

APPENDIX 1 – Planning Conditions and Informatives

Time Limit

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.

Approved Plans and Documents

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Drawings:

Sheet Number	Current Revision	Sheet Name	Current Revision Date
0100	P-00	Location Plan	16/02/2024
0101	P-00	Existing Site Plan	16/02/2024
0103	P-00	Demolition Plan	16/02/2024
0105	P-00	Existing Street Elevations 01	16/02/2024
0106	P-00	Existing Street Elevations 02	16/02/2024
0120	P-01	Proposed Site Plan	21/06/2024
0121	P-00	Proposed Street Elevations 01	16/02/2024
0122	P-00	Proposed Street Elevations 02	16/02/2024
0135	P-00	Proposed Site Section 01	16/02/2024
0136	P-00	Proposed Site Section 02	16/02/2024
0140	P-01	Proposed Site Plan Ground Floor	21/06/2024
0141	P-01	Proposed Site Plan - Setting Out	21/06/2024
0150	P-02	Block A-Proposed Level 00	21/06/2024
0151	P-02	Block A-Proposed Mezzanine Level	21/06/2024
0152	P-02	Block A-Proposed Level 01	21/06/2024
0153	P-02	Block A-Proposed Level 02	21/06/2024
0154	P-02	Block A-Proposed Level 03	21/06/2024
0155	P-02	Block A-Proposed Level 04	21/06/2024
0156	P-02	Block A-Proposed Level 05	21/06/2024
0157	P-02	Block A-Proposed Level 06	21/06/2024
0158	P-02	Block A-Proposed Level 07	21/06/2024
0159	P-02	Block A-Proposed Level 08	21/06/2024
0160	P-02	Block A-Proposed Level 09	21/06/2024
0161	P-02	Block A-Proposed Level 10	21/06/2024
0165	P-01	Block A Proposed North Elevation	07/06/2024
0166	P-01	Block A Proposed South Elevation	07/06/2024
0167	P-01	Block A Proposed East Elevation	07/06/2024
0168	P-01	Block A Proposed West Elevation	07/06/2024
0170	P-01	Block B-Proposed Level 00	16/05/2024
0171	P-00	Block B-Proposed Level 01	16/02/2024
0172	P-00	Block B-Proposed Level 02	16/02/2024
0173	P-00	Block B-Proposed Level 03	16/02/2024
0174	P-00	Block B-Proposed Level 04	16/02/2024
0175	P-00	Block B-Proposed Level 05	16/02/2024
0176	P-00	Block B-Proposed Level 06	16/02/2024
0180	P-01	Block C-Proposed Level 00	25/06/2024
0181	P-00	Block C-Proposed Level 01	16/02/2024
0182	P-00	Block C-Proposed Level 02	16/02/2024
0183	P-00	Block C-Proposed Level 03	16/02/2024
0184	P-00	Block C-Proposed Level 04	16/02/2024
0185	P-00	Block C-Proposed Level 05	16/02/2024
0186	P-00	Block C-Proposed Level 06	16/02/2024

0190	P-01	Block D-Proposed Level 00	25/06/2024
0191	P-00	Block D-Proposed Level 01	16/02/2024
0192	P-00	Block D-Proposed Level 02	16/02/2024
0193	P-00	Block D-Proposed Level 03	16/02/2024
0201	P-00	Block D - Proposed North and South Elevations	16/02/2024
0202	P-00	Block D - Proposed East and West Elevations 01	16/02/2024
0203	P-00	Block D - Proposed East and West Elevations 02	16/02/2024

Sheet Number	Current Revision	Sheet Name	Current Revision Date
0212	P-00	Block B Proposed North Elevation	16/02/2024
0213	P-00	Block B Proposed South Elevation	16/02/2024
0214	P-00	Block B Proposed East Elevation	16/02/2024
0215	P-01	Block B Proposed West Elevation	16/05/2024
0216	P-00	Block C Proposed North Elevation	16/02/2024
0217	P-00	Block C Proposed South Elevation	16/02/2024
0218	P-00	Block C Proposed East Elevation	16/02/2024
0219	P-00	Block C Proposed West Elevation	16/02/2024
0220	P-01	Block A Proposed GA Section 01	07/06/2024
0221	P-01	Block A Proposed GA Section 02	07/06/2024
0222	P-01	Block A Proposed GA Section 03	07/06/2024
0225	P-00	Block B GA Section 01	16/02/2024
0226	P-00	Block B GA Section 02	16/02/2024
0230	P-00	Block C GA Section 01	16/02/2024
0231	P-00	Block C GA Section 02	16/02/2024
0240	P-01	Block A - Bay Elevation 01 Lower	07/06/2024
0241	P-01	Block A - Bay Elevation 01 Upper	07/06/2024
0242	P-01	Block A - Bay Elevation 02 Lower	07/06/2024
0243	P-01	Block A - Bay Elevation 02 Upper	07/06/2024
0244	P-01	Block A - Bay Elevation 03 Lower	07/06/2024
0245	P-01	Block A - Bay Elevation 03 Upper	07/06/2024
0246	P-01	Block A - Bay Elevation 04 Lower	07/06/2024
0247	P-01	Block A - Bay Elevation 04 Upper	07/06/2024
0248	P-01	Block A - Bay Elevation 05 Lower	07/06/2024
0249	P-01	Block A - Bay Elevation 05 Upper	07/06/2024
0252	P-01	Block A - Bay Elevation 07 Lower	07/06/2024
0253	P-01	Block A - Bay Elevation 07 Upper	07/06/2024
0254	P-01	Block A - Bay Elevation 08 Lower	07/06/2024
0255	P-01	Block A - Bay Elevation 08 Upper	07/06/2024
0260	P-00	Block B - Bay Elevation 01	16/02/2024
0261	P-00	Block B - Bay Elevation 02	16/02/2024
0262	P-00	Block B - Bay Elevation 03	16/02/2024
0263	P-00	Block B - Bay Elevation 04	16/02/2024
0264	P-00	Block B - Bay Elevation 05	16/02/2024
0270	P-00	Block C - Bay Elevation 01	16/02/2024
0271	P-00	Block C - Bay Elevation 02	16/02/2024
0272	P-00	Block C - Bay Elevation 03	16/02/2024
0273	P-00	Block C - Bay Elevation 04	16/02/2024
0274	P-00	Block C - Bay Elevation 05	16/02/2024
0275	P-00	Block C - Bay Elevation 06	16/02/2024
0280	P-00	Block D - Bay Elevation 01	16/02/2024
0281	P-00	Block D - Bay Elevation 02	16/02/2024
0310	P-00	Block B&C 1 Bed Apartment Types	16/02/2024
0315	P-00	Block B&C 2 Bed WCH Apartment Types	16/02/2024
0316	P-00	Block B WCH Apartment Types	16/05/2024
0320	P-00	Block B&C 2 Bed Apartment Types 01	16/02/2024
0321	P-00	Block B&C 2 Bed Apartment Types 02	16/02/2024
0325	P-00	Block B&C Maisonette Types 01	16/02/2024
0326	P-00	Block B&C Maisonette Types 02	16/02/2024
0330	P-00	Block D - House Type 01	16/02/2024
0331	P-00	Block D - House Type 02	16/02/2024
0332	P-00	Block D - House Type 03	16/02/2024

Landscape Proposal - First Floor Plan	7962-PHL-SW-00-DR-L-2002	x	
Landscape Proposal - Roof Plan	7962-PHL-SW-00-DR-L-2003	x	
Hardworks Plans - Ground Floor	7962-PHL-SW-00-DR-L-2201	x	
Hardworks Plans - First Floor	7962-PHL-SW-00-DR-L-2202	x	
Hardworks Plans - Roof	7962-PHL-SW-00-DR-L-2203	x	
Softworks Plans - Ground Floor	7962-PHL-SW-00-DR-L-2301	x	x
Softworks Plans - First Floor	7962-PHL-SW-00-DR-L-2302	x	
Softworks Plans - Roof	7962-PHL-SW-00-DR-L-2303	x	
Landscape Site Sections	7962-PHL-SW-ZZ-DR-L-2801	x	
Landscape Site Sections	7962-PHL-SW-00-DR-L-2802	x	
Landscape Site Sections	7962-PHL-SW-00-DR-L-2803	x	
Landscape Site Sections	7962-PHL-SW-ZZ-DR-L-2804	x	
Landscape Design and Access Statement	7962-PHL-SW-XX-RP-L-2001	x	
Landscape Management and Maintenance Plan	7962-PHL-SW-XX-OM-L-2001	x	
Tree Mngement Plan	7692-PHL-SW-ZZ-DR-L-2401		x
General Arrangement Gound Floor Plan	7962-PHL-SW-00-DR-L-2101		X

