

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2023/3058**Ward:** Tottenham Hale**Address:** Down Lane Recreation Ground, Park View Road, Tottenham, London

Proposal: Planning application for Phases 2a and 3 of the Down Lane Park Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball and netball courts, new children's play area, access routes, entrances and associated soft and hard landscaping.

Applicant: London Borough of Haringey's Regeneration and Parks and Leisure Departments

Ownership: Public

Case Officer Contact: Zara Seelig

1.1 The application is being brought before committee as the applicant is the Council.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is part of the Council's Parks & Greenspaces Strategy and supports the ongoing regeneration of the area by providing an enhanced amenity funded by contributions from surrounding developments that will benefit the present and future needs of the local community.
- The development would introduce a well thought out, high-quality development that responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal would not result in any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution due to the distance between the neighbouring properties and the proposal, and the use remaining as existing.
- The development would promote the use of sustainable transport, providing an appropriate quantity of cycle parking spaces for this location and is supported by sustainable transport initiatives. It would be 'car free' other than the provision of one disabled parking space and one staff parking space and there would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.

- The development would be zero carbon and exceed the London Plan carbon reduction targets, as well as providing site drainage and biodiversity improvements.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Conditions

1. Three years
2. Approved Plans
3. Details and Materials
4. Landscaping
5. Arboricultural Method Statement incl Tree Protection Plans
6. Lighting
7. Secure by design accreditation and certification
8. Land Contamination and Unexpected Contamination
9. Construction Logistics Plan
10. Car Parking Management Plan
11. Delivery and Servicing Plan/Waste management plan
12. Demolition/Construction Environmental Management Plans
13. Cycle parking
14. Event Management Plan
15. Noise Management Plans
16. Energy Strategy
17. Overheating
18. Sustainability and Biodiversity Measures
19. Water Butts
20. Passivhaus
21. Fire Safety Solutions
22. Surface Water Drainage Scheme
23. Detailed Management Plan

Informatives

- 1) CIL liable
- 2) Hours of construction
- 3) Thames Water Groundwater Risk Management Permit
- 4) Asbestos

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. The application proposals are part of a wider masterplan for Down Lane Park consisting of works to be undertaken under permitted development and works applied for under this full planning application.
- 3.1.2. The application proposals consists of Phases 2a and 3 of the Down Lane Park Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball and netball courts, new children's play area, access routes, entrances and associated soft and hard landscaping.
- 3.1.3. The works being undertaken under permitted development include landscaping, new park entrances, improving existing park entrances, SuDSs, upgraded outdoor gym and a new play area.

Full planning application

- 3.1.4. Planning permission is sought for the demolition of the existing Park Pavilion and Park Depot buildings and redevelopment of the site to provide a new community hub building with 402m² of floorspace, this hub includes a large community hall and a community Café and kitchen. The internal layout of the building can be adapted to suit the sizes of space required at any one time. A pergola would be attached to the community hub building that leads out onto a community garden.
- 3.1.5. To the south of the community hub building and garden would be new basketball and netball courts, a new children's playground and landscaping improvements.

Figure 1 - Full Masterplan of Down Lane Park



- Park boundary
- Entrances & Boundaries
 - 1 New park entrance
 - 2 Improved existing park entrance
 - 3 School street
 - 4 Breaking down park edge boundary
 - 4 Cycle routes connecting wider area
- Community Space
 - 5 Community hub space with outdoor cafe overspill
 - 6 Enclosed community garden space
 - 7 Back of House / Service Yard
- Sports & Play
 - 8 Upgraded outdoor gym
 - 9 New play area
 - 10 Existing artificial grass pitch
 - 11 New accessible Multi Use Games Area (basketball, netball)
 - 12 Existing retained tennis courts
 - 13 Perimeter activity route - Running, walking, cycle training (approx 0.85km)
- Ecology & Biodiversity
 - 14 Greening of southern area
 - 15 Biodiverse selectively mown meadow grass
 - 16 Sustainable urban drainage
 - 17 Mown grass / glades within planting
 - 18 New viewing mounds

3.1.6. The planning application has involved a comprehensive co-design process as well as the pre-application process including:

- 3 x Co-Design Group study visits
- 5 x Co-Design Group meetings
- 1 x Co-Design Group meeting walkabout
- 10 x Co-Design Group meeting workshops
- 4 x Community Hub Building workshops
- 2 x Public Engagement Periods

3.1.7. The application is an important piece of the regeneration of the area and provides improved amenities to support the growth in population underway through new developments surrounding the park. A significant proportion of the funding (over £2Mil) for these works is provided through S106 payments from surrounding developments along with GLA grant funding and income (£4Mil) from the Council's Strategic Development Partnership with Related Argent.

3.2. Site and Surroundings

3.2.1. The application site, which forms part of Down Lane Park extends to 0.98 hectares. The application site contains the existing former Park Pavilion and Parks Depot Buildings, which have a total floorspace of 647 sqm (excluding outdoor amenity space). The application site also contains the existing basketball court and Parks Depot yard for Down Lane Park.

3.2.2. To the immediate south of the application site is the southern edge of Down Lane Park, which contains a children's playground. To the immediate north of the application site is a 7-a-side Artificial Grass Pitch (AGP) and three tennis courts. Beyond these to the north is 'north-field' of Down Lane Park, which is grassed and contains many mature trees and various public footpaths.

3.2.3. Pedestrian access from the west into Down Lane Park is via four entrances along Park View Road. Pedestrian access from the east is via three entrances along the eastern boundary of the application site, from Ashley Road. Vehicular access is via Park View Road, directly into the Parks Depot yard. There is an HGV entrance at the junction of Ashley Road and Burdock Road.

3.2.4. Surrounding the application site are a mixture of uses. Directly north of the application site is vacant land that is being redeveloped for residential use with a small quantum of commercial use ('the Ashley Road Depot site'). Northeast of the application site are the buildings that make up Harris Academy Tottenham, a local all-through school with nursery. Southeast of the application site are numerous newly built residential buildings, some of which have commercial uses at ground floor. South and southwest of the application site, beyond Hale Road, is 'Heart of Hale', a part-built, part-under construction development of tall buildings that are a mix of residential and commercial uses. Terraces of two-storey residential development is to the west of the application site, beyond Park View Road.

- 3.2.5. The application site is well served by public transport, PTAL 4- 6b. Next to the 'Heart of Hale' is Tottenham Hale station, which is served by the London Underground's Victoria line and a national railway station served by the London Stansted and East Anglia line. Tottenham Hale bus station is also next to the railway and London Underground stations.
- 3.2.6. The red line shows the application site boundary where Phases 2a and 3 (the proposed development is sought) and the blue line shows the remainder of Down Lane Park, where the other phases of works will take place under Permitted Development (see figure 2 below).

Figure 2 – Aerial View



3.3 Relevant Recent Planning and Enforcement history

- 3.3.1 HGY/2002/1685 – Erection of single storey extension to provide new nursery, rest room and associated facilities – Approved (with conditions)
- 3.3.2 HGY/2019/1259 - Planning permission is sought to create an Artificial Grass Pitch (AGP) with associated features including a 4.5m high ball stop fencing and gates with roof netting, a 1.20m high pitch barrier and gates located internally within the fenced enclosure to segregate the playing area (the field of play) from adjoining hard-standing areas, new hard-standing areas complete with associated porous asphalt surfacing providing for pedestrian circulation, vehicular maintenance and emergency access, storage area for portable goals, associated drainage works, tree removal works, 12m high floodlight system and maintenance equipment store.
– Approved (with conditions)

4. CONSULTATION RESPONSES

4.1 Quality Review Panel and Urban Design London Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review panel and has been presented to the Urban Design London review panel.
- 4.1.2 Following the Quality Review Panel meeting in May 2023, the Panel offered their 'warm support' for the scheme

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Commends the quality of the design

Transportation

No objections raised, subject to conditions – see transport section of the report for comments

Arb Officer

Please see trees section of the report for the comments

Parks and Leisure

This application should be supported so that residents can benefit from an excellent local park see Appendix 3 for full comments

Drainage

Please see drainage section of report for the comments

Nature Conservation Officer

No Objection, see Appendix 3 for full comments

Carbon Management

Please see Sustainability section of report for the comments

Pollution Officer

No Objection, see Appendix 3 for full comments

EXTERNAL

Tottenham Hale Residents Association

No response received

Friends of Down Lane Park

No response received

LUOS Community Hub & Cafe

No response received

5. LOCAL REPRESENTATIONS

3.1. On 27 November 2023, notification was sent to the following regarding planning application HGY/2023/3058:

- 1703 neighbour letters

3.2. The number of representations received from neighbours, local groups etc have been collated for the planning application are as follows:

No of individual responses: 6

Objecting: 5
Supporting: 0
Others: 1

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

- Smaller and separate playgrounds, limit the communication between parents.
- Additional entrance/exits will make the park/playgrounds more unsafe.
- Object to the removal of the nursery.
- Removing the railings would make the area significantly more dangerous.
- Women pedestrians would have to make a diversion due to safety concerns.
- The proposed boundary hedging is supported but could be in addition to the railings.
- Current hedging/plants have been over pruned and concerns over this happening with new planting.
- There was not adequate replacement trees for those removed to facilitate the MUGA in 2020.
- Visually legible entrances and exits with good lighting and adequate street crossings to facilitate access is what is needed by the local community.

4. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. Impact on Neighbouring Amenity
4. Parking and Highways
5. Sustainability, Energy and Climate Change
6. Urban Greening, Trees and Ecology
7. Flood Risk and Drainage
8. Air Quality
9. Land Contamination
10. Fire Safety
11. Conclusion

6.1 Principle of the development

National Policy

6.1.1 The National Planning Policy Framework 2023 (hereafter referred to as the NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.

- 6.1.2 Paragraph 93 of the NPPF (2023) states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Regional Policy

- 6.1.3 London Plan Policy S1 states that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. New facilities should be easily accessible by public transport, cycling and walking and should be encouraged in high streets and town centres.
- 6.1.4 London Plan Policy G4 states that proposal should not result in the loss of protected open space and where possible, create areas of publicly accessible open space, particularly in areas of deficiency.

Local Policy

- 6.1.5 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.1.6 Local Plan Policy SP16 states that the Council will work with its partners to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey communities.
- 6.1.7 The Development Management Development Plan Document 2017 (referred to as DM DPD from here on in) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.1.8 Policy DM19 requires proposals on sites which are, or are adjacent to, internationally designated sites, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation or Ecological Corridors, should protect and enhance the nature conservation value of the site. Development that has a direct or indirect adverse impact upon important ecological assets, either individually or in combination with other development, will only be permitted where the harm cannot be reasonably avoided; and it has been suitably demonstrated that appropriate mitigation can address the harm caused.
- 6.1.9 Policy DM20 states that development that protects and enhances Haringey's open spaces will be supported. The reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space; it would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would

secure a viable future for the open space; and would not be detrimental to any environmental function performed by the existing open space.

6.1.10 DM20 also notes that the Council will require all development providing new or replacement open space, wherever possible, to connect to the All London Green Grid. Protection and enhancement of this network will make a positive contribution to Haringey and its communities, in addition to providing social, recreational and ecological benefits.

6.1.11 With regard to buildings and structures on open space it notes that proposals for ancillary development on open space will be supported where they are necessary for, or would facilitate, the proper functioning of the open space, would not be detrimental to any other functions of the open space, are ancillary to the use(s) of the open space, of an appropriate scale, do not detract from the open character of the site or surroundings; and contribute positively to the setting and quality of the open space.

6.1.12 DM20 supports the provision and improvement of outdoor leisure facilities and notes that ancillary developments which enhance the park and open space offer (such as refreshment facilities, market and event spaces, public conveniences, public art installations or outdoor play and fitness equipment), or those which meet the special needs of education, will be permitted, provided that they are of a high standard of design and quality, safe and accessible to all, do not detrimentally impact on nature conservation and biodiversity and do not adversely detract from the overall function, amenity, character and appearance of the park or open space.

6.1.13 Policy DM49 of the DM DPD seeks to protect existing social and community facilities, and proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided such schemes meet specific criteria as set out in the DPD.

Assessment

6.1.14 The proposal supports the ongoing regeneration of the area by providing an enhanced amenity funded by contributions from surrounding developments that will benefit the present and future needs of the local community.

