous phases of the development which provided is in excess of the 10%. We have considered that although the total wheelchair-accessible car parking provision is 3% less than the London Plan requirement of 10%, considering the total take-up from previous phases of the development and the total quantum of wheelchair-accessible car parking spaces that have been provided 136 spaces in total the parking provision is considered acceptable.</p> <p>Trip generation This was considered as part of the approved outline planning application and associated mitigation agreed.</p> <p>Cycle parking The cycle parking provision for this development has been based upon the standards within the published London Plan 2021 Policy T5 Cycle. As mentioned above, the development would see 616 residential and 24 commercial long-stay cycle spaces being provided. Provision of 24 short-stay cycle spaces for the entire site. Overall, slightly more cycle parking would be provided than what is required by policy, though this only equals to an extra 10 spaces for long-stay parking. However, a higher level of cycle will be required by the development as it is located very close to Wood Green Town Centre, which has been identified by the London Plan 2021 T5 Cycle figure 10.3 to be in an area that should contain a higher level of cycle parking. This is because people within these areas are more likely to switch to cycling, and a higher provision in these areas</p>	

Stakeholder	Representations	Officer comments
	<p>can enable this switch which will contribute towards Healthy Streets within the town centre. Therefore, the LBH Transport Planning will require the following cycle parking numbers to be provided: residential long-stay 616, 10 short-stay, commercial 29 long-stay, and 25 short-stay.</p> <p>It is noted that the commercial long-stay parking will utilise two-tier racks. To be in accordance with the London Cycling Design Standards the aisles will need to have a minimum width of 2.5m as to allow for bikes to be turned and loaded. Although, if racks are provided on each side, then the aisle should have a width of 3.5m. The short-stay cycle parking is to be provided via Sheffield stands within the public realm, though at first instance, these should be provided within the curtilage of the site rather than on the public realm. It is welcomed that the developer is making 5% of the cycle larger to accommodate larger bikes, although this number would 31 rather than the 30. One store of the long-stay residential parking will be located within the basement building H1, nonetheless it is not understood if the buildings H2-H3 will have any. So far, no exact design has been received for the on-site cycle parking. These issues can be addressed with a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.</p> <p>Car club The developer would be required to enter into a S106 agreement with Haringey Council to provide car club facilities locally to the site. The Highway Authority acknowledges that 3 car clubs are to be provided on Mary Neuner Road. Residents of block H1-H3 should have access to similar provision by the developer working with a car club operator to provide extra bays within the vicinity of this site, which resident could make</p>	

Stakeholder	Representations	Officer comments
	<p>use of. This is to ensure that there is sufficient demand within the immediate given the scale of this development and the larger scheme at hand. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential parking impacts on local residential streets when the CPZ is not in operation. The applicant will need to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will be required to provide 3 years of car club membership for each residential unit, along with £50 driving credit.</p> <p>Access</p> <p>The submission has not included an Active Travel Zone (ATZ) assessment for this site. However, it does not appear that one was submitted as part of the original permission for the scheme. However, the developer would have been still advised that either an updated assessment was needed or a new one for this site, given the difference in time between this application and the original one. LBH Transport Planning has assessed the collision data from Transport for London's Road Safety Data Reports, the report was run to only include both pedestrians and cyclists as the mode of transport and data range was from 01/01/2019-31/07/2023. Coburg Road which leads from the site to Wood Green High Street 4 slight collision were observed. Mayes Road itself seems to have had a number of slight and 2 serious collisions involving both cyclists and pedestrians. Most of the prior highway works have been agreed between the Council and the developer/applicant as part of a previous S106 agreement for application HGY/2017/3117, though some of this was only to Mary Neuner Road. In all an ATZ or up to date document would have been welcomed as it would have provided further context for this application, with a Healthy</p>	

Stakeholder	Representations	Officer comments
	<p>Streets assessment of the main walking/cycling routes to the site and how further improvements could be made.</p> <p>Electric vehicle charging It is currently unknown if any electric vehicle charging points have been either installed or plan to be. This development would see provision made for 19 disabled bays within the basement of another building. To be in line with the published London Plan 2021 requirements, which are 20% active and passive for the rest. Therefore, the development will need provide 4 active electric charging points and rest passive for this development. This to be in accordance the published London Plan 2021 Policy T6.1 Residential Parking which requires that '<i>20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces</i>'. This can be addressed via a planning condition.</p> <p>Service, Delivery, and Refuse Refuse stores will be located through all three of the buildings in 4 locations for each use class. The residential and workspace stores front onto Silsoe Road which is where collection is expected to take place from. However, swept paths within the Transport Statement do not explicitly show where refuse vehicles will wait on Silsoe Road during collection, this is even more important given the stores front onto both proposed bus stops. Therefore, there is a potential for buses or the road to be blocked or for buses to access the stop while the stores are being cleared, which could take some time due to their size. Two more stores will be located within the site, although the one closest to Coburg Road is expected to take the bins out to the road on collection days. The other store is within Block H3 can be accessed via the new internal servicing road found off Silsoe/Brook Road.</p>	

Stakeholder	Representations	Officer comments
	<p>A draft Servicing and Delivery Management Plan has been included with the Transport Statement. All servicing and delivery will done via the new internal service road, which will utilise a one-way system and have controlled access by bollards which can only be lowered by the site management. Drivers are expected to use an intercom system to communicate with site management. It would be helpful if signage that is going to be installed also included information on how to get access to the site to prevent vehicles from having to wait, which could cause issues for the highway if multiple vehicles are waiting. Furthermore, it is stated within the draft that entry will only be granted if there is capacity within, though there should be a strategy in place to deal with a buildup of vehicles waiting to enter on the public highway. It is expected that up to 30 delivery trip a day for all the Use Classes, which equates to 60 two-way trips. It would have been helpful if the times of the deliveries were given e.g., peak/off-peaks. It is reasonable to assume that more deliveries could be anticipated for the residential use given dwelling numbers and that more shopping is done online post-COVID-19. Further, details on servicing, delivery and waste management will be secured via a planning condition.</p> <p>Construction and logistics</p> <p>No Construction Logistics Plan outline/draft has been received as part of this submission. It is understood that this application is phase 4 of the wider Clarendon Gasworks development. Therefore, a full Construction Logistics Plan will need to be submitted adhering to Transport for London's published Construction Logistics Planning 2021 guidance. A high level of cycle parking should be made available for workers during all phases of construction, this will help to promote the uptake of cycling to the site. As the site is relatively well connected by public transport in the surrounding area no on-site car parking should be provided for workers, this is further supported by</p>	