Documents

Design and Access Statement prepared by Corstorphine & Wright P-00 February 2024, Transport Assessment, prepared by Calibro Rev 00, Draft Travel Plan Revision 00, prepared by Calibro, Delivery and Servicing Plan, prepared by Calibro Rev 01, Flood Risk Assessment prepared by Farrow Walsh version 1 February 2024, Heritage Townscape and Visual Impact Assessment, prepared by the Townscape Consultancy February 2024, Affordable Housing Statement prepared by DS2 Rev B, Sustainability Statement, prepared by Ensphere Version 8, Sustainability Credentials Summary prepared by Ensphere June 2024 Version 1 , Energy Statement prepared by Amber Version 4.1, Arboricultural Impact Assessment, prepared by Arboricultural Solutions September 2023, Preliminary Ecological Appraisal (incl. Biodiversity Net Gain Assessment and Urban Greening Factor Calculation) prepared by Wardell Armstrong February 2024, Noise Impact Assessment, prepared by Apex Acoustics Revision B, Air Quality Assessment prepared by Planning & Environmental Consultants Rev 2 February 2024, Daylight and Sunlight Assessment, prepared by GIA February 2024, Lighting Assessment prepared by Amber Version 2, Statement of Community Involvement prepared by Kanda, Landscape Design and Access Statement prepared by Park Hood 16 February 2024, Landscape Management and Maintenance Plan, prepared by Park Hood, Landscape Drawings, prepared by Park Hood, Student Needs Assessment prepared by Cushman & Wakefield February 2024, Socio-Economic Assessment February 2024, prepared by Cushman & Wakefield, Market Demand Report prepared by Strettons December 2023, Whole Life Carbon Assessment prepared by Ensphere Version 9, Circular Economy Statement prepared by Ensphere Version 9, Fire Statement prepared by Helios Issue: 01A , Equalities Impact Assessment prepared by Greengage February 2024, Crime

Impact Statement prepared by Consultive Solutions Version 2, Residence Management Plan February 2024, prepared by Fusion, Urban Greening Factor Calculation prepared by Wardell Armstrong June 2024, Ecology Statement Volume 1, Fire Strategy Issue: 02A, Operational Energy Statement Version 4, Planning Statement February 2024, Statement of Community Involvement Version 3 January 2023,

Materials

3. Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of key junctions including cills, jambs and heads of windows, balconies and roof parapet shall be submitted to and approved in writing by the Local Planning Authority. Samples of cladding, windows, roof, glazing, should also be provided. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).

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

Boundary treatment and access control

4. Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval. Once approved the details shall be provided as agreed and implemented in accordance with the approval.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policy D4 of the London Plan 2021, Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017

Landscaping

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

Details shall include information regarding, as appropriate:

 - a) Proposed finished levels or contours;
 - b) Means of enclosure;
 - c) Hard surfacing materials;

d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
Soft landscape works shall be supported by:

e) Planting plans;

f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);

g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and

h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees). The soft landscaping scheme shall include detailed drawings of:

i) Existing trees to be retained;

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

k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species which shall provide 7 new trees.

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.

Lighting

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

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

Site levels

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

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy DM1 of the Development Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017.

Secure by design accreditation

- 8 Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

Reason: In the interest of creating safer, sustainable communities.

Secure by design certification

- 9 Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: In the interest of creating safer, sustainable communities.

Land Contamination

- 10 Before development commences other than for investigative work:
- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no

risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

Unexpected Contamination

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

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.

NRMM

- 12 a. 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.

b. 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

Demolition/Construction Environmental Management Plans

- 13 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.

Arboricultural Impact Assessment

- 14 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA) prepared by Arboricultural Solutions LLP dated September 2023

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

Delivery and Servicing Plan

- 15 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 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 distance 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 years 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

Cycle parking

- 16 The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 467 long-stay, 16 short-stay student, 158 long-stay, and 3 short-stay residential, 5 long-stay, and 40 short-stay commercial spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

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).

Electric vehicle charging points

- 17 The proposed car parking spaces must provide 4 active and 4 passive electric vehicle charging points to serve the on-site parking spaces from the onset in line with London Plan 2021. The car parking spaces, once implemented, are to be retained thereafter.

Reason: To provide residential charging facilities for electric vehicles and to promote travel by sustainable modes of transport consistent with the London Plan.

Wheelchair accessible car parking spaces

- 18 The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 1 student, 1 commercial and 4 residential on-site car parking bays.

Reason: to ensure the development is in accordance with the published London Plan Policy T6.5 disabled.

Car Parking Management Plan

- 19 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 all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:

- 1) Wheelchair accessible units or residents with a disability with the need for a car parking space

- 2) Family size units 4/3 bed units
- 3) 2 bed four person units
- 4) 2 bed 3 person units
- 5) Any other units

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To protect the amenity of the site users. To promote sustainable travel.

Piling Method Statement

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

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

Off-site water infrastructure

- 21 There shall be no occupation beyond the 7 Houses and 70 Flats until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan

Reason: The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues

Satellite antenna

- 22 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the

Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

Restriction to telecommunications apparatus

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

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

Architect retention

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

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

Wheelchair accessible dwellings

- 25 All the residential units will be built to Part M4(2) accessible and adaptable dwellings of the Building Regulations 2010 (as amended), unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision for accessible and adaptable dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D5

Accessible Student Accommodation

- 1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
- 2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'

Reason: For the purposes of ensuring provision of accessible student accommodation in accordance with London Plan policy D5 and the relevant part of Policy E10 Part H and so as to provide a proportionate quantity of affordable accessible student accommodation.

Commercial Units – Noise Attenuation

- 27 (a) No development at ground floor slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the commercial spaces and student accommodation have been submitted to and approved in writing by the Local Planning Authority.
- (b) The details shall be designed to ensure that at any junction between accommodation and commercial units, provide an internal noise insulation level for the accommodation of no less than 60 dB DnT,w + Ctr. (c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the student accommodation directly above the commercial space and shall be maintained thereafter.

Reason: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation.

Noise Attenuation – Student Accommodation

- 28 (a) The student accommodation hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to which they relate have been submitted to and approved in writing by the Local Planning Authority.
- (b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;
- Daytime Noise 7am – 11pm - Student rooms - 35dB(A) (LAeq,16hour).
 - Daytime Noise 7am – 11pm - living/kitchen/dining areas (LKD) - 40dB(A) (LAeq,16hour).

- Night Time Noise 11pm -7am - Student rooms 30dB(A) (LAeq,8hour).

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 15 times in student rooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the accommodation shall be installed and made operational prior to the occupation of any of the accommodation as specified in part (a) of this condition and shall be maintained thereafter.

Reason: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation

Urban Greening Factor

- 29 Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.4 has been met through greening measures.

Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Commercial Units - Ventilation/Extraction

30

- (a) No ground floor commercial unit shall be occupied as a café/food hall (Use Class E(b)) until such times as full details of ventilation and extraction of fumes have been submitted to and approved in writing by the Local Planning Authority
- (b) The approved ventilation and fume extraction measures shall be completed and made operational prior to the first occupation of the unit as a café/food hall (Use Class E(b)) and shall be permanently maintained thereafter

Reason: In order to prevent adverse impact on air quality.

Commercial Units - Café/food hall Opening Hours

- 31 (a) Any café/food hall use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

Reason: To safeguard residential amenity.

Restriction to use class

- 32 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial units shall be occupied by flexible Use Class E() only and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with DM1 of the Haringey DM DPD 2017.