6.1.15 The site is currently occupied by a park pavilion building which is leased to Pavilion Pre-School Nursery and Living Under One Sun community organisation. The proposal seeks to demolish the pavilion building and erect a single storey community hub providing an improved space for the community which consists of a large hall to be used for community space and events and a community café and kitchen. These two spaces can be amalgamated to one large room should they be required for large events and the large hall can be internally divided to provide smaller separate rooms. The proposed community hub building also includes

changing facilities and toilets. Space for community use such as a nursery is provided in the Ashley Road Masterplan in a building adjacent to the park.

6.1.16 The proposal aligns with Policy DM49 of the DM DPD by providing a replacement community facility which meets the needs of the community. It also meets the criteria for new and extended social and communities facilities being a highly accessible location within a growth area providing a flexible, multifunctional and adaptable space.

6.1.17 The proposal aligns with the Council's adopted Parks & Greenspaces Strategy (July 2023) which has three key aims 1) Inclusion and Wellbeing 2) Climate change, biodiversity, and sustainability 3) Good Quality Parks. The proposal seeks to make the park welcoming to all, support peoples physical and mental well-being, cope with the changing climate, deliver a net gain for biodiversity and overall to provide a great quality park for residents and visitors alike. There will be a reduction of 200 sqm of built floorspace and significant enhancement to the recreational spaces in line with DM20.

6.1.18 As the proposed development enhances the existing facilities and makes a positive contribution towards the community, in addition to providing social, recreational and ecological benefits, it is considered in principle the proposal is compliant with policy DM20.

6.2 Design and Appearance

National Policy

6.2.1 Chapter 12 of the NPPF (2023) states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve

6.2.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

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

Local Policy

- 6.2.4 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.2.5 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.2.6 Policy DM2 of the DM DPD states that proposals should ensure that new developments can be used safely, easily and with dignity by all are designed so that the layout improves people's access to social and community infrastructure, including local shops and public transport protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability; and have regard to the principles set out in 'Secured by Design'

Assessment

Quality Review Panel (QRP) Comments:

- 6.2.7 The Quality Review Panel (QRP) has assessed the scheme in full in May 2023. The panel on the whole supported the scheme.
- 6.2.8 The full Quality Review Panel (QRP) report is attached in Appendix 4. The Quality Review Panel's summary of comments is provided below;

The panel warmly supported the proposal for improvements to Down Lane Park. The project team is to be commended for the extensive co-design process and the amount of work completed since the Urban Design London review in October 2022. The panel supports the masterplan approach. Further development is now required to achieve a sufficient level of detail for planning submission. The scheme should be interrogated in terms of both technical spatial requirements and human experience, to ensure that the masterplan still works, and that opportunities to contribute to the park's identity are taken. It is important to resolve the inactive boundary to the Berkeley Square development, as well as to gain assurance that highways officers are happy with the scheme's impact on its immediate surroundings. The layout is working well but would benefit from a cohesive wayfinding strategy. The central circulation spine in the southern part of the park should be designed as a space in its own right. The park's perimeter boundary treatments need to be tested from a safety perspective, to ensure that the various approaches will cohere. A prominent, direct entrance to the park should be added beside the Community Hub. The panel encourages the project team to develop a sense of arrival at all park entrances, and to work with local artists to use the

identity of the culverted Moselle River in placemaking. The play spaces should create an exciting offer at a neighbourhood scale. The panel would like to see greater provision of accessible toilets and suggests detailed improvements to the specifics of their design. Passivhaus design for the Community Hub is welcomed. All spaces, inside and out, should respond to their microclimate to ensure user comfort year-round. The circular economy agenda for existing materials should be progressed. A more holistic and ambitious approach to biodiversity would better integrate habitat creation. Using the same external material for both front and back of the Community Hub would help it to read as one building. The internal layout could be improved to help spaces be welcoming and easier to monitor, and to ensure that the building works well for income-generating private events.

Urban Design London Panel review comments:

6.2.9 The Urban Design Review Panel was held on 19th October 2022. The panel was presented with two ‘early stage’ masterplan options and commented on both. The summary of the comments is provided below:

The Panel acknowledge that the desire to move towards delivery. However, the Design Team were encouraged to take stock and investigate opportunities with stakeholders including the EA and Thames Water for de-culverting the River Moselle through the park, that if deliverable would create an exemplary green and resilient open space for the borough.

The Panel does not yet accept the rationale behind placing the new Hub building at a central location within the park and encouraged the Design Team to consider alternate locations to the south of the park which are overlooked from the street and closer to public transport.

The Panel look forward to reviewing the scheme and the emerging brief for the hub in the future following more detailed design work.

6.2.10 The proposal was then amended, in terms of the buildings location, in line with these comments.

Figure 3 – 3D sketch of the proposed community hub building from the Berol Link



View looking west from the 'Berol Link'

Figure 4 – 3D Sketch of the Community Hub and Garden



Community garden and cafe entrance
(Signage is indicative only)

Figure 5 – 3D Sketch of the view from Park View Road to the Southern Play Area



Indicative sketch visual along Park View Road pedestrian entrance route (3m width) looking north towards landmark play feature (indicative) within a planted setting

6.2.12 The design officer has reviewed the proposal and considers the project as impressive and an improvement of a vital public amenity. The proposal is considered to mitigate the sharp contrast in height between the existing residential and proposed large scale developments surrounding the site. The proposal is considered to deliver much needed facilities for the new community of these buildings that have limited private outdoor amenity space.

6.2.13 The proposal has been subject to extensive consultation and co-design, including detailed participation by a panel of existing local residents, pre-app discussion with planning and design officers and review by both the GLA's Urban Design London (UDL) design review panel and Haringey's own independent Quality Review Panel (QRP), who both agreed at their final review that they warmly supported the proposals, whilst listing a few remaining concerns, detailed in the relevant section below, in which it is also explained how they have all been resolved. This is in line with Policy D4 of the London Plan (2021) that states proposals should have a design-led approach.

Proposed Improvements to the Park

6.2.13 The design officer notes that the new boundary treatment to the recent and current development sites to the south-east of the park, which currently has unsightly

fencing, will improve the housing development's setting and the park's activation in addition to the appearance of the new paths along these boundaries.

6.2.14 The design officer notes that improved landscaping includes new and improved trees, improved drainage and greater biodiversity in planting, as well as including new and improved equipped and incidental childrens play areas, sports pitches, adult fitness facilities, practical walking routes, and seating areas. This is in line with the requirements set out in chapter 12 of the NPPF (2023), Policy SP11 of the Local Plan (2017) and policy DM2 of the Development Management DPD (2017).

Masterplanning Contribution

6.2.15 The design officer notes that the new entrances at the southern end of the site opens this area up to be more accessible and connected to its surroundings and the newer developments surrounding the site.

6.2.16 The Ashley / Green Link is masterplanned in the adopted Tottenham Hale District Centre Framework and incorporated in all relevant planning permissions, to provide aligned streets that connect, through Down Lane Park and to Chesnut Road to provide a pedestrian friendly green route from Tottenham High Road to the Lee Valley at The Paddock and the new Walthamstow Wetlands public park, whilst the emerging town centre is a cluster of high rise, high density new developments containing housing above workspace and retail uses clustered around the bus, tube and rail interchange of Tottenham Hale. The design officer notes the improvement of existing green spaces, in addition to creating new ones and linking them together and to their surroundings, is considered a key part of making the high-density development, providing much needed new homes, many affordable, liveable, and the increased local population will in turn improve the viability of the public parks and the facilities they contain.

6.2.17 The design officer notes that new and renovated paths proposed within and through the park will be direct, clear to follow and safe to use, as well as being attractive, offering pleasing unfolding vistas, views across the wider spaces of the park and experience of interesting and attractive soft landscaping. The masterplan also encompasses fencing, with existing fencing to remain along the whole of the eastern side and southern part of the southern park, in both cases where they are against busy roads, albeit that existing gateways will be retained and matching new gateways installed where new entrances are created, but fences will be removed or not installed along the northern and western edges, where new residential developments will have pedestrian only paths along the park edge, and along the northern portion of Ashley Road, a school street, not a through route and to be further traffic calmed; in these cases there will be landscaping to prevent informal paths.

The New Community Hub Building

6.2.19 The new Community Hub building is situated to the western side of the southern area of the park, with access off of Park View Road for servicing and disabled

parking. Additionally, the location of the building close to the road/access results in a safer, more user friendly building during the evenings. The proposal includes changing facilities that will benefit the users of the sports pitches and games areas.

6.2.20 The design officer notes that the design of the hub building is well thought out and compliments the surrounding park, with a series of three pitched roofs defining the different spaces housed and creating south facing shelter. The materials playfully break up the spaces, showing definition between their uses.

Design Review (UDL & QRP)

6.2.21 As noted above, these proposals have been reviewed twice by the GLA's Urban Design London (UDL) design review panel and Haringey's own independent Quality Review Panel (QRP), warmly supporting the masterplan and proposals, and particularly commending the extensive co-design, whilst listing a few remaining concerns. The design officer advises that these have all been resolved in subsequent revisions and explanations, as detailed as follows:

- Resolving the inactive boundary to the Berkeley site (to the south-east) has been achieved in further design work;
- Whether highways officers are happy with its impact on immediate surroundings – following further clarification and design refinement, highways officers have given their support;
- Cohesive wayfinding strategy needed – now included;
- Central circulations spine design in its own right – this has also been further refined with a strong avenue of trees defining the route;
- Perimeter boundary treatments should be tested from a safety perspective – these have been so that those boundaries to busy roads retain high metal railings, and those onto footpaths and quiet roads have landscaping to discourage access in the wrong places;
- Add a prominent separate park entry beside the hub – this was investigated but rejected, as there are already several other entrances to the park along the western edge, and adding an entrance would compromise connections between the hub building and either the community garden or the service yard – it would normally be possible for visitors to access the park through the hub building;
- Use identity of the culverted Moselle in art/placemaking – it is in the landscaping and can be in the art programme (to come);
- Playspace should be exciting at the neighbourhood scale – this should be achieved, as the expanded playspace more centrally located in the park should be more visible and appealing to surrounding residents whilst the other uses at the southern end should help draw people into the park much more than at present;
- More accessible toilets needed & other detailed observations on accessibility – these have all been incorporated;
- Use the same external materials to the front and back elevation – this related to an earlier design, the proposed hub building now would be clearly identified as using the same palette of materials, with the front “celebration” element in weathering

steel to both sides and onto the community garden, the middle and rear supporting elements in brick to both sides;

- Improvements to internal layout needed to make spaces more welcoming and more easily monitored – internal layout has been replanned to reduce circulation, have a better celebration space, and a central kitchen / servery / supervision hub.

Summary

6.2.22 Officers consider the proposal has a strong design-led approach that will deliver a much needed upgraded and enhanced community facility with further upgrades around the park as part of the full masterplan. The proposed community hub building responds well to surrounding developments in terms of building height, form and scale/massing in line with policy DM1 of the Development Management DPD (2017). The proposal will deliver a scheme with safe and accessible pedestrian and cycle routes, with 'secured by design' initiatives in line with policy DM2 of the Development Management DPD. The proposal is of a high quality, safe and sustainable design in line with policy SP11 of the Local Plan (2017).

6.3 Impact on Neighbouring Amenity

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

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

6.3.3 The proposed building is single storey in nature, and the distance between the new building and the surrounding residential properties and boundary treatments creating a sense of separation would result in the proposal not having an adverse impact on neighbouring amenity by reason of overbearingness, loss of daylight/sunlight or loss of privacy. The use of the site would remain largely the same.

6.4 Parking and Highways

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

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

- 6.4.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport.
- 6.4.3 This site has a Public Transport Accessibility Level (PTAL) of 6a, which is considered 'Excellent' accessibility to public transport services. The site has convenient access to local transport links, with Tottenham Hale Underground station being only a 7min walk and 3min. Furthermore the site is well served by local bus services, as the site is close to Tottenham Hale bus station. The site is located within the Hale Controlled Parking Zone, which restricts parking to permit holders only Monday to Saturday 08:30 – 18:30, with extended times on events days and public holidays.

Parking

- 6.4.4 The development will mostly be car free, though there will be on-site car parking for 1 disabled bay and 1 staff parking space. Swept path drawings have been submitted for these spaces and they are found to be satisfactory by the transportation planning team. They note that the disabled bay will be provided with a 1.2m transference area, which is within guidelines for disabled bays. Although, it will need to be built in accordance with the design guidance provided in BS8300: Vol 1.