Stakeholder	Representations	Officer comments
	<p>local CPZs and town centre car parks. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, are recommended to be avoided by the delivery vehicles. This is in a bid to avoid peak traffic conditions and school drop/pick up times by construction and delivery vehicles, as the site is located near several schools with one being Coburg Road. Effort should be made to have a process in place to deal with delivery vehicles that turn up late or announced as to deal to avoid any negative impact to the public highway. Overall, a draft or scoping of a Construction Logistics Plan would have been helpful for Phase 4 of the scheme, even though some details have been received in the past.</p> <p>The Highway Authority would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.</p> <p>Recommendation There are no highway objection to this proposal subject to the following conditions and s.106 obligations.</p> <p>Conditions <u>1. Delivery and Servicing Plan and Waste Management</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the</p>	

Stakeholder	Representations	Officer comments
	<p>site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance.</p> <p>The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 unless otherwise agreed by the highway's authority.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p> <p><u>2. Cycle Parking</u></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 616 long-stay, 10 short -stay residential, 29 long-stay, and 24 short-stay commercial spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p> <p>REASON: to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>3. Electric Vehicle Charging</u></p> <p>The applicant will be required to provide 4 active, with rest passive electric vehicle charging points to serve the on-site parking spaces from the onset.</p>	

Stakeholder	Representations	Officer comments
	<p>Reason: to be in accordance with published London Plan 2021 Policy T6.1 Residential parking</p> <p><u>4. Disabled Parking Bays</u> The applicant will be required to submit and provide plans showing 19 on-site disabled persons parking bays, these spaces should be provided on-site. REASON: to ensure the development is in accordance with the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p>S.106 Obligations</p> <p><u>1. Car-Free Agreement</u> The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Commercial Travel Plan</u> A commercial travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and</p>	

Stakeholder	Representations	Officer comments
	<p>appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <ul style="list-style-type: none"> b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new staff, and travel pack to be approved by the Councils transportation planning team. c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development. d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p><u>3. Residential Travel Plan</u> Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following</p>	

Stakeholder	Representations	Officer comments
	<p>measures to be included as part of the travel plan in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases. c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives. <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>4. Car Club Membership</u> The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years' free membership for all residents and £50 (fifty pounds in credit) per year/per unit for the first 3 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>5. Car Parking management Plan</u> Car parking management plan to be secured via the S.106 agreement and must be monitored in line with the Travel Plan. The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including</p>	

Stakeholder	Representations	Officer comments
	<p>the provision of a minimum of 7% wheelchair accessible car parking spaces for both private and affordable housing, the car parking space must be leased no sold and must be allocated in the following order:</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space minimum of 7% of all units. 2) Family size units 4/3 bed units 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units <p>Reason: To ensure that the allocation of the car parking spaces is in line with the London Plan and Council's development management Policy 32 which seeks to prioritise parking to family sized units and disabled people.</p> <p><u>6. Construction Logistics and Management Plan</u> The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds) to cover officer time required to administer and oversee the temporary arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ol style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. 	

Stakeholder	Representations	Officer comments
	<p>b) The estimated number and type of vehicles per day/week.</p> <p>c) Estimates for the number and type of parking suspensions that will be required.</p> <p>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</p> <p>e) The undertaking of a highway dilapidation survey before and after completion.</p> <p>f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.</p> <p>g) The applicant will be required to contact LBH Highways to agree condition on surveys.</p> <p>H) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.</p> <p>I) Swept path drawings.</p> <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p>	
<p>Pollution Officer</p>	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above planning application for the approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018 at Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22 and I would like to comment as follows.</p>	<p>Comment noted</p>

Stakeholder	Representations	Officer comments
	<p>Having considered all the relevant submitted information including; Design and Access Statement with reference 6726-SRA-ZZ-ZZ-RP-A-02000, prepared by Sheppard Robson, dated August 2023; Planning Statement with reference Q60479, prepared by Quod Ltd, dated August 2023; EIA Further Information Report prepared by Quod Ltd, dated August 2023 taking note of sections 4 (Approach to the Further Information Review), 5 (Review of Environmental Effects) and Appendixes 1.1-1.7, we are in agreement with the conclusions of the above report that the October 2017 ES remains valid with regard to the design proposals for Blocks H1 to H3. Therefore, we consider the existing planning conditions, relevant under approved planning permission HGY/2017/3117, to remain valid.</p>	
<p>Carbon Management Team</p>	<p>Formal comments to follow in an addendum.</p>	<p>As noted above carbon energy and overheating are dealt with by conditions.</p>
<p>SuDS Officer</p>	<p>Thank you for consulting us on the above planning application reference number HGY/2023/2357 for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018. The Outline Planning Application was an Environmental Impact Assessment. An Environmental Statement was submitted, and an EIA Further Information Report is submitted with this Reserved Matters Application at Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22</p>	<p>Comments noted and conditions in place to cover these points.</p>

Stakeholder	Representations	Officer comments
	<p>After reviewing the submitted Flood Risk assessment as a part of planning application HGY/2017 / 3117, Environment Statement Appendix 13 – Flood Risk and Drainage Part 1 up to and including Environmental Statement - Appendix 13 - Flood Risk & Drainage Part8, it would be ideal to have revised Flood Risk Assessment for the present scenario considering the one on the file is almost 6 years old. Please see below some of our comments which will need to be incorporated within the Flood Risk Assessment:</p> <ol style="list-style-type: none"> 1) As a part of application, we would like to see an up to date Flood Risk Assessment demonstrating that there will be no increase in runoff from the proposed development. Therefore calculations are required for the pre and post development Greenfield / Brownfield runoff rates, potential impacts of increased impermeable area, and the attenuation volumes required to reduce the runoff from the developed site. 2) Calculations should include a full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change. 3) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method. 	