Whole Life-cycle Carbon

- 33 Prior to the occupation of the development the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

Circular Economy

- 34 Prior to the occupation [of the development/each phase of development], a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the [development/ phase of development].

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Digital connectivity

- 35 Prior to the occupation of the development a detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with London Plan Policy SI6 shall be submitted to the GLA and approved in writing by, the local planning authority

Reason:

Ecological Management Plan (EMP)

- 36 Prior to the above ground commencement of the development an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation shall be submitted to the GLA and approved in writing by, the local planning authority

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Biodiversity Net Gain

- 37 The development hereby permitted shall be carried out in accordance with the submitted Biodiversity Gain Plan and Biodiversity Management Plan prepared by Wardell Armstrong and dated February 2024, to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development and the Plan shall be implemented in full.

Monitoring reports will be submitted to the Council during years 2,5, 7, 10, 20 and 30 from commencement of development unless otherwise stated in the Biodiversity Management Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

Reason - this pre-commencement condition is required to ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site.

Energy strategy

- 38 Prior to the above ground commencement of the development, an updated Energy Assessment shall be submitted to and approved by the Local

Planning Authority. This assessment shall be based on the Energy Statement prepared by Amber Management and Engineering Services Ltd (dated January 2024) delivering a minimum 58% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 227 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, a revised 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 13% reduction with SAP10.2 carbon factors
- Details to reduce thermal bridging;
- Details of a single site wide network setting out how heat supply will be delivered during construction in such a way as to back-end delivery of the ASHPs.
- 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); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- A metering strategy

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

(b) The solar PV arrays and air source heat pump(s) 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.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform. [Majors only]

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

- 39 Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on Thermal Comfort Assessment prepared by Amber Management and Engineering Services (dated February 2024)

This report shall include:

- Revised modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved properly following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Demonstrate and model the units with opening limitations with openable windows and closed windows to ensure passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the site's location.
- Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters);
- Provide the elevations and sections plans to show where these measures are proposed.
- If required details of the active cooling strategy: What is the temperature set points, detail specification of the interrupter controls and who will have the access to the central control?
- Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings.

- A Retrofit Plan; Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; and Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.

(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Glazing g-value of 0.30
- Air permeability of 2 m³/hm² @ 50 Pa for non-domestic and 2.5 m³/hm² @ 50 Pa for residential
- Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane
- Manually operated ventilator for passive ventilation (90 degrees)
- MVHR with summer bypass and mechanical cooling for Lordship Lane rooms
- Heat losses from pipework in corridors 14.4 W/m (incl. return); 5.76 W/m²
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

If the design of Blocks are 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, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

Building User Guide

- 40 Prior to occupation, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily.

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.

BREEAM Certificate

- 41
- a) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.
 - b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.
 - c) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.
 - d) Within 3 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the

schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: 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.

Living roofs

- 42 (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
 - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
 - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vii) Management and maintenance plan, including frequency of watering arrangements.
 - viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;
- (b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set

out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Biodiversity

- 43 a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain of 775.26%, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

Development shall accord with the details as approved and retained for the lifetime of the development.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Climate Change Adaptation

- 44 Prior to the commencement of above ground works, submit annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.

Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.

Circular Economy (Pre-Construction report, Post-Completion report)

46 (a) Prior to demolition of the development: full details of the pre-demolition audit in accordance with section 4.6 of the GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Statement Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.

(b) Prior to the commencement of any construction works and following completion of RIBA Stage 4, an updated version of the approved Circular Economy Statement including a site waste management plan that reaffirms the approved strategy or demonstrates improvements to it, shall be submitted to us and approved by the Local Planning Authority. The Circular Economy Statement must be prepared in accordance with the GLA Circular Economy Guidance and demonstrate that the development has been designed to meet the relevant targets set out in the guidance. The end-of-life strategy included in the statement shall include the approach to storing detailed building information relating to the structure and materials of the new building elements (and of the interventions to distinguish the historic from the new fabric). The development shall be carried out in accordance with the details we approve and shall be operated and managed throughout its life cycle in accordance with the approved details.

Reason: To ensure the development is resource efficient and maintains products and materials at their highest use for as long as possible in accordance with Policy SI7 in the London Plan 2021, Policy SP4 and the guidance set out in the Mayor of London's guidance 'Circular Economy Statements' (March 2022).

DEN

47 Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat

substation shall be sized with twin plates with each plate capable of meeting 66% of the peak load of the site. The drawings should cover details of any plant that needs to be removed or relocated to allow installation and access routes for installation of the heat substation and access routes for installing the substation on a skid. A minimum 1m access should be provided on 3 sides of the substation;

- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue (taking account of options for flue dilution to be incorporated in the temporary plant);
- Details of the district heating pipework and associated communications ducts which will be installed by the Developer in accordance with all relevant standards and good industry practice from the plant room to a point of connection at the site boundary including evidence that the point of connection on the site boundary is accessible by the area wide DEN. Coordinated drawings (plans and sections) shall be provided showing how the district heating pipe relates to other buried assets on the site and any existing services. The design shall include details of how expansion will be accommodated and stress analysis which ensure a minimal level of stress at the pipe on the site boundary;
- Detail of how the developer will ensure the site wide DEN system will be designed, installed and commissioned in accordance with CIBSE CoP1 and how information will be provided to the Council at key stages to demonstrate compliance (e.g. CoP1 checklists at the end of each stage, photographs of insulation, HIU commissioning certificates, etc.);
- A detailed calculation shall be provided of the heat loss of the site-wide network to demonstrate compliance with CoP1 best practice requirement. This shall include details of pipe sizes and lengths, insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised;

Prior to occupation the developer shall provide

- Details of the as built district heating pipe to the site boundary including precise locations, joint weld certificates for each joint and details of how the pipe has been dried using desiccants and filled with nitrogen and a maintenance plan for monitoring the nitrogen levels until such time as the pipe is connected to the wider district heating network.

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 SI3, and Local Plan (2017) Policies SP4 and DM22.

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner

INFORMATIVE : CIL Based on the information given on the plans, the Mayoral CIL charge will be £1,644,151.16 (23735.4 sqm x £69.27) and the Haringey CIL charge will be £6,033,190.66 (22,936.4sqm x £263.04). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

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

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

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

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

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

sprinkler systems in order to save money, save property and protect the lives of occupier

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

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.

INFORMATIVE: The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

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

INFORMATIVE: Flood Risk Activity Permit- The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