Cycle parking

- 6.4.5 In terms of cycle parking provision the development will see 12 long-stay and 56 short-stay spaces being provided for staff and visitors. The Long-stay cycle parking will be located in 2 clusters of 6. The full details of how the cycle parking will be accessible, secure, and sheltered can be secured via a planning condition, this is to be in accordance with the published London Plan 2021 Policy T5 Cycle and the London Cycle Design Standards (LCDS).
- 6.4.6 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.
- 6.4.7 As such, the transportation planning team advise that the cycle parking is acceptable subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

- 6.4.8 The transportation planning team note that the details of this for the site is acceptable, the details of which should be secured by way of condition for both servicing and deliveries. The refuse collection can access the site from Park View Road, the final details will be secured via a service and delivery plan condition.

Construction Logistics and Management

- 6.4.9 A draft Construction Logistics Plan has been submitted as part of the application. The developer will need to submit a full document to be inspected LBH Transport Planning. This can be secured via way of a planning condition.
- 6.4.10 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.5 Sustainability, Energy and Climate Change

- 6.5.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.5.2 London Plan Policy SI2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.5.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.

Carbon Reduction

- 6.5.4 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2
- 6.5.6 The development achieves a reduction of 102% carbon dioxide emissions on site, and is aiming for Passivhaus certification which is supported by the carbon management team. They requires some clarifications with regard to Sustainability Strategy which can be addressed through planning conditions.

Energy Strategy

6.5.7 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 102% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 3.1 tonnes of CO₂ from a baseline of 3.0 tCO₂/year.

Energy – Clean

6.5.8 The applicant is not proposing any Be Clean measures. A Combined Heat and Power (CHP) plant would not be appropriate for size of development.

Energy – Green

6.5.9 As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

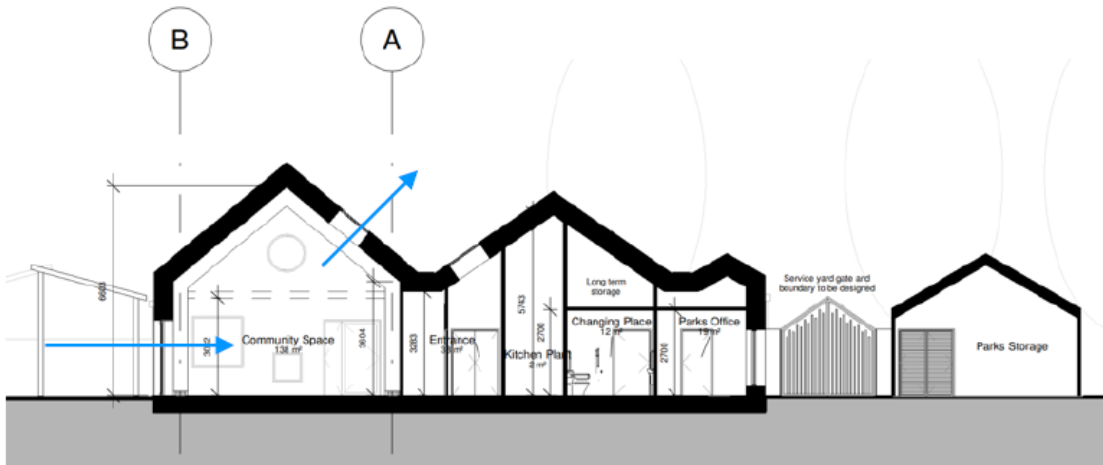
6.5.10 The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 2.8 tCO₂ (95%) reduction of emissions are proposed under Be Green measures.

6.5.11 The solar array peak output would be 26.5kWp, which is estimated to produce around 48.2 kWh/year of renewable electricity per year. The array of 53 panels would be mounted on a south facing pitched roof on an area of 112m².

6.5.12 A high efficiency Variable Refrigerant Flow (VRF) heat pump is proposed to provide heating, hot water and cooling throughout the development. A Mitsubishi unit is proposed to provide a Heating SCOP of 3.6 and a Cooling SEER of 5.27, and also supply the DHW load of the building.

Overheating

6.5.13 London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.



Building section showing window ventilation opening and rooflight exhaust. Rooflights will be openable and controlled by a manual electric opening system that closes when rain is detected.

6.5.14 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled all the commercial spaces (community space, café, kitchen, parks office, bookable kitchen, office meeting room) under the London Weather Centre files.

6.5.15 All commercial spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation in Kitchen/Servery and Bookable kitchen
- Openable rooflights controlled by a manual electric opening system that closes when rain is detected.
- Natural ventilation and VRF system with Fan Coil Units for community space, café, parks office and office meeting room.
- Glazing g-value of 0.5
- External walls 0.09 W/m²K
- Roof 0.09 W/m²K
- Ground Floor 0.075 W/m²K
- Windows 0.9 W/m²K, Windows frame 1.0 W/m²K, glass 0.6 W/m²K
- Doors <1.00 W/m²K

6.5.16 The submitted overheating strategy is considered acceptable.

Sustainability

6.5.17 Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

6.5.18 Conditions will secure measures to reduced water demand and manage surface water.

Non-Domestic BREEAM Requirement

6.5.19 Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

6.5.20 The applicant proposing going further and demonstrating 'net zero' carbon by targeting Passivhaus certification instead of a BREEAM assessment. This is supported and Passivhaus certification is conditioned.

6.6 Urban Greening, Trees and Ecology

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

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

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

6.6.4 Policy DM19 requires proposals on sites which are, or are adjacent to, internationally designated sites, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation or Ecological Corridors, should protect and enhance the nature conservation value of the site. Development that has a direct or indirect adverse impact upon important ecological assets, either individually or in combination with other development, will only be permitted where the harm cannot be reasonably avoided; and it has been suitably demonstrated that appropriate mitigation can address the harm caused.

6.6.5 Biodiversity Net Gain (BNG) is a way of creating and improving natural habitats. BNG makes sure development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development.

The Biodiversity Net Gain calculation shows a net gain of 18.74%, which is above the 10% requirement as set out in the Environment Act 2021.

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

Urban Greening Factor

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

6.6.8 Urban Greening / Biodiversity

London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.

The overall Urban Greening Factor score is 0.5068 which exceeds the policy requirement.

Trees

6.6.9 London Plan Policy G7 states that London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees. Development proposals should ensure that, wherever possible, existing trees of value are retained.

- 6.6.10 Development Management policy DM1 states that proposals shall demonstrate how the landscaping and planting are integrated into the development as a whole. The Council will expect development proposals to respond to trees on and close to the site.
- 6.6.11 Policy SP13 of the Local Plan states that development shall protect and improve sites of biodiversity and nature conservation, including private gardens through protection, management and maintenance of existing trees and the planting of new trees where appropriate.
- 6.6.12 The Arboricultural Officer has reviewed the arboricultural tree survey and arboricultural impact assessment (AIA) and concurs with much of the document including the tree category classification. They note that no category A (high quality) trees are to be removed. Only 2 category B trees out of 247 are to be removed (moderate quality) with 1 category C trees out of 289 to be removed (low quality) within the application site boundary. There would be 42 new trees provided within the application site, a net gain of 39 trees.
- 6.6.13 The tree officer concludes that providing all the Arboricultural report is adhered to and conditioned including the Tree Protection Plan (TPP), AIA, and Arboricultural Method Statements (AMS) provided, there are no concerns with the proposal. So overall the impact on trees is considered acceptable.

6.7 Flood Risk and Drainage

- 6.7.1 Policy SP5 of the Local Plan and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located within Flood Zone 2.
- 6.7.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood Water Management officer who support the proposal subject to securing the details via condition. They note that because this area of the site has been previously developed and is largely hardstanding, this area of the wider parks works would have limited SUD implications and the wider park redevelopment includes much more substantial SUDS's additions. The area this proposal relates to includes some SUD'S incorporated including the delivery of a new range of planting styles that support sustainable urban drainage interventions. The detailed design will be secured by conditions will be added as per the comments above the drainage is therefore acceptable.

6.8 Air Quality

6.8.1 Policy DM23 of the DM DPD states that all development proposals should consider air quality and be designed to: a Improve or mitigate the impact on air quality in the Borough; and b Improve or mitigate the impact on air quality for the occupiers of the building or users of the development. Air quality assessments will be required for all major development and other development proposals, where appropriate. Where necessary, adequate mitigation must be provided.

6.8.2 There would not be an increase in vehicle movements as part of the proposal. The proposal includes cycle parking storage and improved pedestrian and cycle routes. There is also biodiversity/urban greening improvements as part of the proposal and therefore would be compliant with policy DM23.

6.9 Land Contamination

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

6.9.2 The Council's Pollution Team have been consulted and raised no objections, should any contamination be found during the construction phase, further investigation and relevant remedial works will be required which is controlled by a condition.

6.10 Fire Safety

6.10.1 London Plan Policy D12 states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The applicant has submitted a fire safety strategy report alongside plans which confirms that that fire safety details are sufficient for the purpose of planning. A formal detailed assessment will be undertaken for fire safety at the building control stage.

6.11 Conclusion

- The proposal supports the ongoing regeneration of the area by providing an enhanced amenity funded by contributions from surrounding developments that will benefit the present and future needs of the local community.
- The development would introduce a well thought out, high-quality development that responds appropriately to the local context and is supported by the Quality Review Panel.

- The proposal would not result in any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution due to the distance between the neighbouring properties and the proposal, and the use remaining as existing.
- The development would promote the use of sustainable transport, providing an appropriate quantity of cycle parking spaces for this location and is supported by sustainable transport initiatives. It would be 'car free' other than the provision of one disabled parking space and one staff parking space and there would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The development would be zero carbon and exceed the London Plan carbon reduction targets, as well as providing site drainage and biodiversity improvements.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £0 and the Haringey CIL charge will be £0. The proposal to construct a community building makes the application liable for Mayors CIL, however, as the existing GIA of 647sqm which can be deducted from what is being proposed exceeds the proposed GIA of 402sqm, the CIL charge is £0.

8.0 RECOMMENDATION

GRANT planning permission for the reasons set out in Section 2 above. The conditions list and informatives can be found at APPENDIX 1.

APPENDIX 1 – Planning Conditions and Informatives

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

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

2. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

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

Shall be submitted to and approved in writing by the Local Planning Authority, together with a full schedule of the exact product references for all materials.

The development shall thereafter be carried out solely in accordance with the approved details.

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

4. Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved.

Details shall include information regarding, as appropriate:

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

Soft landscape works shall be supported by:

- f) Planting plans including an assessment of existing and proposed trees;
- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and demonstration a tree canopy net gain in the future;
- i) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- j) Existing trees to be retained;

k) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and

l) Any new trees and shrubs, including street trees, to be planted, together with a schedule of species (all existing trees to be removed shall be replaced);

m) detailed final urban greening factor plan showing that a factor of greater than 0.4 has been achieved.

n) Boundary treatment and Access

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

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

5. The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA), Tree Survey, and Tree Protection Plan (TPP) prepared by Underhill Tree Consultancy, report reference UTC-0705-AIA Rev A dated 17th October 2023 and including the tree protection plans (TPP).

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

6. Prior to completion of the development hereby approved details of all external lighting to approved building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Council's Senior Lighting Engineer. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. The agreed lighting scheme shall be installed as approved and retained/maintained as such thereafter.

Reason: To ensure the design, ecological and environmental quality of the development is protected and enhanced and to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

7. a) Prior to the completion of the development hereby approved, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that the development can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.
 - b) Prior to the completion of development, '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.
 - c) Commercial aspects of the development must achieve the relevant Secured by Design Accreditation at the final fitting stage, prior to occupation of such building in accordance with part (b) above and commencement of business. Details shall be submitted to and approved, in writing, by the Local Planning Authority.

The development shall only be carried out in accordance with the approved details.

Reason: To ensure the safety and security of the development and locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

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

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

9. 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 plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:
 - 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.
 - b) The estimated number and type of vehicles per day/week.

- c) Estimates for the number and type of parking suspensions that will be required.
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highway dilapidation survey before and after completion.
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.
- g) The applicant will be required to contact LBH Highways to agree condition on surveys.
- H) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- I) Swept path drawings.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.

10. 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 the disabled bay and staff parking spaces will be allocated.

Reason: To ensure the development complies with the London Plan 2021 Policy T6.5 Non-residential disabled person parking and Haringey Development Policy DM32.

11. Prior to the occupation of the development hereby approved, a Delivery and Servicing Plan (DSP) shall be submitted to and approved by the local planning authority. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the 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.

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](#).

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.

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.