Stakeholder	Representations	Officer comments
	<p>4) An evidence confirming that the site has an agreed point of discharge.</p> <p>5) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development</p> <p>6) Depth of current storage crates to be greater than minimum specified (i.e. 150mm) in order to allow for capacity loss due to silting or blockages.</p> <p>7) Silt trap manholes to be provided prior to storage structure and included within the maintenance schedule.</p> <p>8) We will also require the FRA to include the basement drainage showing the entire system plus any back up system in the event of the failure of pumping system.</p> <p>Hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	
<p>Tree and Nature Conservation Manager</p>	<p>I can confirm that the appearance, landscaping, layout, and scale appear for the square, in order.</p> <p>We will require at some stage the species, specification, and aftercare plans.</p>	<p>Comments noted and condition added.</p>

Stakeholder	Representations	Officer comments
Waste Management	<p>The storage and servicing arrangements look to be acceptable but I noticed that it is still proposed to use compaction for the refuse and recycling bins. Having spoken to our contractor Veolia and noting the comments provided for planning application HGY/2017/3117, it is still the view that there is a higher risk of damage to containers and potential servicing issues when using compaction. On this basis we recommend that containers are purchased rather than hired by the development if they proceed with this system. The previous feedback on the waste and recycling proposals is outlined below for reference.</p> <ul style="list-style-type: none"> • Compacted bins causes frequent damage to bins that occurs regularly due to the additional weight when used in operational conditions. (Haringey would not provide waste receptacles under the current terms and conditions of the hire agreements currently being used) • Compacted bins have a Health & Safety element of concern for operatives as H&S guidelines state that the lifting and movement of weight is whatever the individual feels comfortable with. • Designs of lifting equipment attached to waste vehicles can differ and the lifting weights can be lower than 500kgs and is dependent on stock in use at time of operation. • Haringey no longer use 360L food waste receptacles due to weights proving difficult to manage. 140L bins are now widely adopted. 	Comments noted
Housing Team	The private sector housing team don't have any comments for this application.	Comment noted
EXTERNAL		
Environment Agency	Based on a review of the submitted information we are in agreement with the conclusions of the above report that the	Comments noted.

Stakeholder	Representations	Officer comments
	<p>October 2017 ES remains valid with regard to the design proposals for Blocks H1 to H3. As such, we consider the existing Planning Conditions relevant under planning permission HGY/2017/3117 to remain valid</p>	
<p>Transport for London</p>	<p>Subject to the demonstration of physical and potential provision of allocated blue badge spaces for all wheelchair accessible over the site TfL does not object to the blue badge proposals. Given the discrepancies TfL is currently unable to say whether the cycle parking proposals are compliant and would like to see a definitive and consistent set of plans detailing what is proposed for planning consent.</p>	<p>Comments noted. The permission attached to the outline permission require further details of the cycle parking to be submitted.</p>
<p>Designing Out Crime Officer</p>	<p>Whilst in principle we have no objections to the site, in light of the changes to the original design, in particular the Fire Strategy, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied.</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.</p>	<p>Comments noted and conditions/informative in place to cover these points.</p>

Stakeholder	Representations	Officer comments
	<p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p>	
Network Rail	<p>Following assessment of the details provided to support the above application, Network Rail has no objection in principle to the development, but below are some requirements which must be met,</p> <p>While the proposed phase of development is some distance from the railway boundary, given the scale of the proposed buildings, we would appreciate further information in relation to the collapse radii of cranes and piling equipment if they are to be used in the construction of the proposals, in order that we may ensure that there is no impact on operational railway safety. We therefore require that the following condition is included on the decision notice should the scheme be granted planning permission; Works in Proximity to the Operational Railway Environment Development Construction Phase and Asset Protection Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any work taking place on site to ensure that the</p>	<p>Comments noted and conditions/informative in place to cover these points.</p>

Stakeholder	Representations	Officer comments
	<p>development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed will include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works.</p> <p>Condition</p> <p><i>Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority. The construction methodology shall demonstrate consultation with the Asset Protection Project Manager at Network Rail. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.</i></p>	
Crossrail 2 Safeguarding	<p>Crossrail 2 has no comments to raise in respect of the proposal but in the event that the LB Haringey issues a new decision notice, Crossrail 2 / Transport for London request the borough attach the following conditions:</p> <p>C1 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:</p> <p>(i) Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works,</p>	Comment noted

Stakeholder	Representations	Officer comments
	<p>(ii) Accommodate ground movement arising from the construction thereof, (iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail 2 railway within the tunnels and other structures, The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (ii) and (iii) of this condition shall be completed, in their entirety, before any part of the building[s] [is] [are] occupied.</p> <p>Informative: Transport for London is prepared to provide to information about the proposed location of the Crossrail 2 tunnels and structures. It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.</p>	
National Grid Electricity Transmission	Regarding planning application HGY/2023/2357, there are no National Grid Electricity Transmission assets affected in this area.	Comments noted
National Grid Gas Transmission	Regarding planning application HGY/2023/2357, there are no National Gas Transmission assets affected in this area.	Comments noted
HSE	1.1 It is noted that the above application is an approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, pursuant to planning permission HGY/2017/3117 dated 19th April 2018.	Comments noted

Stakeholder	Representations	Officer comments
	<p>1.2 This is prior to HSE becoming a statutory consultee for relevant buildings, in relation to fire safety matters.</p> <p>1.3 Phase 4 of the development will consist of three residential blocks (blocks H1 – H3), with all the blocks being relevant buildings i.e., having a height of 18 m or more, consisting of 377 residential homes on the upper levels with mixed commercial, workspaces and ancillary spaces at ground and first floors framing a new landscaped public square. Details are provided below:</p> <ul style="list-style-type: none"> - Block H1 – 81.8 m - 28 storeys - Block H2 – 51.2 m - 18 storeys - Block H3 – 59.7 m - 21 storeys <p>1.4 The buildings are proposed to be served by two stair cores, one of which is a firefighting shaft, containing a firefighting staircase and a firefighting lift, which serves dwellings on every upper floor level.</p> <p>1.5 For the avoidance of doubt, this substantive response is in relation to the reserved matters relating to phase 4 of the development.</p> <p>1.6 It is noted from the information provided within the fire statement that the adopted fire safety guidance for this application is Approved Document B (ADB) Volume 1 and Volume 2, with BS9991 as supplementary guidance. This application has been assessed accordingly.</p>	

Stakeholder	Representations	Officer comments
	1.7 Following a review of the information provided in the applicant's response, HSE is satisfied with the fire safety design, to the extent that it affects land use planning.	
NHS Healthy Urban Development Unit	The request is the Council to secure £691,783 within the S106 agreement to be paid on commencement and indexed linked to building costs.	Further obligations cannot be sought through this reserved matters application which is only for further details of the outline permission already approved. The S106 obligations secured the necessary mitigation at the time of the outline permission.
NEIGHBOURING PROPERTIES		
Neighbouring occupier	We have not been provided with any information about the proposed application. We have not received any visual representation of the proposal to help us understand how this will affect my property and any potential impact to the value.	Visual representation was presented at public consultation and is available in the portal.