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

Appendix 2 - Plans and Images



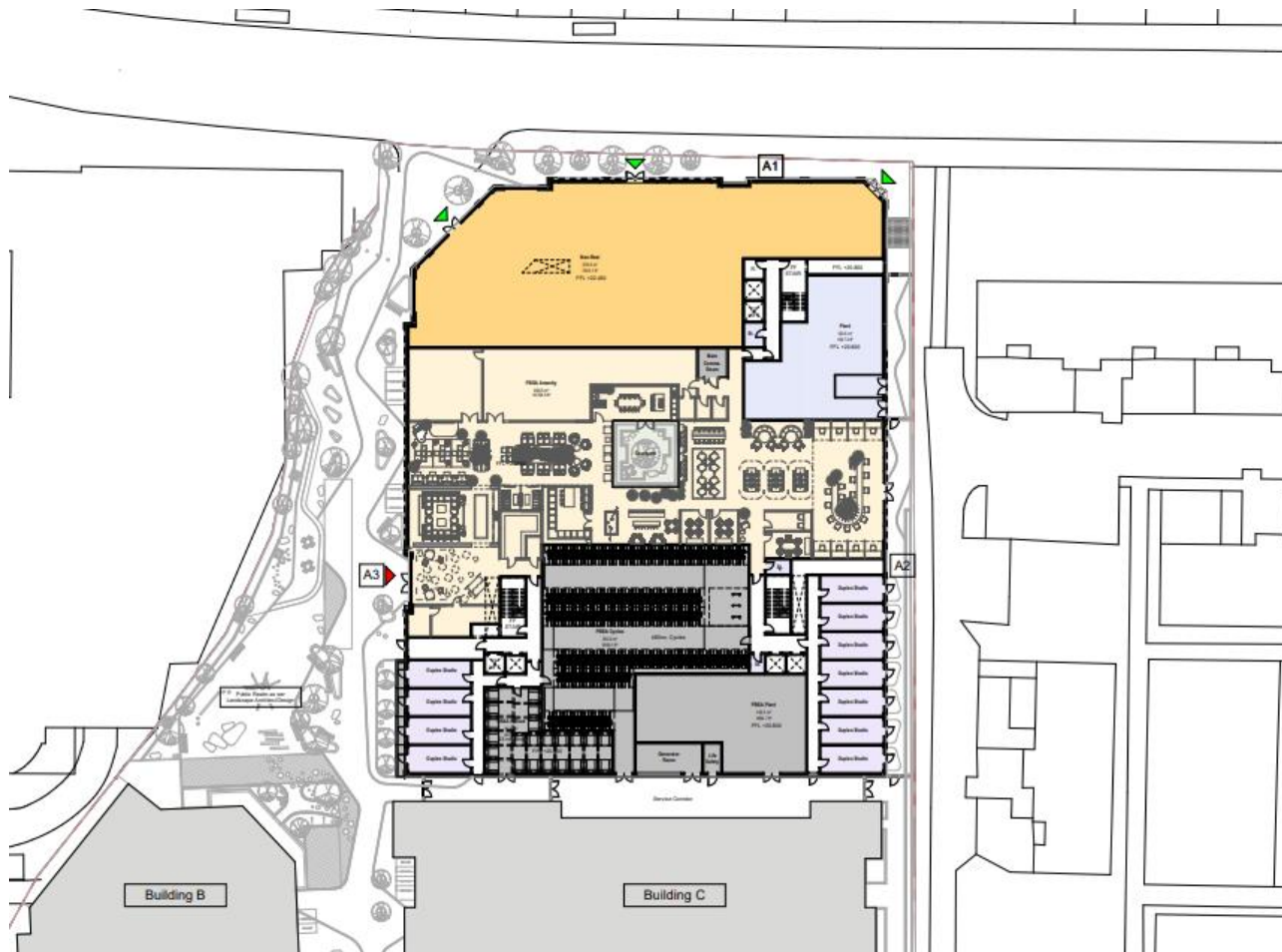
Aerial view



Site location plan



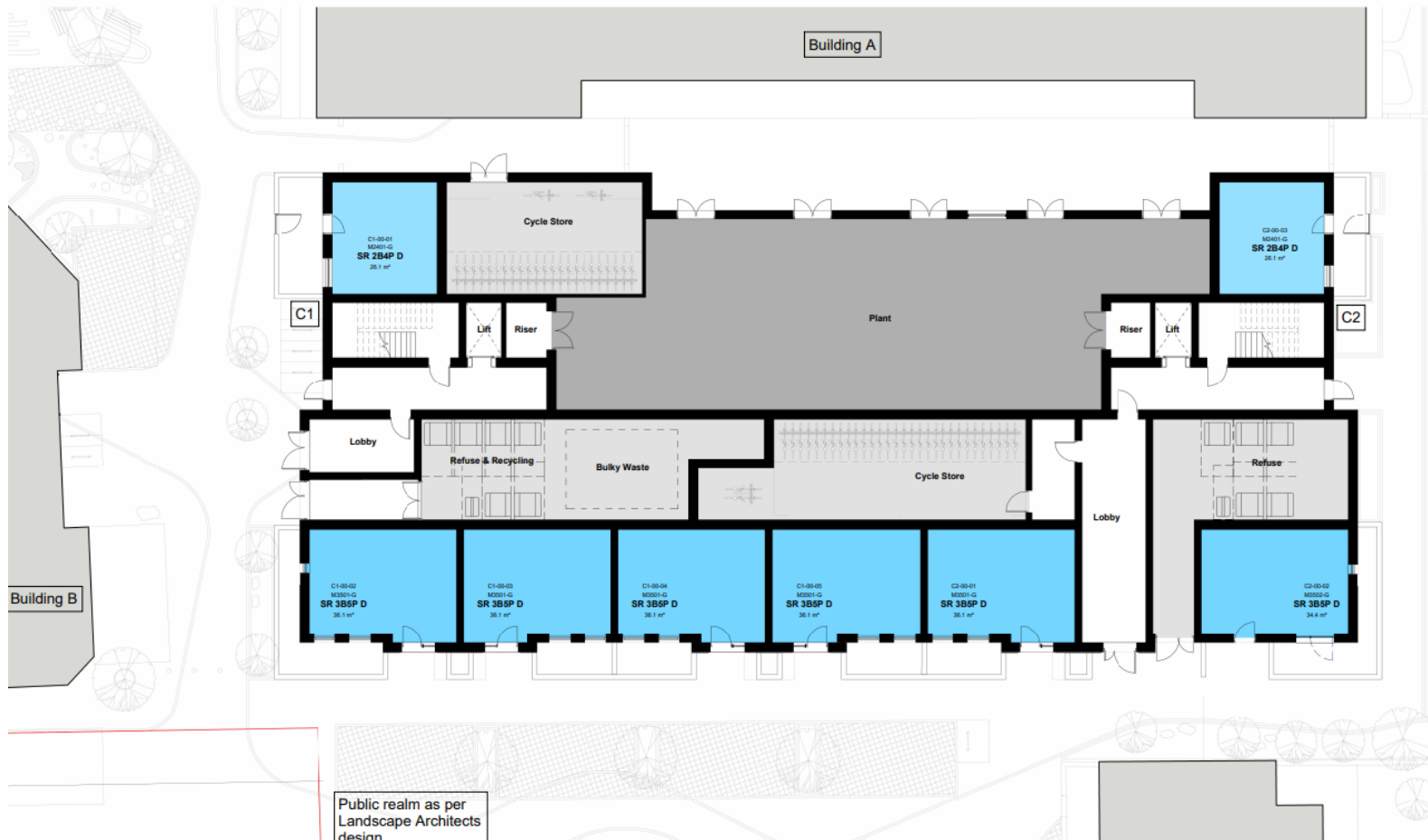
Proposed site plan



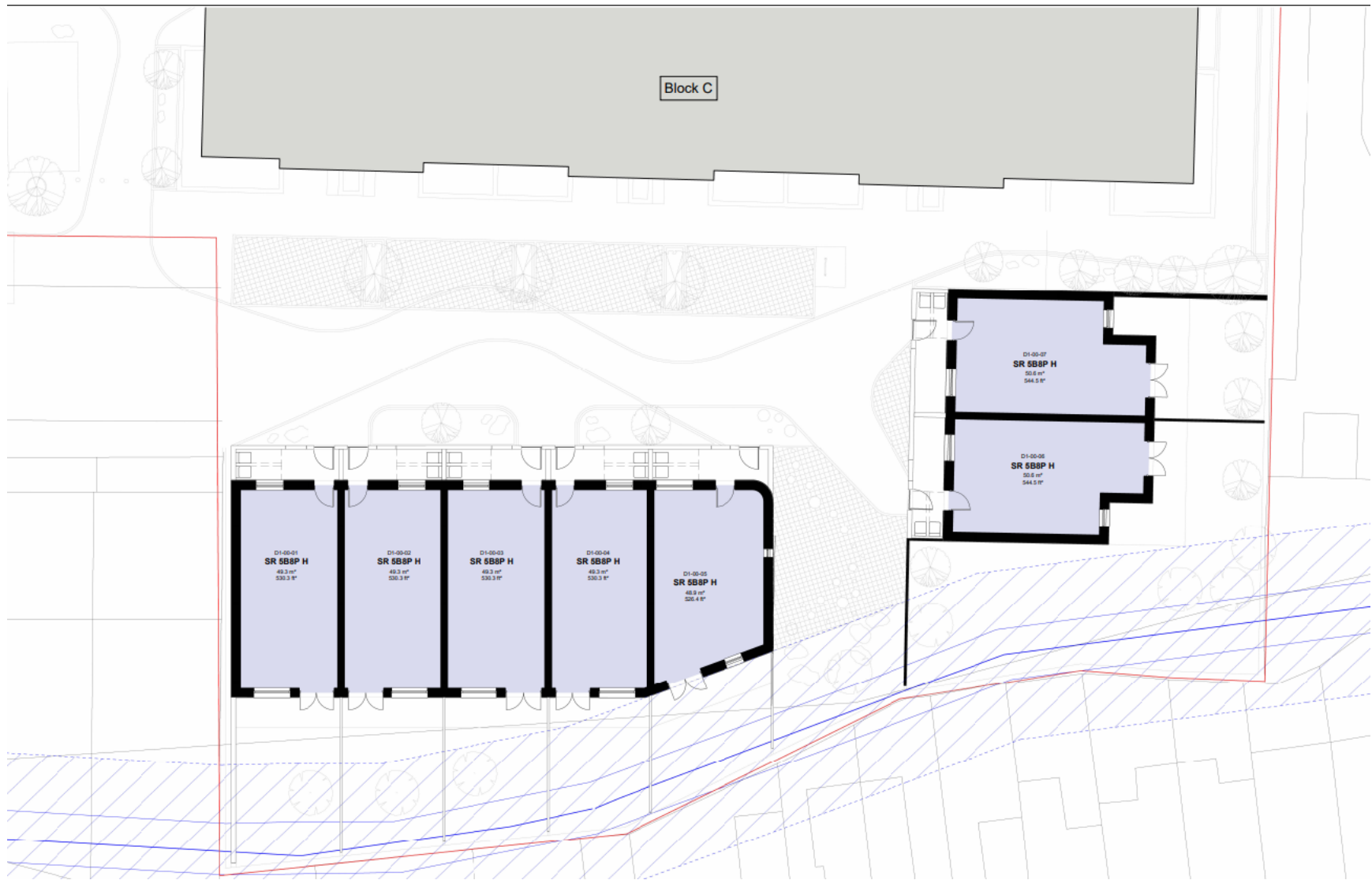
Proposed ground floor plan of Building A