12. a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
- b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

i. A construction method statement which identifies the stages and details how works will be undertaken;

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;

iii. Details of plant and machinery to be used during demolition/construction works;

iv. Details of an Unexploded Ordnance Survey;

v. Details of the waste management strategy;

vi. Details of community engagement arrangements;

vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting; and,

x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

13. Prior to the commencement of development above ground, full details of the type and location of accessible, secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 12 long stay and 56 short stay cycle parking spaces for users of the development, with the long stay storage being separate from the short stay storage, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

14. Prior to the use of the site for the community use an Events Management Plan (EMP) shall be submitted in writing to and for approval the Local Planning Authority. The EMP shall include the following:
 - a) hours of operation
 - b) maximum number of visitors
 - c) visitor management and dispersal
 - d) Car park management plan. The EMP shall be implemented as approved and maintained thereafter, unless agreed in writing by the Local Planning Authority.

Reason: in order to ensure the safety and movement of visitors and protect the amenity of surrounding residents.

15. A Noise Management Plan (NMP), setting out how noise levels from inside the premises and from the outdoor amenity area will be minimised /managed shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The NMP shall identify measures to reduce the impact of the noise on the amenity of neighbouring and surrounding residents. Noise management measures will need to include (but not limited to) how the outdoor areas will be used, management and supervision of the site, rules of use, the use of soft furnishings and the hours of operation of the community hall and ancillary outdoor space. The NMP shall be submitted to and approved prior to the commencement of the use to which this consent relates. The NMP shall be fully implemented and operated at all times in accordance with the approved details.

Reason: In order to safeguard the amenity of surrounding residents.

16. The development hereby approved shall be constructed in accordance with the RIBA Stage 3 Energy Statement Rev D prepared by Etude (dated September 2023)

delivering a minimum 102% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 26.5 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 7% reduction in SAP10.2 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

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

(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

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

17 The development hereby approved shall be constructed in accordance with the RIBA Stage 3 Overheating Assessment Rev D prepared by (dated September 2023). Prior to occupation of the development, details of external/internal blinds to all habitable spaces must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading

coefficient, purge ventilation, etc. Occupiers must retain internal blinds for the lifetime of the development or replace the blinds with equivalent or better shading coefficient specifications.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the RIBA Stage 3 Overheating Assessment Rev D prepared by (dated September 2023)

- Natural ventilation in Kitchen/Servery and Bookable kitchen
- Openable rooflights controlled by a manual electric opening system that closes when rain is detected.
- Natural ventilation along with VRF system with Fan Coil Units for community space, café, parts office and office meeting room.
- Glazing g-value of 0.5
- External walls 0.09 W/m²K
- Roof 0.09 W/m²K
- Ground Floor 0.075 W/m²K
- Windows 0.9 W/m²K, Windows frame 1.0 W/m²K, glass 0.6 W/m²K
- Doors <1.00 W/m²K

If the design of development is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy S14, and Local Plan (2017) Policies SP4 and DM21.

18. Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the sustainability of the scheme including but not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.

The report shall include:

- Urban greening and biodiversity enhancement measures;
- Details on electric vehicles charging points, cycle parking facilities;
- A target percentage for responsibly sourced, low-impact materials used during construction;
- Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;

- Details on how any demolition materials can be reused;
- Details on how surface water runoff will be reduced and overall sustainable drainage strategy;
- Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.

Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, SI7 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.

19. Prior to the occupation of the development hereby approved, details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of the development has been submitted to and approved in writing by the Local Planning Authority and the approved facilities shall be retained in perpetuity.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

20. Prior to the commencement of construction works, a Design Stage Passivhaus Strategy shall be submitted to and approved by the Local Planning Authority. This should show that a Passivhaus level space heating demand target of 15 kWh/m²/year is achieved, accompanied by Passive House Planning Package (PHPP) calculations.

Within one month of completion of the development, a Passivhaus Certificate will be submitted for approval demonstrating that the development meets the Passivhaus Standards, awarded by a suitably qualified independent Passivhaus Certifier.

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

21. Prior to the first occupation of the development hereby approved, an updated Fire Strategy Report shall be submitted to the Local Planning Authority for its written approval, including the following additional details: where fire and rescue service pumping appliances are to be sited; the location of fire evacuation assembly points and mitigation measures to ensure they are kept clear of obstructions; evacuation strategy including provisions for the evacuation of mobility impaired users of the development and details of how the strategy would be communicated to these users;

adequate firefighting water supply; how the FSR would be managed, updated and monitored as required.

Once approved the development shall be completed in accordance with the approved details and retained as such thereafter.

Reason: In line with Policy D12 of the London Plan 2021

22. No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:

a) A hydraulic calculations using XP Solutions Micro-Drainage software or similar approved. All elements of the drainage system should be included in the model, with an explanation provided for any assumptions made in the modelling. The model results should be provided for critical storm durations of each element of the system, and should demonstrate that all the criteria above are met and that there is no surcharging of the system for the QBAR rainfall, no flooding of the surface of the site for the 3.3% (1in30) rainfall, and flooding only in safe areas for the 1% (1in100) plus climate change.

b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.

c) 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.

d) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.

Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.

23. Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system.

INFORMATIVES

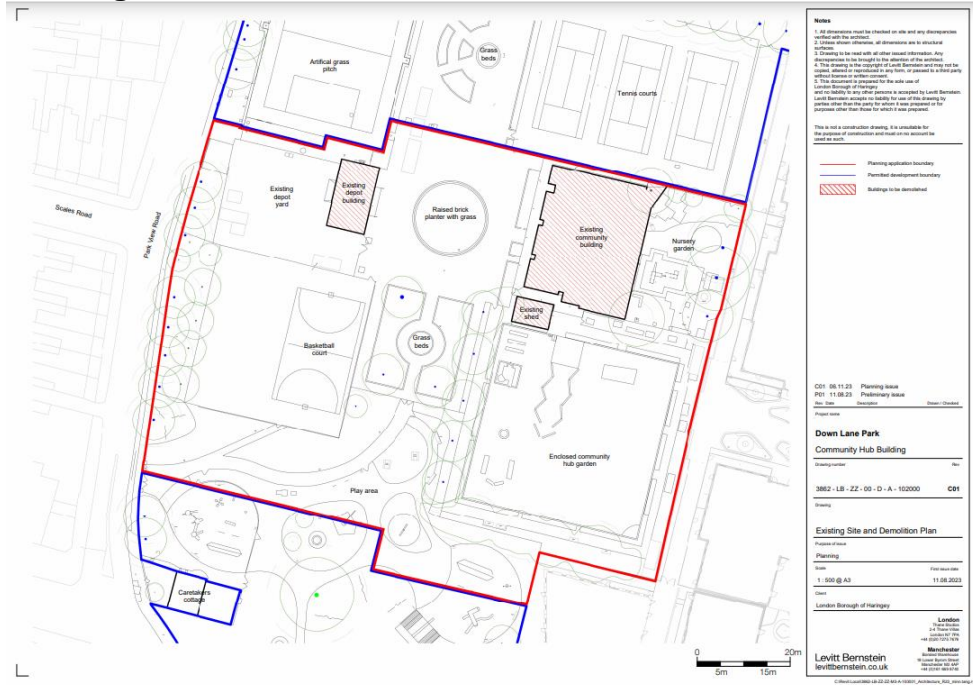
1. **INFORMATIVE : Community Infrastructure Levy** The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL, however, as the existing GIA is 647sqm which can be deducted from what is being proposed, exceeds the proposed GIA of 402sqm, the CIL charge is £0. This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.
2. **INFORMATIVE: Hours of Construction Work** The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:- 8.00am - 6.00pm Monday to Friday 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.
3. **INFORMATIVE: A Groundwater Risk Management Permit from Thames Water** will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
4. **INFORMATIVE:** Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

APPENDIX 2 – Plans and Images

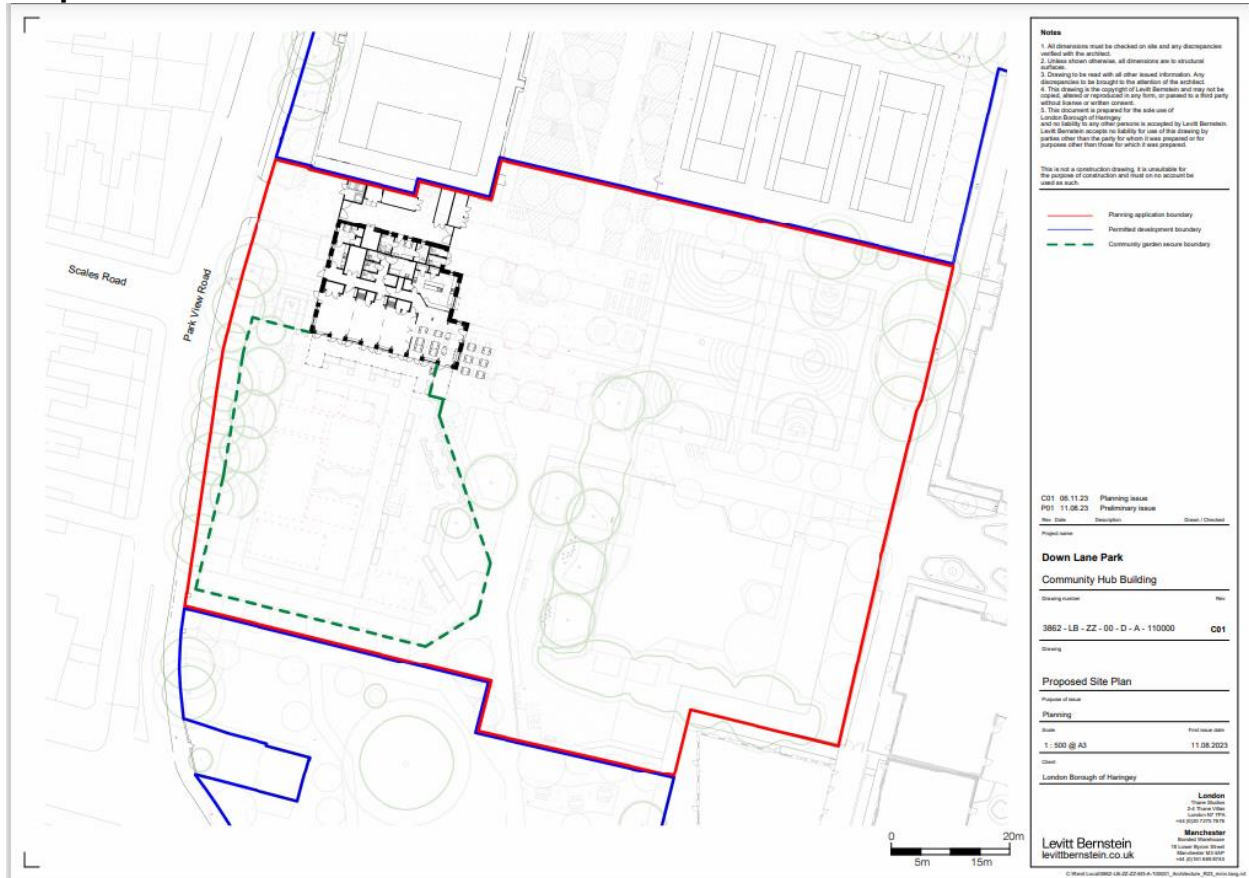
Location Plan



Existing Site and Demolition Plan



Proposed Site Plan



Proposed North and South Elevations

1 | Proposed North Elevation
1:200

2 | Proposed South Elevation
1:200

Notes

- All dimensions must be checked on site and any discrepancies notified with the architect.
- Unless shown otherwise, all dimensions are to structural centreline.
- Drawings to be read with all other issued information. Any discrepancies to be brought to the attention of the architect.
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Legend

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Revision History

No.	Date	Description	Drawn / Checked
CD1	06.11.23	Planning issue	
PD2	01.09.23	Updated to VE amendments	
PD1	11.08.23	Preliminary issue	

Project Name
Down Lane Park
Community Hub Building

Drawing Number
3862 - LB - ZZ - XX - D - A - 130000

Client
London Borough of Haringey

Scale
As indicated @ A3

Date
11.08.2023

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Proposed East and West Elevations