Appendix 3.1 - Quality Review Panel September 2022 Report

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Clarendon Gasworks – Phase 4

Wednesday 21 September 2022

5M1, Clockwise Wood Green, Greenside House, 50 Station Rd, London N22 7DE

Panel

Peter Studdert (chair)
Marie Burns
Esther Everett
Phyllida Mills
Tim Pitman

Attendees

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Deborah Denner	Frame Projects
Kirsty McMullan	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Elizabetta Tonazzi	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey

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Report of Formal Review Meeting
21 September 2022
HQRP24_Clarendon Gasworks – Phase 4

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1. Project name and site address

Clarendon Gasworks – Phase 4

Northern Quarter, Former Clarendon Gas Works, Land adjoining Brook Drive, Silsoe Road and Coburg Road

2. Presenting team

William Mackey	St William
Matthew Rees	St William
Nick Hacking	Sheppard Robson
Runyuan Xu	Sheppard Robson
Nina Kolbeck	MRG
Jennifer Mui	MRG

3. Planning authority briefing

The site is within the Clarendon masterplan in Haringey Heartlands, one of the growth areas identified in the Council's Local Plan 2013 and an area of intensification in the London Plan. The application site, Phase 4 of the Clarendon Masterplan, is in the northeast corner, with frontage onto Coburg Road. This is a primary east-west link between Wood Green Station and Alexandra Palace Park. The site is also to the north of a north-south link running through the Clarendon development and Wood Green's cultural quarter.

A hybrid application was approved in 2017 (HGY/2017/3117), agreeing the overall parameters of the site's development. The applicant is now seeking permission for Phase 4 of the residential-led, mixed use Clarendon masterplan. It comprises of blocks H1 (26 storeys), H2 (20 storeys) and H3 (23 storeys). H2 and H3 are connected by a 15-storey linking building around a new public square. The scheme proposes 354 dwellings, with restaurants on the ground floor and commercial units on the first floor. The height of block H1 has been amended from the illustrative hybrid application scheme, increasing by 19m. This was approved under planning application HGY/2021/1392. There have also been changes made to the general arrangement, block form and layout, and the public square has evolved since the illustrative scheme.

Officers asked for the panel's views on the applicant's response to the masterplan principles and design codes, the nature of the new square, site arrangement, block form, layout, landscaping, whole life carbon, and materials/colour palette in relation to the emerging context.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarendon Gasworks – Phase 4



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4. Quality Review Panel's views

Summary

The panel reviewed an outline application for the development of the northern sector of the Clarendon Gasworks site in July 2017 as part of the hybrid application on the wider Gasworks site. At that meeting the panel expressed concern about the scale and massing being proposed and its potential negative impact on the public realm. The application was however approved as presented, and an amendment in 2019 permitted an additional 19.1m in height for block H1 (although without any increase in overall floor area). The panel would like to understand what modelling options have been considered for the towers in response to its comments in 2017, and whether any reductions in scale to blocks H2 and H3 were sought as a *quid pro quo* for the increased height permitted in 2019 for block H1. It therefore encourages further work to refine the massing of the towers within the permitted parameters. Nearby and long-distance townscape view analysis will be essential, as well as analysis of the sunlight, daylight and wind conditions for the public realm and residential units in the scheme and on neighbouring plots. A clear rationale for where the design team has diverted from the masterplan design codes should be provided. The proposal should consider how the diverse needs of the future residents will be supported through day-in-the-life studies and consideration of resident amenities. The panel considers a wider landscape masterplan crucial to clarify the hierarchy and function of spaces, helping to define the role that this site will play. For example, the activities and landscape character of the Public Square should complement those of Chocolate Square. It also thinks it is essential that tree planting along Coburg Road delivers on the vision of this as an urban avenue, with large scale trees capable of reaching 30m at maturity. The quality of amenities for cyclists needs further consideration. The amount of single aspect homes should be reduced as far as possible. The architectural language would also benefit from development to create a family of buildings.

More detailed comments are set out below.

Height and massing

- The panel regrets that planning permission has been granted for an increase in height of block H1 since the hybrid application for the masterplan was approved, particularly given the panel's concerns about the height and massing of this part of the masterplan reviewed in 2017.
- Whilst the proposed height and massing has already been approved, the panel has concerns about its impact on quality of life for residents in this scheme and its neighbours.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarendon Gasworks – Phase 4



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- Wind and overshadowing are likely to affect the usability of the public realm and quality of life for neighbouring residents. Microclimate analysis is required to ensure that the proposed height and massing will not have an adverse impact.
- The proposed height and massing should be tested in long views. Studies of how this cluster of buildings will appear from key viewpoints such as Alexandra Park should be carried out.
- The established hierarchy of a taller marker building for H1 and two smaller buildings is logical, however all three blocks currently appear as towers.
- The masterplan design code suggested lower buildings with one distinctive tall element, and the panel continues to think this would be more successful.
- The panel also thinks that the podium enclosing and defining the square should be reduced to eight storeys, to create a more human scale.

Place-making, character and quality

- The masterplan design code is complex and detailed, with the aim of creating a distinctive placemaking character. Whilst the panel accepts there may be reasons to diverge from the codes, robust justification should be given for this.
- The height of the buildings proposed makes it particularly important that this site achieves exceptional design quality.
- This scheme proposes around 300 flats, which will accommodate between 700 and 800 people. Day-in-the-life studies of various future resident demographics would be valuable to ensure that their lifestyles will be accommodated.
- The panel recommends providing a variety of indoor amenity types, beyond the ground floor restaurants, on different floors. This will help to cater to diverse needs and create the best possible conditions for a cohesive new community to form here.