Proposed ground floor of Building B



Proposed ground floor of Building C



Proposed ground floor of Building D



Proposed north elevation of Building A



Proposed east elevation of Building A



Building A Student Courtyard



Building B



Building B Communal rooftop terrace



Building C



Building C Communal rooftop terrace



Building D



Urban Green Space

Appendix 3 - Consultation Responses - internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p><u>Summary</u></p> <p>This proposed development is for a mixture of Purpose Built Student Housing (PBSA) and general needs affordable housing, with additional town centre commercial use at the ground floor main street frontage of the PBSA, as well as a new public pocket park and connections into the existing local street network. As such it has the potential to extend and reinforce the important metropolitan centre of Wood Green, with density, intensity of use, commercial activity and much needed housing suited for the town centre. It is anticipated that this will be the first of several major developments, some of which will be considerably taller and higher density than this, and is of an acceptable and appropriate height and density for its metropolitan centre location.</p> <p>Its height will drop down to more compatible heights to its existing neighbours in some directions, particularly to the south where it will adjoin the Noel Park Conservation Area, where its architectural character, proportions, materiality and detailing will share some of the richness and liveliness of this well regarded Victorian estate. The PBSA and town centre uses to the north of the site will be of a much more civic, urban character, and will mark the edge of the town centre with a greater step up in height, but is designed to be very elegantly proportioned, and of high quality materials characteristic of the emerging language of major developments in and around Wood Green. The quality of accommodation proposed for both students and general housing, is always good and often excellent.</p> <p>The project has been reviewed a number of times by the Council's Quality Review Panel (QRP), which eventually supported the proposals. A number</p>	Comments noted

of concerns and suggestions of both the QRP and officers have been addressed successfully through the pre-application process, including subsequent to the final RP review. These include support for the height and massing, as well as concerns that have been comprehensively addressed on day and sunlight to proposed and existing neighbouring accommodation and spaces, as well as designs of entrances, circulation and materiality. As such, the proposals can be considered very well designed and promise to be a high quality scheme.

Context, & Structure of the Application

1. The site is located in the centre of the borough, on the edge of the Metropolitan Centre of Wood Green, which is the main town centre of the Borough and one of the most vibrant commercial centres in North London. It is a very short distance from Wood Green Underground Station. Lordship Lane is one of the main streets connecting Wood Green with Tottenham to the east, and the site is on the south side of the street. The site currently contains a large floorplate, single storey commercial building containing a Mecca Bingo entertainment business, fronting Lordship Lane, with large areas of surface parking to its west and south covering the rest of the site.
2. To its west, the site borders the side of Omnibus House, a fairly recent flatted block of six to eight storeys, containing a commercial gym on the ground floor, parking underneath and residential flats above. Windows and a small first floor podium garden face the site, with their mutual boundary running diagonally from Lordship Lane to Redvers Road, a smaller street to its west, so that the south-western corner of this application site also touches Redvers Road. A standard prefabricated substation in galvanised steel fencing also faces Redvers Road between this site and Omnibus House, which has a short ramp to its basement parking at its southern end, off Redvers Road.