3 | Proposed East Elevation
1:200

4 | Proposed West Elevation
1:200

Notes

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Community Hub Building

Drawing Number
3862 - LB - ZZ - XX - D - A - 130001

Client
London Borough of Haringey

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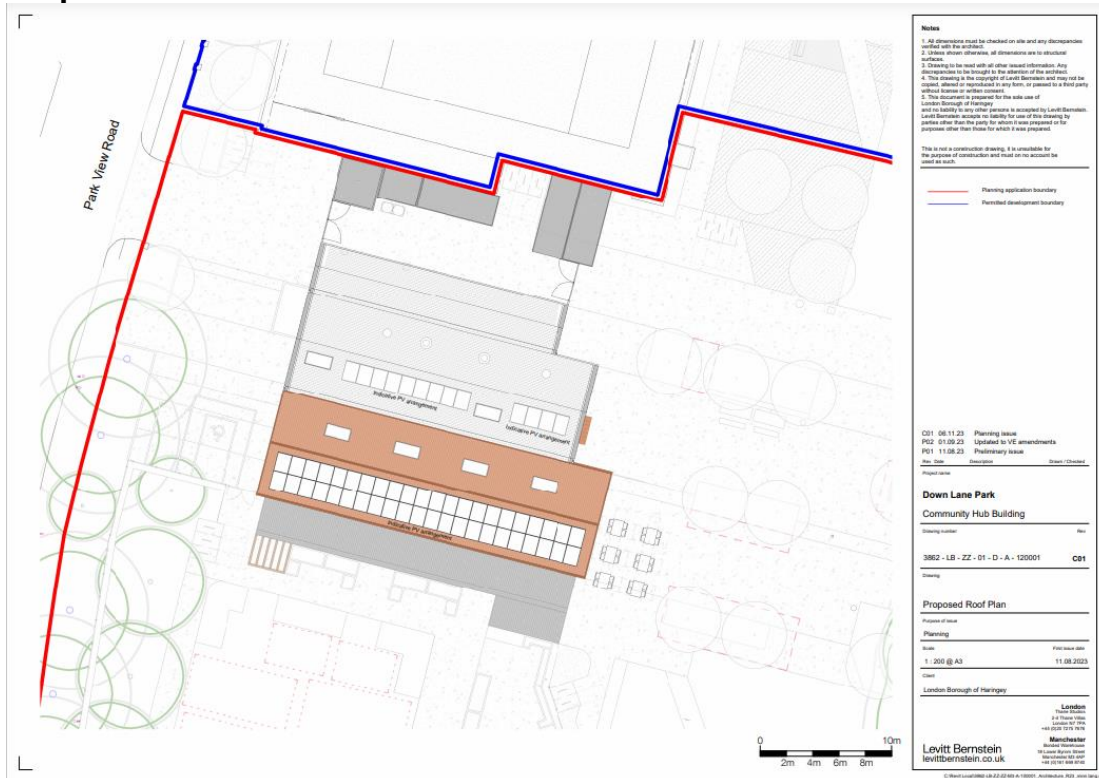
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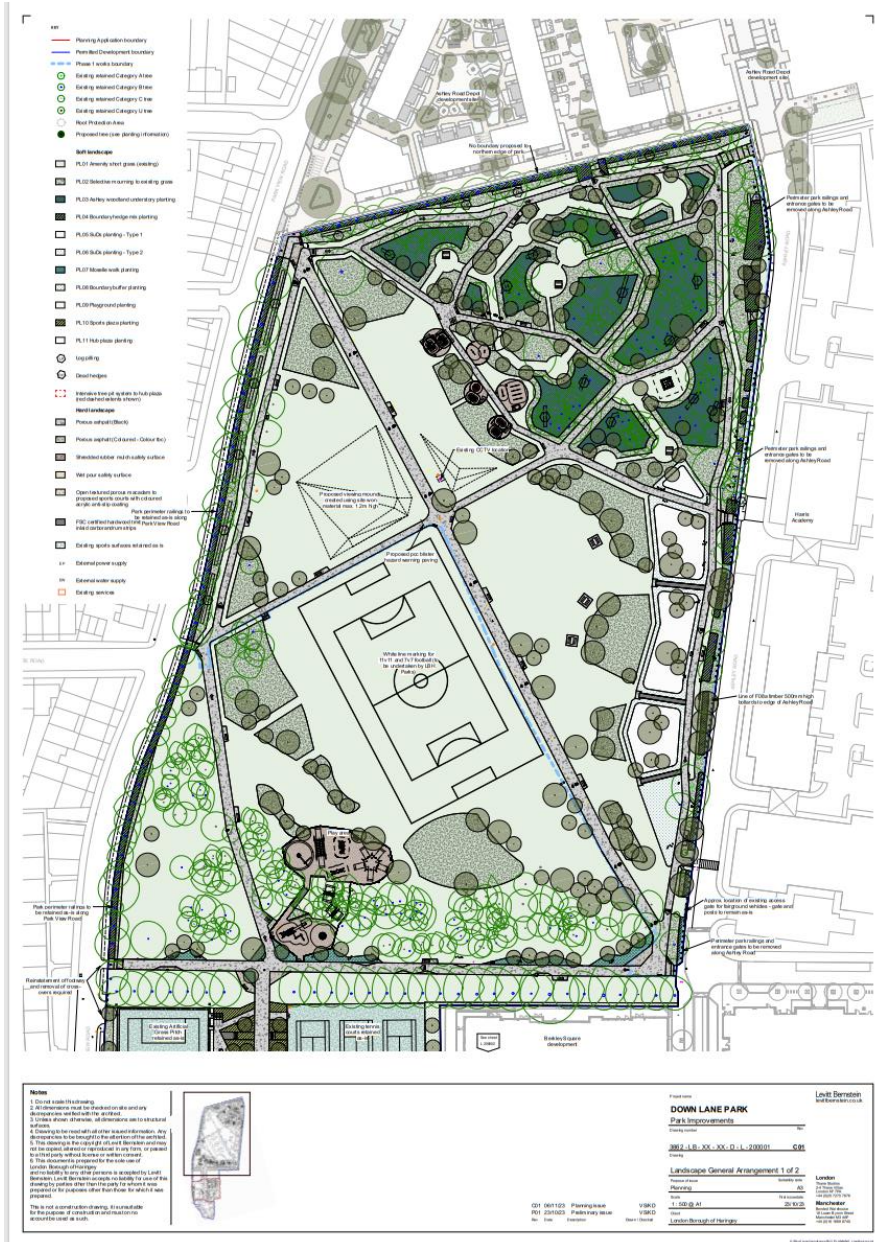
Proposed Ground Floor Plan



Proposed Roof Plan



Landscape General Arrangement 1 of 2



Landscape General Arrangement 2 of 2



Tree Removal Plan 1 of 2

APPENDIX 3 - Consultation Responses – Internal and External Consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p data-bbox="411 431 1566 500">HGY/2023/3058 - Down Lane Recreation Ground, Park View Road, Tottenham, London</p> <p data-bbox="411 529 1566 719"><i>Phases 2a and 3 of the Down Lane Park Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball and netball courts, new children’s play area, access routes, entrances and associated soft and hard landscaping.</i></p> <p data-bbox="411 813 1566 1235">Many thanks for asking for my comments on the above. This is an impressive project to improve a vital public amenity in a location at the heart of some of the greatest development and the most new homes, Tottenham Hale District Centre. It also forms the main boundary of this significant growth area and the main nearby area of established existing residential streets, not intended to see much development, and therefore it mitigates the sharp difference in scale and height between them. This transformational improvement represents one of the main gains for the existing community from having such a lot of large scale new development on their doorstep, as well as providing facilities necessary for the new community, especially those in high-rise developments with small amounts of private outdoor space.</p> <p data-bbox="411 1330 1566 1391">To ensure the best quality development possible, that meets the needs and wants of the existing and new communities, it has been subject to extensive consultation</p>	Support Noted

and co-design, including detailed participation by a panel of existing local residents, pre-app discussion with planning and design officers and review by both the GLA's Urban Design London (UDL) design review panel and Haringey's own independent Quality Review Panel (QRP), who both agreed at their final review that they warmly supported the proposals, whilst listing a few remaining concerns, detailed in the relevant section below, in which it is also explained how they have all been resolved.

Proposed Improvements to the Park

The proposals promise to represent a significant improvement to the usability and landscape quality of the park, and in particular to its interfaces with its rapidly changing surroundings, whilst retaining its open green quality. The changes to the larger, more open northern part of the park retain and improve the very popular diagonal north-west to south-east corner route, adding the new possibility of a north-east to south-west corner route appropriate for new developments such as the Ashley Depot site and the improved link to Tottenham Marshes, and open up the currently inactive eastern side. A much-improved boundary to the recent and current development sites to the south-east of the park, which currently has very hostile & unsightly fencing, will improve those housing development's setting and the park's activation as well as appearance of the new paths along these boundaries, animated by residential front doors.

Improved landscaping include new additional and better trees, better drainage and greater biodiversity in planting, as well as including new and improved equipped and incidental childrens playspace, concentrated further north than right at the noisiest southern end as at present, sports pitches, other adult fitness facilities, purposeful and leisure walking routes, and sitting out areas. Colleagues

specialising in park landscaping, trees and biodiversity will comment on the quality, durability and suitability of the soft landscaping, including its biodiversity appropriateness, but from a design point of view it promises to contribute to a superb, improved landscaped setting to both the existing established community to the north and west of the park as well as to new major building developments to the north-east, south-east and south-west, such as Ashley Depot, Welbourne/Monument Way and the Tottenham Hale district centre.

Masterplanning Contribution

At least as significantly, potentially of greater long term significance, the smaller southern part of the park will be opened up much more to its rapidly changing surroundings, whilst retaining a predominantly fenced boundary appropriate to its busy urban setting, with new entrances off The Hale into the heart of the rapidly emerging new town centre, to the east aligned with the new pedestrian streets recently built by the Berkeley Square development (“Berol Link”), and being built as part of the Notting Hill Genesis development currently under construction (“Ashley / Green Link”), and opposite to the west aligned with the newly landscaped pedestrian path of Chesnut Road.

The Ashley / Green Link is masterplanned in the adopted Tottenham Hale District Centre Framework and incorporated in all relevant planning permissions, to provide aligned streets that connect, through Down Lane Park and to Chesnut Road to provide a pedestrian friendly green route from Tottenham High Road to the Lee Valley at The Paddock and the new Walthamstow Wetlands public park, whilst the emerging town centre is a cluster of high rise, high density new developments containing housing above workspace and retail uses clustered around the bus, tube and rail interchange of Tottenham Hale. Improving existing green spaces, as well

as creating new ones and linking them together and to their surroundings, is considered a key part of making the high-density development, providing much needed new homes, many affordable, liveable, and the increased local population will in turn improve the viability of the public parks and the facilities they contain.

New and renovated paths proposed within and through the park will be direct clear to follow and safe to use, as well as being attractive, offering pleasing unfolding vistas, views across the wider spaces of the park and experience of interesting and attractive soft landscaping. The masterplan also encompasses fencing, with existing fencing to remain along the whole of the eastern side and southern part of the southern park, in both cases where they are against busy roads, albeit that existing gateways will be retained and matching new gateways installed where new entrances are created, but fences will be removed or not installed along the northern and western edges, where new residential developments will have pedestrian only paths along the park edge, and along the northern portion of Ashley Road, a school street, not a through route and to be further traffic calmed; in these cases there will be landscaping to prevent informal paths.

The New Community Hub Building

At the heart of the southern part of the park, the new Community Hub Building will provide a flexible suite of hireable community rooms, a café, and public toilets, in a landmark centrepiece building that will also form a hub for park management and maintenance and for the new community gardens. The local nursery currently housed in the old community building could be accommodated by this new building if desired, but there are also plans for a new, well-equipped nursery in the ground

floor of the nearest new building in the Notting Hill Genesis “Ashley House & Ashley Park” development currently under construction immediately next door.

The location of the new Community Hub is to the west side of the centre of the southern part of the park, close enough to Park View Road to allow servicing and disabled parking access and safe night time use of the building without having to introduce light pollution to the park, and to allow the new developments on the east side, including the new nursery, to have a park view. It will be centrally located to the equipped sports pitches particularly the adjacent multi-use games area & tennis courts, as well as the larger sports pitches in the northern part, to which it will provide changing, supervision and maintenance,, whilst the community garden will be centred on a lawn immediately south of the building providing ideal spill-out space. Its location was arrived at following testing of eight different alternatives as part of extensive consultation, of which this was originally the applicants’ 7th choice, but has been proved to be the best choice.

The design of the hub promises to be striking and iconic, with a series of pitched roofs defining the different spaces housed, creating south facing shelter, solar panel and rooflight locations and creating a strong triple gable form in important views of the proposed hub from the east across the centre of the park, and west on the entrance approach from Park View Road.