Wider landscape masterplan

- The proposals would benefit greatly from tying into a wider landscaping strategy for the Clarendon masterplan. This should show intent for the hierarchy and function of spaces throughout the new neighbourhood, safeguarding variety in the landscape character.
- A landscape masterplan would provide context for how the various sites fit together and what the pedestrian experience of moving through the new streets, squares and gardens should feel like.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarendon Gasworks – Phase 4



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- Clarity on the masterplan will help to define what this site has to offer, enabling a much stronger sense of place through the landscape proposals.
- The panel are enthused about the introduction of a new tree-lined avenue along Coburg Road, as outlined in Haringey Council's plans. The potential for mature, 30m tall trees to thrive here in future years should be designed for and safeguarded.
- In the landscape masterplan, the avenue should connect this development and its pockets of green space to existing nearby green spaces such as Alexandra Park.
- The trees should be shown at an appropriate scale on all relevant drawings, and commitments made to the type of tree, and size at maturity, as part of any planning application.
- The design team should consider a lighting strategy integrated with circulation routes to residential entrances and other key destinations.

The square - public realm design

- The panel understands that the design team have moved away from the idea of a market square. However, the nature of the proposed public square would benefit from further definition.
- This panel thinks the Public Square should be primarily residential in character, to serve the large number of residents living in the buildings that surround it.
- The idea of an 'urban room' is enticing but requires greater clarity. The masterplan and design code envisaged the enclosing edges of the square being read as one, by sharing similar characteristics such as height and materiality.
- Brick could help to create warmth at the lower levels enclosing the square, and a different material could be used to differentiate the upper storeys.
- The positioning of residential entrances successfully brings life to Coburg Road but means that the public square is relying only on a few restaurants. A strategy should be developed to for active frontages at different times of the day/night. The landscaping strategy should lead on from this.
- The panel recommends carrying out studies for additional uses of the square itself that will help it to feel less corporate, for example, children's play space.



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- Comfort for those sitting out in the arcade could be improved by detailed microclimate analysis that informs the amount and type of mitigation measures, particularly wind.
- The panel encourage the design team to ensure that all visualisations are realistic (the height of the trees for example) to enable sound judgement about whether the mitigations are likely to be successful.

The square – landscape design

- The design team presented thorough analysis and a considered approach to the landscaping, but the potential to create a more defined sense of place has not yet been fulfilled.
- The design should be bolder, with a stronger green presence. This square should speak to cyclist permeability and green, human scale spaces for residents to spend time in.
- This could be achieved by sub-dividing the square into smaller pockets with different characters. This will also help reduce the corporate plaza feel.
- This site should not rely solely on trees. Biodiversity requires a range of planting, and there are soil depth constraints to take into account. The panel recommends lower-level planting to respond to the need for enclosure.
- This could define a range of meeting and dwelling spaces that allow sunlight through and views down from the buildings above.
- If the design team are using trees, the panel advise arranging them as a grid or perimeter of trees to help reinforce a sense of a centred space. Pollen should be a consideration when selecting the tree species.
- The panel encourages the design team to consider how the landscaping of the public square can contribute to sustainability, biodiversity, colour and shading.

Inclusive design for cyclists

- The scheme's integration into wider cycling networks is very positive.
- The panel question the quality of amenities provided for cyclists. The design should make it as easy and pleasant as possible for cyclists to live here.
- The panel thinks that a large cycle store with no daylight may put residents off cycling. The project team should explore options for distributed cycle storage.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarendon Gasworks – Phase 4



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- Routes into and out of the cycle stores should be straightforward and greenery could be integrated to make them more welcoming as arrival spaces.

Scheme layout

- The panel is concerned about the risk of overheating and lack of natural ventilation in single aspect dwellings. The number of single aspect homes should be reduced as far as possible.
- The addition of shared terraces for residents on different levels is positive.
- The circulation routes should help residents to navigate their way to the terraces. Glazing could provide views through to the gardens from the lift cores and corridors.

Architectural language

- The architectural language should be developed to help all blocks to feel like a family of related yet unique buildings. They should also relate well to the surrounding context.
- The eastern elevation currently appears as a vertical face, despite the small setback. Further development is needed to address this.

Next steps

- The panel asks to review the scheme again at a formal review when the project team has had the opportunity to develop its designs further and respond to the panel's comments.

Report of Formal Review Meeting
21 September 2022
HQR24_Clarndon Gasworks – Phase 4



Appendix 3.2 - Quality Review Panel – December 2022 Report

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Clarendon Gas Works Phase 4

Wednesday 7 December 2022

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

Panel

Peter Studdert (chair)
Paul Appleby
Marie Burns
Phyllida Mills
Andy Puncher

Attendees

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Joe Brennan	Frame Projects
Adrian Harvey	Frame Projects
Kirsty McMullan	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey

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Report of Formal Review Meeting
7 December 2022
HQR24_Clarendon Gasworks Phase 4

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1. Project name and site address

Clarendon Gas Works – Phase 4, Northern Quarter, Former Clarendon Gas Works, Land adjoining Brook Drive, Silsoe Road and Coburg Road

2. Presenting team

William Mackey	St William
Matthew Rees	St William
Christy Walsh	St William
Nick Hacking	Sheppard Robson
Runyuan Xu	Sheppard Robson
Louise Newman	Tavenor Consultancy
Nina Kolbeck	MRG
Jennifer Mui	MRG

3. Planning authority briefing

The site is within the Clarendon masterplan area in Haringey Heartlands, one of the growth areas identified in the Council's Local Plan 2013 and an area of intensification in the London Plan. The application site, Phase 4 of the Clarendon Masterplan, is in the northeast corner, with frontage onto Coburg Road. This is a primary east-west link between Wood Green Station and Alexandra Palace Park. The site is also to the north of a north-south link running through the Clarendon development and Wood Green's cultural quarter.

A hybrid application was approved in 2017 agreeing the overall parameters of the site's development. The applicant is now seeking permission for Phase 4 of the residential-led, mixed use Clarendon masterplan. It consists of Blocks H1 (27 storeys), H2 (15 storeys) and H3 (20 storeys). H2 and H3 are connected by a 12-storey linking building around a public square. There will be private landscaped roof terraces on level 9 of H1, and levels 2 and 12 of the linking building. The height of Block H1 has been amended from the illustrative hybrid application scheme, increasing by 19m (approved under HGY/2021/1392). Changes have also been made to the general arrangement, block form, layout and public square since the illustrative scheme. The current scheme proposes 360 dwellings, with restaurants on the ground floor and commercial units on the first floor.