	<p>3. The Western half of the southern boundary of the site is formed by Wellesley Road, a short cul-de-sac that ends with an entrance to the car park on this application site. The south side of Wellesley Road contains a terrace of recent, white rendered two and three storey town houses. Beyond the end of Wellesley Road, the site extends further south to the brick wall of back gardens to two storey terraced houses on Moselle Avenue to the south. This boundary is also the northern boundary of the Noel Park Estate, a late nineteenth century philanthropic dwellings company estate that is also a Conservation Area of the same name.</p> <p>4. To the east the site backs onto the back of the Vincent Square Estate, a 1950s council housing estate of one four storey and three three storey flatted blocks, the four storey block fronting Lordship Lane behind an attractively landscaped garden, The other three forming a quadrangle garden open to Vincent Road to its east, with an estate access road and residents parking running around, including along the boundary of the application site, which is separated by a tall brick wall. The site slopes from north (higher) to south, with the Lordship Lane frontage being about 2.9m higher than Wellesley Road.</p> <p>5. There are two and three storey Victorian and Edwardian terraced and semi-detached houses, with short front gardens, along the north side of Lordship Lane facing the site, but this is a busy street with heavy vehicular and pedestrian traffic, frequent buses including busy bus stops opposite the site, and rapidly becomes a retail fronted town centre street just west of Omnibus House, with the junction of Wood Green High Road, where Wood Green Tube Station is sited, just 180m to the west. West of Redvers Road, on the south side of Lordship Lane, The Vue Cinema site, which also contains several large retail, eating and drinking venues, faces a wide and very busy public plaza onto Wood Green High Road, but presenting a blank, inactive face to its other three sides, onto Lordship Lane, Redvers Road and to its</p>	
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	<p>south, Buller Road. Nevertheless, this site is also considered likely to be redeveloped in the short term (see para. 0 below).</p> <p>6. The large number of very frequent bus routes serving Wood Green include several terminating there, that generally turn around, and when required, park up, on Buller and Redvers Road, further contributing along with the blank frontages of the Vue Cinema block, to these parts of these streets having an alienating character to pedestrians. However, fairly recent houses on the south side of Buller Road and west side of Redvers Road south of Buller Road, similar to those on the south side of Wellesley Road, are more pedestrian friendly, and make a good potential connection from the site into the residential hinterland of the Noel Park Estate to the south. Noel Park itself is characterised by long terraces of two and three storey, red bricked houses in an attractive, Arts and Crafts influenced designs, characterised by striking gables and superbly detailed decorative brickwork.</p> <p>The wider context includes commercial buildings forming vibrant continuous retail frontage along Wood Green High Road, three to five storeys immediately west and south of Vue Cinema, rising to eight to ten storeys at The Mall. As the High Road rises to the north of the Lordship Lane,</p> <p>7. there is a cluster of seven to ten storey office buildings, along with a large bus depot. The wider context north of Lordship Lane includes streets of two and three storey terraced houses north of Lordship Lane, of a similar scale to Noel Park to the south, but less consistent, with occasional taller buildings. Along Lordship Lane a short distance to the east, sit the monumental, approximately six storey Wood Green Crown Court.</p> <p><u>Planning Policy Context</u></p> <p>8. The whole of the site forms the whole of a Site Allocation in both the adopted Site Allocations Development Plan Document (DPD; adopted July 2017), and the last draft Wood Green Area Action Plan DPD (AAP;</p>	
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	<p>preferred option consultation draft, February 2018). It is expected that the borough's new Local Plan will retain and further develop a stand-alone site allocation for this site; if this application had not come forward, most likely by updating the more recent AAP site allocation. Both are known as "Mecca Bingo" & are labelled SA9 in the Site Allocations DPD & WG SA6 in the Wood Green AAP.</p> <p>9. The adopted 2017 site allocation reads:</p> <p style="padding-left: 40px;"><i>Redevelopment of bingo hall for town centre uses with residential above.</i></p> <p>The AAP adds the words "<i>and employment uses</i>" between "<i>residential</i>" and "<i>above</i>".</p> <p>10. Site Requirements in the adopted allocation comprise; no buildings needing to be retained, the alignment of Wellesley Road extended, with townhouses on the southern side of the road, the culvert of the Moselle along the south edge of the site should be investigated, and potential deculverting facilitated, the site should preserve the setting of the adjoining Noel Park conservation area and its significance, and to have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013. The draft AAP added requirements that Wellesley Road provide servicing access for the site, a mix of residential and employment above ground floor, new employment floorspace either Grade A office or co-working SME office.</p> <p>11. Development Guidelines include; heights in the south of the site should be respectful of the existing properties on Moselle Avenue, development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side, development should demonstrate no adverse impact on the adjacent residential properties, parking should be minimised on this site due to the excellent local public transport connections, potential for being part of a decentralised energy network, understand potential contamination. The draft AAP</p>	
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	<p>added guidance that the site is within an area considered to be generally less suitable for family housing.</p> <p>12. The only other policy context on the site itself are that it is included in the Wood Green Metropolitan Town Centre, Wood Green Growth Area, and Wood Green / Haringey Heartlands Potential Location Suitable for Tall Buildings (Development Management DPD policy DM6, adopted July 2017). However, these are significant planning designations, signalling a recognition that the site is one of several expected to be developed at greater height and density than its existing condition, as part of an expectation that considerable growth of both housing and employment can be accommodated in such sustainable locations with ready access to vibrant town centre facilities and excellent public transport connections. Nevertheless, the site is also crossed by one of Haringey's Locally Significant Views (policy DM5), View 19, Lordship Lane at Bruce Castle - - - > Alexandra Palace, that places a ceiling on possible height, to be determined by testing of the proposal in modelled views.</p> <p>However, bordering and nearby there are several others, including the Secondary Retail Frontage along Lordship Lane, ending at the eastern edge of the Vue Cinema site, the northern boundary of the Noel Park Conservation Area on the southern boundary of the site, which is also a designated Blue Ribbon due to the culverted River Moselle running under this boundary. The Vue Cinema Site is allocated in the draft Wood Green AAP but not in the adopted Site Allocations DPD, but this is indicative that plans have more recently come forward to consider its development for a more high-density town centre development. There are also development plans for the site allocations on the north-west corner of the Wood Green High Road / Lordship Lane / Station Road crossroads, likely to include one or more very tall (30 storeys+) building(s).</p>	
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| | <p>13. This further indicates the changing character of this application site and its context, with the Metropolitan Town Centre, one of only a small number across London, expected to accommodate a significant part of London's housing and employment growth.</p> <p><u>Masterplan, Street Layout & Landscaping</u></p> <p>14. The proposals are to erect a large Purpose-Built Student Accommodation (PBSA) building on effectively, the northern half of the site, with town centre employment/commercial uses on the Lordship Lane ground floor frontage. It will be separated from Omnibus House by a new triangular public pocket park, that also provides a new public north-south route along the western front of the PBSA, where the main student's entrance will be. On the southern part of the site, Wellesley Road will be extended east, into the site, lined with new residential blocks on both sides, and connected to the north-south route through the park.</p> <p>15. The extended Wellesley Road and new north-south public path through the park will extend the public street network, providing welcome new linkages and a more pedestrian friendly walking route than the northern part of Redvers Road. This should ensure the residential part of the proposed development will be well integrated into the neighbouring residential hinterland, as well as having good access to the town centre ad public transport interchange. The good, well planed street links should also ensure that the new pocket park will be easily accessible to both the residential hinterland and town centre visitors, both of which, despite their many qualities, are both lacking in sufficient landscaped public space.</p> <p>16. Wellesley Road will terminate in a dead end, not continuing eastwards, where it would have to link into the currently private estate roads of the Vincent Square Estate if it were to be a through route. Instead, it terminates in a second small pocket landscaped space, incorporating space for vehicles to turn as well as clearly separated landscaped</p> | |
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	<p>spaces for amenity and childrens play. Although in principle a through route would be preferable, it will only have a very short dead-end, beyond the link through the pocket park to Lordship Lane, and the intensity of landscaping with which it is designed should give it the character of a court rather than a street.</p> <p>17. The Pocket Park will be the greatest contribution the scheme makes to the public good, as well as filling a significant part of the need for breathing space, recreation, some play space, significant biodiversity and pleasure for the development.</p> <p>18. In addition to the pocket park, the residential streets to the south of the site are also to be lushly landscaped and designed to not just act as streets for access of both vehicles and pedestrians but also as amenity and playspace. These are carefully separated in a detailed landscape design that In further animation of the street and to increase privacy, ground floor flats and maisonettes of the flatted blocks and the terraced houses in the development will have short landscaped front gardens. In addition the townhouses will have private back gardens, backing onto private sides of the neighbouring housing and over the culverted Moselle, adding to amenity and connecting the intended biodiversity corridor along the culverted river, and the flatted blocks will have private communal podium gardens to their rears, providing a small breathing space and doorstep play.</p> <p>19. There is no requirement for the site to be masterplanned or to accommodate the needs of any neighbouring site, but the proposed street layout and public landscaping should provide a good integration of the development into its surroundings.</p> <p><u>Height, including Tall Buildings</u></p> <p>20. The proposals include an ambitious increase in height over the two and three storey neighbours to the immediate north, east and south. To the Lordship Lane frontage, the proposed PBSA block is of nine storeys, with a recessed tenth floor bulled in about 1.5m from the northern and</p>	