Design Review (UDL & QRP)

As noted above, these proposals have been reviewed twice by the GLA’s Urban Design London (UDL) design review panel and Haringey’s own independent Quality Review Panel (QRP), warmly supporting the masterplan and proposals, and

particularly commending the extensive co-design, whilst listing a few remaining concerns. Officers consider these have all been resolved in subsequent revisions and explanations, as detailed as follows:

- Resolving the inactive boundary to the Berkeley site (to the south-east) has been achieved in further design work;
- Whether highways officers are happy with its impact on immediate surroundings – following further clarification and design refinement, highways officers have given their support;
- Cohesive wayfinding strategy needed – now included;
- Central circulations spine design in its own right – this has also been further refined with a strong avenue of trees defining the route;
- Perimeter boundary treatments should be tested from a safety perspective – these have been so that those boundaries to busy roads retain high metal railings, and those onto footpaths and quiet roads have landscaping to discourage access in the wrong places;
- Add a prominent separate park entry beside the hub – this was investigated but rejected, as there are already several other entrances to the park along the western edge, and adding an entrance would compromise connections between the hub building and either the community garden or the service yard – it would normally be possible for visitors to access the park through the hub building;
- Use identity of the culverted Moselle in art/placemaking – it is in the landscaping and can be in the art programme (to come);
- Playspace should be exciting at the neighbourhood scale – this should be achieved, as the expanded playspace more centrally located in the park should be more visible and appealing to surrounding residents whilst the other uses at the southern end should help draw people into the park much more than at present;
- More accessible toilets needed & other detailed observations on accessibility – these have all been incorporated;
- Use the same external materials to the front and back elevation – this related to an earlier design, the proposed hub building now would be clearly

	<p>identified as using the same palette of materials, with the front “celebration” element in weathering steel to both sides and onto the community garden, the middle and rear supporting elements in brick to both sides;</p> <ul style="list-style-type: none"> • Improvements to internal layout needed to make spaces more welcoming and more easily monitored – internal layout has been replanned to reduce circulation, have a better celebration space, and a central kitchen / servery / supervision hub. 	
Carbon Management Officer	<p>Carbon Management Response 22/12/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • RIBA Stage 3 Energy Statement Rev D prepared by Etude (dated September 2023) • RIBA Stage 3 Overheating Assessment Rev D prepared by (dated September 2023) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 102% carbon dioxide emissions on site, and is aiming for Passivhaus certification which is supported. Some clarifications must be provided with regard to Sustainability Strategy. This should be addressed prior to the determination of the application or should be addressed through planning conditions.</p> <p>2. Energy Strategy</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L 2021). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 102% in carbon emissions with SAP10.2 carbon</p>	Support noted and conditions attached as required.

factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 3.1 tonnes of CO₂ from a baseline of 3.0 tCO₂/year.

London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations.

<i>Non-residential (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	3.0		
Be Lean	2.7	0.3	7%
Be Clean	2.7	0.0	0%
Be Green	-0.1	2.8	95%
Cumulative savings		3.1	102%
Carbon shortfall to offset (tCO₂)	-0.1		
Carbon offset contribution	Not required as it is a zero-carbon development.		

Actions:

- Please submit the GLA's Carbon Emission Reporting Spreadsheet.

Energy Use Intensity / Space Heating Demand

Applications are required to report on the total Energy Use Intensity and Space Heating Demand, in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.

The calculated energy use intensity and space heating demand is within the GLA's benchmark.

Building type	EUI (kWh/m ² /year)	Space Heating Demand (kWh/m ² /year)	Methodology used
Non-residential	57	13.1	PHPP modelling with preliminary assumed value.

Energy – Lean

The applicant has proposed a saving of 0.3 tCO₂ in carbon emissions (7%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. Although this is below the minimum requirement of 15% reduction set in London Plan Policy SI2, it is understood that it is challenging for non-residential developments to reach the minimum 15% requirement against Part L 2021. So, this is supported.

The following u-values, g-values and air tightness are proposed:

Floor u-value	0.0075 W/m ² K
External wall u-value	0.09 W/m ² K
Roof u-value	0.09 W/m ² K
Door u-value	1.00 W/m ² K

Window u-value	1.00 W/m ² K
G-value	0.50
Air permeability rate	1 m ³ /hm ² @ 50Pa
Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 80% efficiency; AHU SFP 1.6 W/l/s; FCU SFP 0.3 W/l/s)
Thermal bridging	Accredited Construction Details
Low energy lighting	100%

Overheating is dealt with in more detail below.

Energy – Clean

The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for size of development.

Energy – Green

As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 2.8 tCO₂ (95%) reduction of emissions are proposed under Be Green measures.

The solar array peak output would be 26.5kWp, which is estimated to produce around 48.2 kWh/year of renewable electricity per year. The array of 53 panels would be mounted on a south facing pitched roof on an area of 112m².

A high efficiency Variable Refrigerant Flow (VRF) heat pump is proposed to provide heating, hot water and cooling throughout the development. A Mitsubishi unit is proposed to provide a Heating SCOP of 3.6 and a Cooling SEER of 5.27, and also supply the DHW load of the building.

Actions:

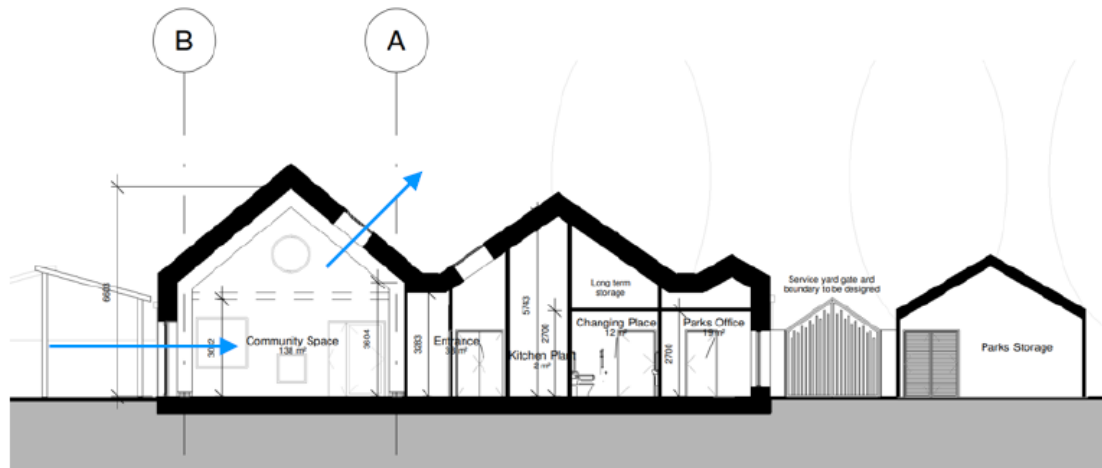
- A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels.
- Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact.

3. Carbon Offset Contribution

No carbon shortfall.

4. Overheating

London Plan Policy S14 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.



Building section showing window ventilation opening and rooflight exhaust. Rooflights will be openable and controlled by a manual electric opening system that closes when rain is detected.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled all the commercial spaces (community space, café, kitchen, parks office, bookable kitchen, office meeting room) under the London Weather Centre files.

Results are listed in the table below.

		Number of spaces pass TM52

	DSY1 2020s	Naturally ventilated	5/6	
	DSY2 2020s	Naturally ventilated	3/6	
	DSY3 2020s	Naturally ventilated	2/6	
	DSY1 2050s	Naturally ventilated	4/6	
	DSY2 2050s	Naturally ventilated	1/6	
	DSY3 2050s	Naturally ventilated	0/6	
	DSY1 2080s	Naturally ventilated	1/6	
	DSY2 2080s	Naturally ventilated	0/6	
	DSY3 2080s	Naturally ventilated	0/6	
	DSY1 2020s	Combination of natural ventilation and cooling	4/4	
	DSY2 2020s	Combination of natural ventilation and cooling	3/4	
	DSY3 2020s	Combination of natural ventilation and cooling	2/4	
	DSY1 2050s	Combination of natural ventilation and cooling	3/4	
	DSY2 2050s	Combination of natural ventilation and cooling	2/4	
	DSY3 2050s	Combination of natural ventilation and cooling	1/4	
	DSY1 2080s	Combination of natural ventilation and cooling	1/4	

DSY2 2080s	Combination of natural ventilation and cooling	1/4
DSY3 2080s	Combination of natural ventilation and cooling	0/4

All commercial spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation in Kitchen/Servery and Bookable kitchen
- Openable rooflights controlled by a manual electric opening system that closes when rain is detected.
- Natural ventilation and VRF system with Fan Coil Units for community space, café, parks office and office meeting room.
- Glazing g-value of 0.5
- External walls 0.09 W/m²K
- Roof 0.09 W/m²K
- Ground Floor 0.075 W/m²K
- Windows 0.9 W/m²K, Windows frame 1.0 W/m²K, glass 0.6 W/m²K
- Doors <1.00 W/m²K

The submitted overheating strategy is considered acceptable.

Overheating Actions:

- Specify the shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal blinds cannot be used to pass the weather files, but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements).

- Demonstrate how the future mitigation measures will improve the overheating results.

5. Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

Action:

- A target (%) for responsible sourced, low-impact materials used during construction.
- Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system.
- Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer.

Non-Domestic BREEAM Requirement

Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

The applicant proposing going further and demonstrating 'net zero' carbon by targeting Passivhaus certification instead of a BREEAM assessment. This is supported and Passivhaus certification is conditioned.

Urban Greening / Biodiversity

London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.

The Biodiversity Net Gain calculation shows a net gain of 18.74%, which is above the 10% requirement as set out in the Environment Act 2021.

The overall Urban Greening Factor score is 0.5068.

6. Planning Conditions

To be secured.

Energy Strategy

The development hereby approved shall be constructed in accordance with the RIBA Stage 3 Energy Statement Rev D prepared by Etude (dated September 2023) delivering a minimum 102% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 26.5 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*

- Confirmation of the necessary fabric efficiencies to achieve a minimum 7% reduction in SAP10.2 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

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

(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in

line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

Overheating

The development hereby approved shall be constructed in accordance with the RIBA Stage 3 Overheating Assessment Rev D prepared by (dated September 2023). Prior to occupation of the development, details of external/internal blinds to all habitable spaces must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, purge ventilation, etc. Occupiers must retain internal blinds for the lifetime of the development or replace the blinds with equivalent or better shading coefficient specifications.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the RIBA Stage 3 Overheating Assessment Rev D prepared by (dated September 2023)

- Natural ventilation in Kitchen/Servery and Bookable kitchen*
- Openable rooflights controlled by a manual electric opening system that closes when rain is detected.*
- Natural ventilation along with VRF system with Fan Coil Units for community space, café, parts office and office meeting room.*
- Glazing g-value of 0.5*
- External walls 0.09 W/m²K*
- Roof 0.09 W/m²K*
- Ground Floor 0.075 W/m²K*
- Windows 0.9 W/m²K, Windows frame 1.0 W/m²K, glass 0.6 W/m²K*
- Doors <1.00 W/m²K*

If the design of development is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

Passivhaus

Prior to the commencement of construction works, a Design Stage Passivhaus Strategy shall be submitted to and approved by the Local Planning Authority. This should show that a Passivhaus level space heating demand target of 15 kWh/m²/year is achieved, accompanied by Passive House Planning Package (PHPP) calculations.

Within one month of completion of the development, a Passivhaus Certificate will be submitted for approval demonstrating that the development meets the Passivhaus Standards, awarded by a suitably qualified independent Passivhaus Certifier.

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

Sustainability

Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the

sustainability of the scheme including but not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.

The report shall include:

- Urban greening and biodiversity enhancement measures;*
- Details on electric vehicles charging points, cycle parking facilities;*
- A target percentage for responsibly sourced, low-impact materials used during construction;*
- Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;*
- Details on how any demolition materials can be reused;*
- Details on how surface water runoff will be reduced and overall sustainable drainage strategy;*
- Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.*

Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, SI7 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.