Following feedback from the September 2022 review, the scheme has been revised. The key changes include: an additional storey added to Block H1 (by reducing internal floor to ceiling heights so that the building does not exceed the permitted parameter height); elevation refinement; verified townscape views submitted; and landscape and public realm refinement. The applicant has begun workshop meetings with Haringey's Regeneration Team, and has submitted an overshadowing analysis of the council owned sites to the north of Phase 4.

Planning officers asked for the panel's views on daylight / sunlight, views, landscape, and integration with the Council's wider vision for the Haringey Heartlands.

Report of Formal Review Meeting
7 December 2022
HQR24_Clarendon Gasworks Phase 4



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4. Quality Review Panel's views

Summary

The panel supports the development of this brownfield site to deliver much needed housing and public realm but is unable to endorse the scale and density of this scheme, which it considers to be excessive. The proposal is a departure from the original masterplan vision for a more modest scale mixed use arts quarter and seems likely to attract a different type of resident and business to those originally envisaged. Fundamental issues such as single staircase accesses to the tower blocks, overlooking and loss of privacy in some areas, and the number of single aspect homes give rise to concerns that the scheme layout is maximising, rather than optimising, the site's capacity. The panel stands by its profound concerns in relation to height and massing from its previous review of the scheme (21 September 2022). However, the panel understands that the proposed height and massing is already approved in outline, so provides comments to mitigate its impact and improve detailed design.

The panel urges the project team to set a precedent for an avenue of mature trees along Coburg Road, indicating the important new link to Alexandra Park and Palace. The public realm design needs further work. The panel suggests that, as a minimum, building shoulder heights around the square should be a maximum of eight storeys on all sides to frame the space as a more human-scaled neighbourhood space and to mitigate the impact of the towers bearing over it. The panel also feels that the landscape design within the square needs an improved structure, with a clear planting and seating hierarchy. It is also concerned that the arcade will be a windy and uncomfortable space. Further wind testing should be carried out, and the project team should explore covering it to create an enclosed arcade providing environmental protection. Consideration is needed of how the design responds to microclimate, including overheating. The spatial implications of all heating, cooling, energy, noise and air quality equipment should be worked through in more detail. The project team has developed strong ideas for the architectural language, but these have not yet been well translated into elevational drawings and 3D renders. The panel is comfortable with the concept of a family of distinct but related blocks, but asks for consistency in the way the top, middle and bottom of each block is expressed, with all blocks also receiving high quality finishes.

These comments are expanded below.

Scheme layout

- The panel supports high-density development of brownfield sites such as this to provide much needed housing, but they must be delivered to a high standard to ensure new communities can thrive. The usual indicators of quality, such as overlooking distances beyond the National Model Design Code recommendations and dual aspect homes beyond the London Plan minimums, are not in evidence in these proposals.



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- This lack of quality undermines the argument for the sustainability of high density living, and leaves the scheme open to criticism. The panel strongly urges the project team to investigate how these shortcomings can be improved upon.
- Overlooking distances should be even more generous for taller buildings, such as these. Further work is therefore needed to ensure that no habitable rooms are directly facing one another, especially for single aspect homes.
- The panel is also concerned about the fire safety of the proposed single, centralised access core to each block. This issue is fundamental and must be addressed as soon as possible, as it would affect the shape of the towers (which should not become any thicker), the tenure mix (which already lacks larger family units) and, therefore, the footprint of all three buildings.
- The project team should work with its fire consultants to find a satisfactory resolution. The core should also allow natural light where possible.

Height and massing

- The panel does not endorse the height and massing, which appears likely to impact negatively on quality of life both for residents of this scheme and for its neighbours.
- The earlier phases at the southern end of the masterplan (now built out) are of a high quality and are on an appropriate scale, in keeping with the masterplan's placemaking objectives. In the panel's view, consistency with this approach would have been preferable, with 15 storeys being the maximum height appropriate for this key location.
- However, it understands that the proposed height and massing has already been approved, and it thinks that the project team has probably made the buildings as elegant as they can within these parameters.
- The panel is content that the scheme does not have an adverse impact in distant townscape views but is concerned about impact and overlooking issues in short range views.

Placemaking, character and quality

- The project is hugely ambitious, but the panel questions whether this location is right for a scheme of such a metropolitan scale.
- This phase appears to have made a significant departure from the original vision for the Clarendon masterplan. The proposals are closer to the look and feel of Canary Wharf than of an 'arts quarter', as previously intended, and the panel are not convinced that this is the right approach for this area. For example, the gleaming white walls will be a tempting surface for graffiti.



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- The panel are concerned that the development will change the surrounding area, making it more exclusive rather than attracting small, creative businesses and allowing them to grow within the scheme.

Wider landscape masterplan

- An avenue of mature trees along Coburg Road is essential as part of Haringey's vision for the wider area, giving the new route to Alexandra Palace and Park the prominence it deserves. The panel notes that its comments in relation to this from the previous report (21 September 2022) still stand.
- It understands that there are constraints, such as servicing below ground, to be resolved. However, this is a pioneering scheme of a significant scale. If this scheme does not set up the transformation of Coburg Road, it will establish a poor precedent and public realm improvements will be unlikely to be delivered, as this is one of the last phases of the masterplan.
- The panel therefore encourages the project team and London Borough of Haringey to work together to overcome these constraints and achieve their vision for the wider landscape masterplan.

Public realm – the square

- The panel supports the move to keep the route through the new square to Coburg Road as a straight, as opposed to the previous diagonal version. This helps with navigation by providing clear lines of sight.
- The panel's concerns about the usability of the 'arcade' (the street between Blocks H1 and H2) remain from the previous review. This space is very narrow and seems likely to suffer from the predominant south westerly wind which will be funnelled through the space and made worse by the down draft from the tall buildings.
- Whilst it understands that the project team's arguments that the approved phases buffer the area, and that the wind modelling does not yet take account of trees, the panel is not convinced that this space will be comfortable to sit in, as shown in visualisations. The panel also worry that it will not create a welcoming arrival space for those residents whose entrances lead off it.
- The panel does not agree that this space is an arcade, which is usually a covered passage. It recommends that consideration should be given to enclosing the space to create a genuine arcade and mitigate the effects of the wind, creating a more hospitable environment.
- Similarly, the panel does not agree that the 'square' is working as such, and its concerns from the previous review remain. A square should be a space framed on all sides by buildings of a similar height, such as in Barcelona's city grid. Here, the 'square' results from a conglomeration of buildings of different heights, with no clear relationship to the space.