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	<p>western edge and considerably more from the eastern edge and north-eastern corner. The significant ground slope is mostly accommodated in the PBSA block, where the ground floor of the student entrance and amenities that occupy the middle of the block will have a ground floor level over 2m below the ground floor level of the commercial units on Lordship Lane, with two floors of residential and ancillary or service accommodation fitting into the same height as the high-ceilinged student amenity spaces.</p> <p>21. The two flatted residential blocks, Block B on the south side of the pocket park, and Block C south of the PBSA block, are of six storeys, with Block B stepping down to five storeys at its western end at the corner of Wellesley Road with Redvers Road. In Block C the top floor is slightly set back and then pitches further back, save for three slightly projecting gabled bays on the Wellesley Road elevation. The two remaining residential blocks, at the western end and southern side of Wellesley Road, are three storey town houses.</p> <p>22. The town houses match the height of the existing town houses on Wellesley Road and of the flats in Vincent Square to the east, whilst being a very modest single-storey increase over the two storey terrace that backs onto their southern boundary. This is a wholly acceptable, very cautious height, reflecting more that three-storeys being the preferred maximum for single family dwellings. However, as the part of the proposed development closest to existing neighbouring houses with private back gardens, including those in the Conservation Area, it is good that their height relationship is so compatible to cause no concerns.</p> <p>23. The flatted blocks, B and C, approximately match the height of the lower southern end of Omnibus Court, again a highly compatible relationship. They will represent a considerable height increase over the three storey terraced town houses across Wellesley Road. They will therefore represent a confident step up in height, with the street marking the boundary between the edge of the higher density town</p>	
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	<p>centre of Wood Green and the lower rise residential hinterland to the south and east. In terms of amenity impacts this is aided by the taller flats here being to the north of the lower houses, and being street facing elevations holding fewer privacy concerns than rear garden elevations would. At six storeys, the flatted blocks would not be considered <i>tall buildings</i>, but <i>mid-rise</i>, or <i>mansion blocks</i>.</p> <p>24. The PBSA block is either just below or just above the Haringey Local Plan adopted definition of a <i>tall building</i>, depending on whether it is considered to be of nine or ten storeys (both could be argued), but more recent government guidance requires that the definition of tall buildings be set at over six storeys. It also meets the Haringey definition of a tall building by being a significant step up in height from its immediate neighbours. Nevertheless, it is within an area recognised as suitable for tall buildings within Haringey's adopted Local Plan, and Haringey officers are satisfied that the height proposed is justified and has demonstrated compliance with the criteria for tall buildings in the council's adopted Local Plan, as explained in detail in the paragraph 26.</p> <p>25. It should also be noted that the eastern side of the PBSA block drops a floor at each corner (to eight storeys) and a further floor for the longer length of its middle (to seven storeys), in a gesture towards transition to the lower height of the existing Vincent Square to the east and the six storey proposed Block C to the south, and the very subsidiary character of this façade, being onto a footpath and private estate access road.</p> <p>26. Considering each criterion from Haringey's tall building policy is set in SP11 of our Strategic Policies DPD (adopted 2013 (with alterations 2017) and DM6 of our Development Management DPD (adopted 2017), skipping the 3rd & 4th bullets from the Strategic Policies, that reference the other document and the document used in preparing DM6:</p> <p>The site is within the areas of the draft Wood Green AAP, which supports the principle of taller buildings in this location. The draft AAP, which has</p>	
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	<p>undergone two rounds of public consultation and is being incorporated into Haringey's emerging new Local Plan (expected to be consulted on later this year), recognises the key crossroads of Wood Green High Road with Lordship Lane / Station Road as one of four suitable locations for a cluster of tall buildings, with the large cluster of allocated sites on the north-west corner, which are outside of protected view corridors and large enough to establish their own context, suited to one to three tall buildings of no height limit. It then considers the rest of that cluster of sites, to the north and west, and the smaller cluster of sites on the south-eastern corner of the crossroads comprising the Vue Cinema site and this application site, being suitable for gradually less tall development, diminishing to six to ten storeys as typical of <i>mansion blocks</i> rather than <i>point blocks</i>. The nine to ten storey PBSA block in this development can be considered to comply with that strategic vision;</p> <ul style="list-style-type: none"> • The council prepared a borough-wide Urban Characterisation Study in 2016, which supported tall buildings in this location, as part of and originating the four-cluster model of tall building clusters across Wood Green; • High quality design especially of public realm is promised in these proposals, including the streetscape and most importantly the pocket park. Heritage assets and their settings are covered by the Conservation Officer's comments; • This proposed PBSA block will be capable of being considered "Landmarks" by being wayfinders or markers within the masterplan, marking the station and closing vistas of the east-west streets, the main north-south street, marking the new development with its new park from the south, west and east, and marking White Hart Lane station from the north; • They should also be capable of being considered a "Landmark" within the local context of views along Lordship Lane east and west and from its immediate context on Wellesley and Redvers 	
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	<p>Roads just to the south, marking the edge of the town centre. This design officer also considers the design of the proposed PBSA building can be considered elegant, well proportioned and visually interesting when viewed from any direction;</p> <ul style="list-style-type: none"> • Consideration of impact on ecology and microclimate encompasses daylight, sunlight and wind, examined in detail below. Impact on ecology could also include impact on the flight of birds and other flying creatures, but this is only likely to be relevant adjacent to open countryside, a large open space or open waterway, which is not the case with this site; • The proposed taller PBSA building is not and will not in future be close enough to any other tall or taller buildings, such that it is unlikely to ever form such a tight cluster that they would visually coalesce. <p><u>Form, Elevational Composition and Materiality</u></p> <p>27. The architectural design of the proposals can be considered appropriate and well composed, in form, elevational composition and materiality. In form, the PBSA block will have a civic, urban character, as a monumental, rectilinear, courtyard block of rhythmic, gridded facades expressed base, middle and top, chamfered corners, and clarity of expression of front and back. The large faceted north-western corner expresses the primacy of this corner, forming the junction of the primary street of Lordship Lane with the new north-south connecting path through the new pocket park, and entrances are located and clearly indicated in the architecture on the north (commercial units) and western (student housing) facades, with pretty much the whole of the ground floor being lofty, predominantly glazed and animated shopfront design.</p> <p>28. The eastern side of the PBSA block is treated as a very subsidiary façade, with one and two fewer floors, a somewhat quieter grid, a less active base, albeit still animated with doors to some of the larger duplex</p>	
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	<p>student flats, and a door and generous glazing onto the back of the student communal amenity complex, but will not be considered a formal access, and the facet at the north-eastern corner of the block will be much smaller than that at the north-western corner, expressing its lesser significance. But this “civic” form and elevational composition is considered to relate to other recent higher density developments in the “Heartlands” area of Wood Green and to be eminently suited to future higher density developments the Council would wish to see in the centre.</p> <p>29. The central courtyard of the PBSA block forms the next-most-significant formal space of the PBSA Block, with the tiered courtyard forming a wide, spacious central podium garden with a smaller ground floor light-well at its centre. Elevations to the podium are simple grids of windows, with the emphasis placed wholly on the landscape. Similarly, the southern side of the PBSA block is treated as a rear, onto a utilitarian private courtyard, not expected to be seen from anywhere within the public realm. The block form, whilst describable simplistically as a courtyard block, is inflected at its southern end, with the centre of that side of the block recessed behind a small podium, that meshes with the C-block plan form of the flatted Block C to form a private inner block podium courtyard.</p> <p>30. Proposed materials for the main outer facades of the PBSA Block (west, north & east) comprise a simple palette of a main red brick for most of the elevations, a contrasting white brick used for the base, details around special feature windows, cills generally, and emphasised upper (second-top) floor, and a “muted gold” metal to windows and doors, spandrels and other panels and most of the set-back top-most floor. The red brick contrasting with white features references many buildings along Lordship Lane with white rendered or painted stone cills, lintels, door surrounds and bay windows, as well as the architects preferred contemporary references for rhythm and scale.</p>	
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	<p>31. Block C itself completes the urban block with the PBSA Block, and as such can be said to follow its urban form, in contrast with the other residential blocks; Block B, between the pocket park and streets to its south and west being more a free-standing object or pavilion type of block, and the terraced houses, grouped as Block D in the applicants descriptions, following the terraced houses forms of much of their existing surroundings. At the same time, the three residential blocks share an architectural language of elevational composition, related more to referencing the heritage context of the neighbouring Noel Park Estate, setting up a dialogue of contrast with the PBSA Block and other buildings within Wood Green Town Centre.</p> <p>32. The common language of the elevational composition of the flatted blocks and town houses uses predominantly bricks, in two contrasting but complementary red colours, with a variety of different decorative treatments to support and enliven the design and modelling of the blocks. These materials and this proportioning and decoration, specifically reference the houses of the neighbouring Noel Park Estate, a notable and very attractive Victorian philanthropic dwellings company estate that is also designated a Conservation Area. Window proportions, treatment of the bases of buildings with rustication and darker bricks, chevron and diagonal patterns in parapets and gables, including use of green glazed bricks all echo specific features and general character traits of the neighbouring historic estate and increase the proposed development's compatibility with and appeal to its existing neighbour's character.</p> <p><u>Residential Quality (Aspect, Daylight, and Sunlight)</u></p> <p>33. The quality of accommodation within the Purpose Built Student Accommodation (PBSA) is demonstrated by the applicants to be comparable with the best recent PBSA build elsewhere in London, providing small, but spacious enough private student rooms, Shared communal indoor amenity facilities are concentrated on the ground floor and comprise an impressive and reasonably generous suite of</p>	