Water Butts:

No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of

	<p><i>each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.</i></p> <p><i>Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.</i></p>	
<p>Senior Arboricultural Officer</p>	<p>From an arboricultural point of view, I hold no objections to the proposed application.</p> <p>There have also been several on site meetings with the Project Team in the last 12 months.</p> <p>An arboricultural tree survey and arboricultural impact assessment (AIA) has been submitted by Underhill Tree Consultancy updated 17th October 2023.</p> <p>The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the document including the tree category classification.</p> <p>No category A (high quality) trees are to be removed, only four category B trees out of 247 are to be removed (moderate quality) with five category C trees out of 289 to be removed (low quality).</p> <p>22 out of 23 category U trees are to be removed (cannot be retained due to condition).</p> <p>Plans show off site planting along Ashley Road and these need to be confirmed for future development proposals.</p>	<p>Support Noted subject to conditions</p>

	<p>I believe, from on-site meetings, that there might be changes to felling all of G1 & G2 and this will need to be confirmed.</p> <p>I would also like to know the changes in the ground levels around the mature Beech tree T35 (I was unable to find reference within the literature.) Significant changes within the root protection area (RPA) of trees can have detrimental affects on trees.</p> <p>There is an extensive re planting with trees with good diversity, interest, and urban fitness.</p> <p>At a later stage a planting list, specification, and aftercare programme to establish independence in the landscape will need to be finalised.</p> <p>Reports for Biological Net Gains have been exceeded and ecological surveys have all accounted for the wider vicinity and designated green corridors.</p> <p>Providing all the Arboricultural report is adhered to and conditioned including the Tree Protection Plan (TPP), AIA, and Arboricultural Method Statements (AMS) provided, I hold no objections to the proposal.</p> <p>We will need clarification for paragraph four above.</p>	
Pollution Officer	<p>Thank you for re-contacting the Carbon Management Team (Pollution) regarding the above application for Phases 2a and 3 of the Down Lane Park Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball and netball courts, new children’s play area, access routes, entrances and associated soft and hard landscaping at Down Lane Recreation Ground, Park View Road, Tottenham, London and I would like to comment as follows.</p> <p>Having considered the relevant applicant submitted information including: Design and Access Statement prepared by Levitt Bernstein, dated 6th November 2023; Energy</p>	Support noted. Subject to conditions

Statement prepared by Etude Consulting Ltd, dated 27th September 2023 taking note of the provision of air to air heat pumps and solar PVs and Geo-Environmental Investigation Report prepared by Ground and Environmental Services Ltd with reference 12230/GEI, dated October 2019 taking note of Sections 5 (Intrusive Investigation), 6 (Laboratory Testing), 9 (Ground Contamination Assessment), 10 (Contamination Risk Assessment) and 12 (Conclusions and Recommendations), **please be advised that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommended should planning permission be granted.**

1. Unexpected Contamination

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

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

2. NRMM

18 No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

19 An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

3. Demolition/Construction Environmental Management Plans

1. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
2. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

i. A construction method statement which identifies the stages and details how works will be undertaken;

	<ul style="list-style-type: none"> ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London’s Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and 	
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	<p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none">i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;ii. Details confirming the Plot has been registered at http://nrmm.london;iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);v. A Dust Risk Assessment for the works; andvi. Lorry Parking, in joint arrangement where appropriate. <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p><u>Reason:</u> To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p><u>Informative:</u></p>	
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	<p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p>I hope the above clarifies our position on the submitted application? Otherwise, feel free to contact us should you have any further query in respect to the application.</p>	
<p>Senior Transport Planning Officer</p>	<p>No objections subject to the following conditions:</p> <p>Conditions</p> <p><u>Cycle Parking</u></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 12 long-stay and 56 short -stay 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, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>Delivery and Servicing Plan and Waste Management</u></p>	<p>Support Noted subject to conditons</p>

	<p>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 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>Car Parking</u></p> <p>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 the disabled bay and staff parking spaces will be allocated.</p> <p>Reason: To ensure the development complies with the London Plan 2021 Policy T6.5 Non-residential disabled person parking and Haringey Development Policy DM32.</p>	
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Obligation – I have spoken with the planning Officer and Robbie they don't feel this application can include a S106 agreement. Therefore, they would just include this as a condition instead.

Construction Logistics and Management Plan

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:

- b) 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.
- c)
- b) The estimated number and type of vehicles per day/week.
- c) Estimates for the number and type of parking suspensions that will be required.
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highway dilapidation survey before and after completion.
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.

	<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 ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.</p>	
<p>Planning SUD'S Enquiry Team</p>	<p>Please add the following conditions:</p> <p><u>Surface Water Drainage condition</u></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p> <p>e) A hydraulic calculations using XP Solutions Micro-Drainage software or similar approved. All elements of the drainage system should be included in the model, with an explanation provided for any assumptions made in the modelling. The model results should be provided for critical storm durations of each element of the system, and should demonstrate that all the criteria above are met and that there is no surcharging of the system for the QBAR rainfall, no flooding of the surface of the site for the 3.3% (1in30) rainfall, and flooding only in safe areas for the 1% (1in100) plus climate change.</p>	<p>Comments noted</p> <p>Subject to conditions</p>

- f) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
- g) 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.
- h) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.

Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.

Management and Maintenance condition

Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system

<p>Nature Conservation Officer</p>	<p>A Preliminary Ecological Appraisal, protected species assessment and ecological evaluation of the proposed development, habitats and protected species. Biodiversity Net Gain calculations. Mitigating and compensatory measures are outlined in the urban greening and biodiversity enhancement measures documents. All have been prepared to current good practice guidance covering relevant legislation and policy.</p> <p>Conclusion</p> <p>From an Ecology and Biodiversity point of view, I hold no objections to the proposed application.</p>	<p>Support Noted</p>
<p>Head of Parks and Leisure</p>	<p>Design Development</p> <p>As a service we are incredibly proud of the route that has been taken to developing this important scheme in the heart of Tottenham Hale. The community alongside elected officials and officers have worked extensively over many months to find the best balance of the all the competing demands for the allocation and use of space within Down Lane Park. They have also striven to link together the old and new parts of the area and provide linkages up to the high street and out to the marshes. Hopefully encouraging residents to actively travel and explore the green space network that lies beyond the path. Those that committed the time will leave a lasting legacy behind for generations to come.</p> <p>Broader design proposals</p> <p>We can see from some of the comments on the application that some people find the concept of not having a traditional fence on the Ashley Road side of the park concerning and we recognise and respect those fears. There is good evidence that</p>	<p>Support Noted</p>

increasing the visibility into the park and people's ability to enter and exit the park at more locations will add to the feeling of safety for many people. This landscaping on this side of the park, through bollards, hedging, trees, meadow planting and other features will deter children and dogs from running out of the park. Being physically active is imbedded in the design and whether that be a much-improved environment to walk within, marked running trails, play on the way, stay and play playgrounds, retention of the existing sporting facilities, the community garden or additional sports courts there is something for the majority of those who live locally. Biodiversity and sustainability are at the heart of the design and the planting, suds, building design and other features will all help this modern park cope with the changing climate and improve the outcomes for nature. The extensive tree planting will contribute to furthering the councils' ambitions to plant 10,000 new trees and increase average canopy cover to 30% across the borough. Throughout the park accessibility for all has been a key design principle from the materials to the design of many of the new park features.

The planning application area

As a parks team we always seek to limit the amount of space in our parks that are taken up by buildings and other hard surfaces. Every inch of space we give over to non green areas has to be justified and with a clear need and community benefits identified. As is the case now we have sort to contain these areas in as small a part of the park as possible. The design seeks to free up and green up the southernmost part of the park and make a connection into the Ashley Link. Further promoting the east west travel routes. The design proposal provides for a modern community hub, one that can both serve the park but also provide a new community facility easily accessible from Park View road. Integrated into the hub is also new provision for the parks staff who will be based on site and on hand to ensure the park looks good all he time. The new modernised and expanded play provision will ensure the local children can enjoy excellent play provision within a short distance of the toilets and

	<p>café facilities. The new netball and basketball courts respond to the latest thinking to address women and girls exclusion from many other similar spaces.</p> <p>Alignment with the Parks and Greenspaces Strategy</p> <p>After extensive public engagement and co-design, the Council adopted its new Parks & Greenspaces Strategy in July 2023. The new strategy has three key aims 1) Inclusion and Wellbeing 2) Climate change, biodiversity, and sustainability 3) Good Quality Parks. The changes and improvements to Down Lane Park are an embodiment of the three aims of the strategy. Once completed the park will be welcoming to all, there will be good provision to support peoples physical and mental well-being, the design will be able to cope with the changing climate, there will be a net gain for biodiversity and overall, the reuse of materials design features, material choices and staffing provision will make this a sustainable park. Taking all those elements together wont just make this a good quality park but a great quality park for residents and visitors alike.</p> <p>This application should be supported so that residents can benefit from an excellent local park.</p>	
Principle S106 CIL Infrastructure Planning Officer	Thank you for your e-mail. The proposal to construct a community hall deems the application liable for Mayors CIL, however, as the existing GIA of 647sqm which can be deducted from what is being proposed exceeds the proposed GIA of 402sqm, the CIL charge is £0.	Noted
External		
None		
Neighbouring		

properties Comments		
	<ul style="list-style-type: none"> • Smaller and separate playgrounds, limit the communication between parents. 	<p>The proposal will provide an upgraded play space, close to the community hub, with an additional play space in the park itself.</p>
Safety Concerns	<ul style="list-style-type: none"> • Additional entrance/exits will make the park/playgrounds more unsafe. • Removing the railings would make the area significantly more dangerous. • Women pedestrians would have to make a diversion due to safety concerns. • The proposed boundary hedging is supported but could be in addition to the railings. • Visually legible entrances and exits with good lighting and adequate street crossings to facilitate access is what is needed by the local community. 	<p>The existing 1.2 metre high railings, are to be retained along Park View Road and into Hale Road, with new planting to include trees, hedge planting and habitat features along a stretch of Park View Road. The Northern boundary will be a permeable planted boundary. These works can be undertaken under permitted development and do not require planning consent.</p> <p>Improved lighting, accessibility and the community hubs location adjacent to Park View</p>

		<p>Road will improve the safety of users of the site.</p> <p>The addition of more entrances/exits, in addition to the removal of railings along the Eastern edge will make the park less enclosed and less likely to be the source of criminal activity.</p> <p>Crime prevention officers have been involved in the scheme from the offset and throughout to ensure safety within the park is enhanced.</p>
	<ul style="list-style-type: none"> • Object to the removal of the nursery. 	<p>The Ashley Road masterplan includes community space which can accommodate children's nursery, located directly adjacent to the site.</p>
Environmental Impacts	<ul style="list-style-type: none"> • There was not adequate replacement trees for those removed to facilitate the MUGA in 2020. • Current hedging/plants have been over pruned and concerns over this happening with new planting. 	<p>There would be 42 new trees provided within the application site, a net gain of 39 trees.</p>

		A condition will be attached ensuring the development is carried out in accordance with the Arboricultural report, including the Tree Protection Plan (TPP), AIA, and Arboricultural Method Statements (AMS) provided
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APPENDIX 4 – QRP Report

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Down Lane Park

Wednesday 17 May 2023

Berol House, 25 Ashley Road, London N17 9LJ

Panel

Peter Studdert (chair)

Martha Alker

Fenella Griffin (Urban Design London panel member)

Rachael Marshall

David Ubaka

Attendees

Biplav Pagéni	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects
Yvonne Dinney	Disability Action Haringey (observer)
Ruth Gordon	Cabinet Member for Council Housebuilding, Placemaking and Development (observer)

Apologies / report copied to

Owain Jones London Borough of Haringey

- Use the same external materials to the front and back elevation – this related to an earlier design, the proposed hub building now would be clearly identified as using the same palette of materials, with the front “celebration” element in weathering steel to both sides and onto the community garden, the middle and rear supporting elements in brick to both sides;
- Improvements to internal layout needed to make spaces more welcoming and more easily monitored – internal layout has been replanned to reduce circulation, have a better celebration space, and a central kitchen / servery / supervision hub.

Confidentiality

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

Report of Formal Review Meeting
17 May 2023
HQRP136_Down Lane Park

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1. Project name and site address

Down Lane Park, Park View Road, London N17 9EX

2. Presenting team

Emily Read	Regeneration, London Borough of Haringey
Kriste Wilson	Parks & Leisure, London Borough of Haringey
Kate Digney	Levitt Bernstein Associates
Tom Randle	Levitt Bernstein Associates
Minn Tang	Levitt Bernstein Associates

3. Planning authority briefing

Down Lane Park is a seven-hectare open space at the heart of an established community and significant new residential development. It provides vital amenity space within an ethnically diverse neighbourhood where many residents face challenging levels of deprivation. In 2022, the project secured a Mayoral Green & Resilient Spaces Fund to enable improvements.