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- The panel recognises that consistent shoulder heights were not established in Phase 3b. However, it feels strongly that shoulders should be set at a maximum of eight storeys, creating a defined datum level around the square so it has a chance of being perceived as a human-scale civic space in spite of the towers looming above it.
- The most problematic edge is Block H3. The two-storey base and 18 storey sheer wall appears as a statement of a commercial use but is mostly residential.
- In terms of the landscape design of the square, the panel appreciates the work completed since the last review, which has improved the range of seating, but thinks that a more structured approach is needed.
- Instead of locating planting and seating in small areas left over by circulation patterns, stronger lines are recommended to help contain and frame the square. Consideration of the way London squares have been established may help, as a precedent that has stood the test of time.
- Within a stronger framework, the project team should aim to subdivide the space, providing different characters of planting and seating, with a clear hierarchy. Curves could be introduced within the linear framework and, alongside plant species, seating and lighting, can create highlights and identities for each smaller space.
- The panel also encourages further work on the planting specification, considering European standards for plants that will be able to grow tall and allow for movement in the wind.
- The project team should establish this landscape vision and design narrative at an early stage, so that the necessary underground servicing can be subservient to the public realm, and not vice versa.

Environmental response

- The project team is encouraged to continue to improve how the design is responding to its environment and tempering the microclimate. These issues are fundamental to resident comfort.
- Further wind testing is required to check the viability of the arcade, as tests show it to create comfortable conditions for standing only, not for sitting. This scheme is very dense in relation to the amount of outdoor amenity space provided, so every inch needs to work exceptionally well. The arcade currently compromises the quality of provision. As discussed above, the project team should explore enclosing it.
- The panel is not convinced that overheating has been sufficiently mitigated in the proposals. West-facing bedrooms in H1 are particularly at risk. Even with



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through ventilation from dual aspect, this is problematic as it is unlikely that windows can be fully opened considering safety so high up. This should be looked at, taking into account predicted increases in summer temperatures.

- The energy strategy needs further detail to convince the panel that it meets London Borough of Haringey's exemplary standards.
- The panel is concerned that locating all the air source heat pump equipment on a single roof will take up a lot of space, cause significant vibrations, and require long pipework to the other buildings, which will cause heat losses. This approach should be reassessed.
- The project team should ensure that the reduced floor to ceiling heights leave enough space for underfloor heating. Mechanical vent heat recovery units and access points for maintenance also need to be fitted in.
- The panel recommends carrying out noise and air quality assessments to inform the design at an early stage. For example, homes facing towards the railway line are likely to need higher volume ventilation than others.

Architectural language

- The project team has developed strong ideas for the scheme's architectural language, which work well in the façade concept studies (page 31 of the project team's presentation). However, these have not yet been successfully translated into elevational drawings and 3D renders.
- For example, the crown of H1 does not wrap around all sides of the building, so it does not yet read as an articulated crown. The panel also suggests that H1's crown should incorporate an additional storey or two, so it is deeper and appears more intentional.
- The panel suggests a 360-degree examination of all buildings is needed, to ensure that concept ideas are resolved on all façades.
- The massing, as shown in 3D renders, appears too dense. The panel recommends exploring ways to break down the mass of the blocks, for example by using more filigree structure.
- The panel is comfortable with the idea that the buildings have individual design personalities, forming a family of distinct but related blocks. However, there should be a consistency in the approach to the way the top, middle and bottom of each block is expressed.
- The materiality and detailing of H2 and H3 give the impression that they are a value engineered version of H1. They are just as important and require a higher design quality than presented.



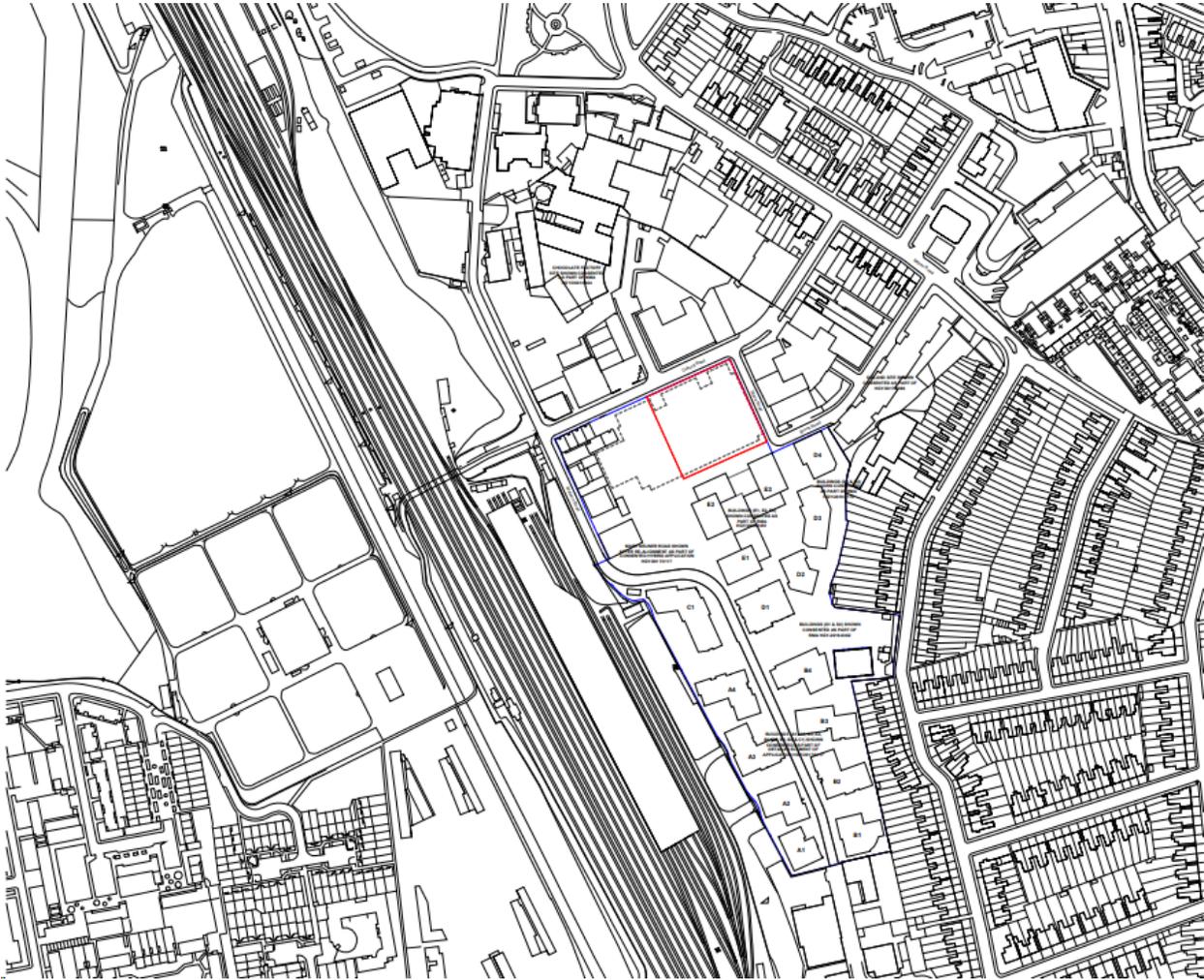
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Next steps

The Quality Review Panel is confident that the applicant team can address its comments in liaison with Haringey officers. Clarendon Gasworks Phase 4 does not need to return to design review.



Appendix 4 -Plans and images



The site location plan



Illustrative masterplan



Heights of Illustrative Masterplan
(heights exclude undercroft and basement levels)

- 13+ storeys
- 7-12 storeys
- 2-6 storeys

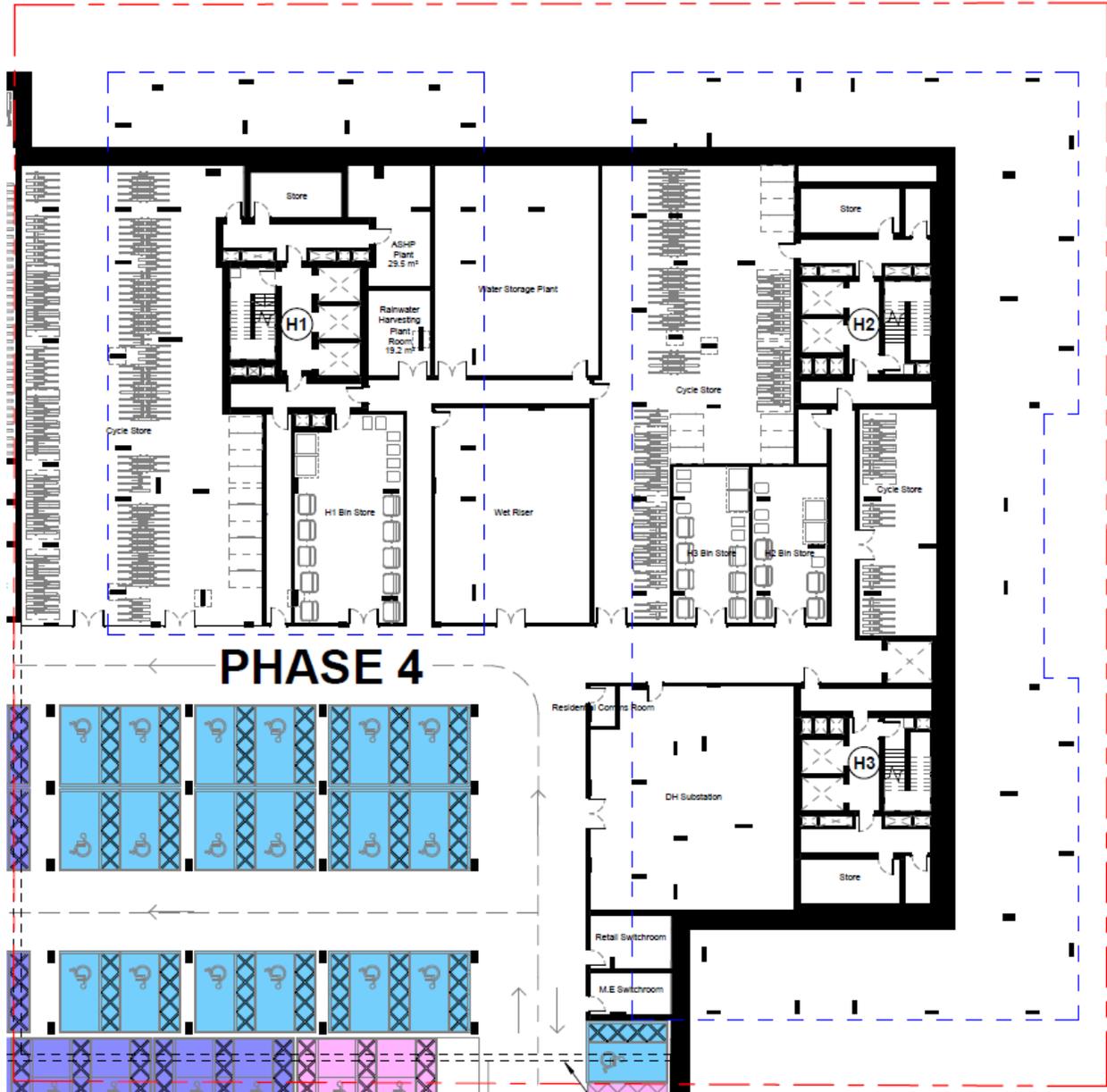
Heights of illustrative masterplan



H.1 Illustrative Masterplan in Development Zone boundary

- - - - - Development zone boundary
- - - - - Development parcel boundary
- H1** Development parcel name

Illustrative masterplan development zone boundary



Proposed basement plan – phase 4



Proposed ground floor level plan- Buildings H1-H3



View from the Junction of Coburg Road and Mayes Road



View from Chocolate Square



Clarendon Road Approach View



View Crossing Coburg Road walking into the 'arcade'



View across the public square



View from the public square between H1 and H2/H3