The scheme intends to maximise the park's potential as part of the essential civic infrastructure serving the social, recreational and environmental wellbeing needs of a growing population. Haringey council and the Community Design Group agreed overarching project objectives, which include addressing safety, making the park inclusive and accessible, maximizing green space, ecology, biodiversity, and climate change resilience, improving connectivity, enhancing sports and play facilities, and delivering a permanent community hub building. In Phase 1, this focuses on the north-east of the park, comprising sustainable drainage, accessible pathways, improved connectivity, and habitat creation. It will also support user engagement and local green skills development to be delivered in partnership with voluntary and community sectors.

The park is located adjacent to the Tottenham Hale District Centre which has accommodated significant growth and development in recent years in accordance with the Tottenham Hale District Centre Framework (2015), Tottenham Area Action Plan (2017), and London Plan (2017/2021). Park improvements will need to respond positively to these plans and developments, as well as to supplementary planning guidance set out in the council's Green & Open Spaces Strategy (2016) and Streets & Spaces Strategy (2016). It will be important to consider the impact of these proposals in relation to the local Sites of Importance for Nature Conservation, Flood Zone 2 and the culverted Moselle River. The location and design of uses within the park, relative to the wider urban context beyond the park boundary, will also require careful consideration.

This is the first Haringey Quality Review Panel. An Urban Design London panel reviewed proposals in October 2022. Officers noted the need for this scheme to satisfy the complex and sometimes contradictory needs of the various park users, current and future. They asked for the panel's views in particular on the interface and connections between the park and its wider context.



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4. Quality Review Panel's views

Summary

The panel warmly supports the proposal for improvements to Down Lane Park. The project team is to be commended for the extensive co-design process and the amount of work completed since the Urban Design London review in October 2022. The panel supports the masterplan approach. Further development is now required to achieve a sufficient level of detail for planning submission.

The scheme should be interrogated in terms of both technical spatial requirements and human experience, to ensure that the masterplan still works, and that opportunities to contribute to the park's identity are taken. It is important to resolve the inactive boundary to the Berkeley Square development, as well as to gain assurance that highways officers are happy with the scheme's impact on its immediate surroundings. The layout is working well but would benefit from a cohesive wayfinding strategy. The central circulation spine in the southern part of the park should be designed as a space in its own right. The park's perimeter boundary treatments need to be tested from a safety perspective, to ensure that the various approaches will cohere. A prominent, direct entrance to the park should be added beside the Community Hub. The panel encourages the project team to develop a sense of arrival at all park entrances, and to work with local artists to use the identity of the culverted Moselle River in placemaking. The play spaces should create an exciting offer at a neighbourhood scale. The panel would like to see greater provision of accessible toilets and suggests detailed improvements to the specifics of their design. Passivhaus design for the Community Hub is welcomed. All spaces, inside and out, should respond to their microclimate to ensure user comfort year-round. The circular economy agenda for existing materials should be progressed. A more holistic and ambitious approach to biodiversity would better integrate habitat creation. Using the same external material for both front and back of the Community Hub would help it to read as one building. The internal layout could be improved to help spaces be welcoming and easier to monitor, and to ensure that the building works well for income-generating private events.

These comments are expanded further below.

Design stage

- The panel supports the masterplan for the park. It thinks that the main design moves have been successfully identified, and facilities mapped in the right locations.
- However, the panel is concerned that the scheme has not yet been developed to a sufficient level of detail to submit a full planning application in summer 2023. Further detail on deliverability and usability is required to reassure the London Borough of Haringey that the scheme will not feel like a masterplan when it is built.



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- This next layer of information is an exciting opportunity for the project team to interrogate the design, ensuring that it brings joy at every turn and enhances the identity and nature of the park. Sketch sections and views should be utilised to explore this from a human perspective.
- The panel encourages the project team to continue to work closely with highways officers. At this stage, a good understanding of the impact of the projects on the park's immediate surroundings would be expected, and a mutual agreement in place.
- There is currently a solid precast concrete wall between Down Lane Park and the Berkeley Square housing development along the south-eastern edge, creating a dead space between the tennis courts and the residences. The original intention in the planning consent was for front doors to open onto the park, activating this space.
- The panel endorses the project team's vision of removing the concrete boundary and establishing a landscape buffer here instead. However, this change is still subject to discussion and should be resolved as soon as possible, to give comfort that this edge will actively contribute to the park.
- The panel encourages the project team to carry out a technical exercise working out the details needed to turn the masterplan into a full proposal. For example, routes with bicycle lanes alongside pedestrian should be of a generous width, reflecting the guidance in LTN120.

Scheme layout and wider integration

- The panel supports the project team's choice of location for the Community Hub. It also welcomes the consolidation of a comprehensive play zone, new perimeter activity route, and new entrances that further open up the park to the south. It also thinks that the cross routes are working well, and that they build on the east-west axes in the wider neighbourhood.
- However, the panel is not yet convinced that these connections and new facilities will be as apparent on the ground. It recommends developing a wayfinding strategy to connect the scheme as a whole.
- The proposed layout puts emphasis on the central circulation spine in the southern part of the park. This is currently an 'in between zone' intended to accommodate many ancillary uses such as bicycle and push chair parking. The design and quality of this space needs more thought.

Boundary treatments

- A variety of boundary treatments are proposed to the perimeter of Down Lane Park – retaining the existing railings to the south, leaving it completely open to the north, and using natural features or palisade fencing to the east and west.

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The panel recommends further work to define the look and feel of each treatment and explore how the various approaches will work together.

- The project team should also interrogate the perimeter boundaries to ensure that the design solution works from both the interior park side and the exterior road and residential sides.
- For example, with the increasing use of quiet electric vehicles, the panel is concerned that children may not hear the dangers of the road immediately on the other side of the natural feature boundaries. Some landscape areas in the park are designed to encourage children to run through hedges, so they also may not realise the difference where this is intended as a boundary. The project team should thoroughly test these ideas from a safety perspective.
- In some instances, it may be that removing railings and opening up the park is the right way to increase the park's permeability, but that it requires traffic calming measures in parallel to work safely. In other instances, it may be that the railings should be retained. Here, views through could be constructed to create visual links instead.

Entrances

- The vehicle entrance for the service yard to the north of the Community Hub is currently more prominent from the street than the pedestrian entrance. In addition, the pedestrian entrance only allows access to the park through the Community Hub.
- Although this entrance is intended for night-time use, the panel thinks that the pedestrian entrance should have a clear relationship to the street and the park. It advises exploring whether the park storage buildings could shift northwards to create more space for a direct route into Down Lane Park next to the Community Hub building.
- The panel would like to see the entrance to the Community Hub emphasised through the architectural design, rather than with signage.

Placemaking

- The panel understands the constraints that would make it very difficult to daylight the culverted Moselle River tributary that runs approximately three meters underneath the proposed Moselle Walk. However, it thinks that more could be done to bring the presence of the water into this landscape character in placemaking terms, if not physically.
- The panel suggests finding historic maps of the river Moselle and working with local artists to develop the identity of Moselle Walk, helping people to gain a deeper understanding of place.



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- The scheme proposes five new entrances to the park. These are also opportunities to add to the identity of Down Lane Park. Each point of arrival should be explored, considering its character and the provision of facilities such as seating and drinking fountains.

Inclusive design

- The panel commends the project team for putting inclusive design to the fore throughout the work to date, but makes some suggestions for further improvements.
- In terms of access into Down Lane Park from the surrounding neighbourhood, wheelchair users should be able to move from one side of the road to the other without having to travel the length of the street to find a dropped curb. This should be addressed to ensure that all entrances, existing and new, are easy to use.
- In line with best practice, a place to pause should be incorporated every 50 metres throughout Down Lane Park for neurodivergent or less mobile users and their carers. Publicly Accessible Standard 6463 may prove helpful as it brings all current guidance on neurodiversity into one place.
- The panel suggests that all public toilets within the park should be large enough to fit two children, two parents and a pushchair at the same time.
- As the only toilet in the café is an accessible toilet, the panel is concerned that it will often be taken out of use for those who need it most. More toilets should be provided.
- In accordance with British Standards, the baby changing facilities should also be provided separately from wheelchair accessible toilets, to ensure that they are available more of the time. The panel advises following BS8300 Volume Two, which has guidance on baby change facility design which does not yet form part of building regulations.
- All cubicles for people with ambulant mobility impairments should have grab rails, all family toilets should have a 'parent lock' (a lock above child height), and any outward opening doors should be recessed rather than opening onto a main circulation route.
- Wherever seating is provided, at least 50 per cent should be accessible. This means that it includes options with one or two arm rests, back rests, and seating at different heights to make it easier to transfer from a mobility scooter or wheelchair to a seat. BS8300 guidance on accessible seating may be useful.
- The panel thinks that the natural material palette for the interior of the Community Hub will look beautiful, but it suggests checking that there will be



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sufficient visual contrast, and that pattern or visual contrast is not introduced where it might cause confusion for users.

- The project team may find it helpful to refer to the 'Colour, Light and Contrast Manual: Designing and Managing Inclusive Built Environments', by Geoffrey Cook and Keith Bright.

Sustainable design

- It is positive that the Community Hub will be designed to Passivhaus standards. The panel encourages the project team to ensure that thermal comfort problems are tackled at an early stage and not designed in.
- The panel asks for more detail on how microclimate will be addressed across the scheme, inside and outside. Ensuring that spaces are comfortable will increase their longevity.
- For example, the community space and café could suffer from overheating in the summer. The panel understands that the pergola to the south is fully covered, but its concerns about the amount of south-facing glazing remain. A natural ventilation strategy should be developed as part of this exercise that tests the performance of all spaces.
- The creation of shaded areas in the woodland to the north-east of the park is welcomed. The panel encourages the project team to also think about shade in the southern part of the park. In the hot summer months this will provide welcome relief. This does not have to be provided through tree cover: it could be an opportunity to create variety in the types of shelter across the scheme.
- The panel asks for further detail on how the proposed Sustainable Urban Drainage system and rainwater harvesting from roofs will work.
- It is proposed that some of the existing railings around the perimeter of the park will be removed during Phase One. In line with the circular economy aspirations of the scheme, the panel encourages the project team to develop an economic masterplan for what happens to removed materials. For example, they could be sold on to contribute to Phase Two.

Biodiversity

- The attention paid to biodiversity is welcome, but the approach feels too piecemeal. Rather than only reacting to the existing habitats in the park, the panel suggests taking a more holistic and ambitious approach.
- Working closely with the project team's planting consultant, this should consider what the council's aspirations are for biodiversity net gain, including target species, and how these fit into the wider habitats of the Lea Valley.



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Play spaces

- Residents in the area will benefit from small play areas and incidental 'play on the way' provided in emerging nearby developments. They will also have access to the larger, more natural environments of Walthamstow Wetlands and Tottenham Marshes in the wider context. This scheme must offer something different to both, at a neighbourhood park scale.
- The panel encourages the project team to develop the design further to ensure it creates a special and exciting play offer. The panel suggests that the play equipment is not bespoke as this may cause future issues for ongoing maintenance and safety checks.
- The panel would like to see more analysis of why some of the existing ball courts are not well-used. This will help to determine whether a simple refurbishment that increases the quality of materials will be sufficient, or if other issues such as lighting or the ability to use the facilities in the evenings should be addressed.

Community Hub – architectural language

- The architecture of the Community Hub is developing well. The panel enjoys the way the building addresses both the street and the park, creating a presence on Park View Road where the existing hub building does not.
- The panel recommends that the same external material is used on both the front and the back, so that the building reads as a single structure. This does not necessarily need to be brick. Timber could work well and would be an honest expression of the building's construction.
- The architectural language or materiality could draw from the nearby nursery building (part of the adjacent Notting Hill Genesis development) to create a visual relationship between these community assets.
- The pergola feels overplayed as a device at present. The panel suggests testing it at different scales to find the right balance.

Community Hub – internal layout

- The panel understands that the internal Community Hub layout has been designed and tested with the operator of the existing Living Under One Sun hub. However, it suggests that the layout could be improved to help with the monitoring of spaces, ensuring security and a welcoming arrival experience.
- The Community Hub kitchen is under pressure to achieve a lot in a relatively small space. The panel notes that it would be a useful income generator if the hub could be rented out for private events such as weddings. It is therefore important that the space performs adequately and allows the generation of profit that can be reinvested into spaces for the community.



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Next steps

The panel would welcome the opportunity to review Down Lane Park again at a chair's review, especially to focus on the detail of the play spaces, boundary treatments and entrances.

Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

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