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	<p>fitness and leisure facilities, comparable with other good quality purpose built student housing built recently. The applicants have demonstrated that it is not practical to respond to Haringey's Quality Review Panel (QRP) request that</p> <p>34. The quality of accommodation of the proposed residential blocks and houses is evidently high. As is to be routinely expected, all room and flat sizes meet or exceed statutory minima and are provided with plentiful private external amenity space. Ground floor flats have their own front doors off small front gardens providing defensible space and privacy to ground floor windows. It will be important, though, that the residential quality of the proposed flats, maisonettes, houses, streets, and spaces are protected in implementation, preferably by retaining the current architects and landscape architects.</p> <p>35. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".</p> <p>36. The assessment methodology for the proposed development is convincing, but that on existing residential neighbours take an unusual line of comparing daylight levels achieved to those considered acceptable in the neighbouring Omnibus House development. This was approved on appeal (APP/YS420/A/OS/1182583 [not found on the Planning Inspectorate web site!], 1188340 [also not found!] & 1198147 [also not found!]) at which the inspector for that appeal allowed much lower daylight levels, considering it's (and this application site's) town centre location and primary objective of maximising housing density, can be considered an example of the special circumstances noted in the BRE Guide as a reason to be flexible in application of its standards.</p>	
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	<p>37. The BRE Guide recommends a 27% Vertical Sky Component (VSC) as the standard for a window providing good daylight, but states that it is written with low density, suburban patterns of development in mind, and in the case of higher density developments in more urban locations, its standards should not be slavishly applied. The Mayor of London's Housing SPG acknowledges VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens (i.e.15%+) are deemed acceptable; paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. The applicants cite the daylight levels achieved on the lower floors of the west side of Omnibus House (facing the Vue Cinema) of 10%+ (not their windows onto recessed balconies, which are lower), and describe VSCs of 5 – 15% as "low daylight levels commensurate with an urban locale". Through their report's subsequent assessment of their impact on neighbours, their assessment of results is placed in context with those low levels commensurate with an urban locale at Omnibus House.</p> <p>38. Their assessment finds that most of the proposed general needs housing and a reasonable amount of the student housing can achieve good levels of daylight and sunlight to most floors, but that it will be more difficult to achieve in many of the lower floors of the student housing. Daylight assessment for the student housing show that 62% of the 658 rooms would receive at least the levels of daylight recommended in the BRE Guide for living-dining-kitchens (200lux Median Daylight Illuminance or MDI, or 150lux for living rooms or studios), with a further 87 meeting the standard for bedrooms (100lux), which in the past has been the standard accepted for all student housing, given the availability of other, well-lit communal amenity rooms and spaces, meaning 75% meet that standard. 51% would receive the BRE recommended sunlight (1.5 hours at the spring or autumn equinox). The majority of the rooms not meeting the daylight and/or sunlight targets are in the courtyard, where window sizes are</p>	
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	<p>maximised, and this can be considered a reasonable level of daylight and sunlight to the student housing.</p> <p>39. As for the general needs housing, 54% of the habitable rooms (60% of living rooms) in the flats in Blocks B and C meet the BRE Guide standard for their room type (200lux for living-dining-kitchens, 150lux for living rooms, 100lux for bedrooms), whilst a further 11 living-dining-kitchens would meet the standard for living rooms. Many of the rooms that do not meet the standard have balconies or access decks above their windows, which reduce daylight but provide access and dual aspect with cross ventilation, or, more advantageously to residents, private outdoor amenity space. These can be considered reasonably good results given the urban setting. For sunlight, 61 of 70 relevant rooms (87%) achieve the recommended levels, a very good result, and the townhouses in Block D achieve excellent results for both day and sun light, 80% getting sufficient daylight (the majority that do not being kitchens), and all relevant rooms receiving enough sunlight.</p> <p>40. For open spaces within the development, their assessment finds that the fully publicly accessible Pocket Park and the amenity spaces within and off the residential street (extending Wellesley Road) between Blocks C & D would all receive plentiful sunlight. The more internal spaces within the courtyard of the purpose-built student housing and the podium communal private gardens to Blocks B and C do not receive sufficient sunlight, although the podium to Block B does receive a fair amount of sunlight and all will receive a little, at least at selected times of the summer. Given that all residents will have the option of access to sunny outdoor amenity space or a more private but less sunny space, and the urban character of the location, this can be considered good.</p> <p>41. The assessment on neighbours finds a range of effects, with most existing residential neighbours not being adversely affected or only to a minor degree, but some close neighbours being significantly affected. Daylight is assessed for 595 windows serving 310 rooms in 49</p>	
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	<p>surrounding residential properties, a good and comprehensive range of potentially affected neighbouring dwellings. The most dramatically affected are the ground floor windows of 692 – 702 Lordship Lane, the ground & some 1st floor windows of 3-13 Wellesley Road, all the west facing windows of 17 – 22 Vincent Square and several windows on the east side of Omnibus House. These all directly face and are in close proximity to this proposed development, and would see VSC reduced down to, but never below the applicants self-defined “daylight levels commensurate with an urban locale” (i.e. 5-15%).</p> <p>42. Nevertheless, many of these windows would receive higher daylight, and many, including all those on Lordship Lane, Wellesley Road and in Vincent Square are onto rooms in dual aspect dwellings who’s other aspect will be unaffected by this proposed development. It is also worth noting that, at present, most of the neighbours benefit from the site being unusually under developed, with a low rise warehouse style Mecca Bingo building and extensive surface car parking on the site at present, whilst the proposed development will present a much more attractive outlook to them, especially to the flats in Omnibus House, that will look onto the new pocket park. Other neighbouring houses and flats, including those on Moselle Avenue backing onto the site, those on Redvers Road facing the site and the majority of the flats in Vincent Square, will retain good levels of daylight.</p> <p>43. In contrast to the mixed results on daylight to neighbours, the proposals are found to have virtually no detrimental effect on sunlight to relevant habitable rooms in neighbouring existing development, in accordance with the BRE Guide. Many existing neighbours are south of the development, and therefore unaffected, or like the houses on the north side of Lordship Lane have bay windows which give them angled views retaining the sun. Some windows defined as relevant in the BRE Guide, in Omnibus House and Vincent Square, would receive a noticeable detrimental loss of sunlight, but these are all within recessed balconies and are in rooms well sun lit by other windows.</p>	
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	<p>44. The proposals would also not have a detrimental effect on any neighbouring existing amenity spaces. The centra square in the Vincent Square estate and the podium garden in Omnibus House would only lose a very small amount of sunlight, whilst the rooftop terrace to Omnibus House and the communal garden behind the Wellesley Road houses would see no loss of sunlight.</p> <p>45. Overall, although there would be some significant losses of daylight to some windows in some neighbouring existing dwellings, there are mitigating factors in the affected dwellings either having dual aspect with other unaffected rooms, or a much improved outlook, as well as retaining good access to sunlight in both rooms and outdoor spaces. This is notwithstanding the strong argument that the site is currently significantly under-developed for a highly urban site in a metropolitan centre planned for significant growth and greater density, as well as the applicants more tendentious argument, with still has some merit, that the Omnibus House development itself was permitted with worse sun and daylight.</p>	
Stakeholder	Questions/Comment	Response
Conservation	<p>Site</p> <p>The development site fronting Lordship Lane to the north is occupied by a large single storey Bingo Hall with a large open air car park and is framed respectively by the Vincent Square residential estate to the east, and by Omnibus House, a seven- to- nine storey building consisting of residential units with a ground floor gym to the west. To the south, the development site borders with the three-storey white-rendered town houses on Wellesley Road and with Noel Park Conservation Area here characterised by the rear gardens of the two storey properties fronting Moselle Avenue.</p> <p>Noel Park Conservation Area is a late Victorian Philanthropic housing estate with five main dwelling types of varying sizes. The estate is laid out in a grid pattern, with long straight streets creating formal, well-ordered, and uniform streetscapes with good legibility. Each terrace in this Conservation Area is</p>	Comments noted

	<p>different, with distinctive variations in architectural detailing: some with rounded porches, some with sloped, tiled porches; some with round attic windows and some with double fronted windows.</p> <p>The terraces are brought together with commonalities such as the layout of the streets, corner features such as turrets, and the extensive use of red brick which forms the overall backdrop.</p> <p>Noel Park is harmoniously cohesive in character and architecturally varied by virtue of the quality and architectural features of the buildings, the harmony in design across different streets, the consistency in layout and streetscapes, and the coherence and legibility of the estate. Gladstone Avenue is the central street and one of the two main thoroughfares in the estate, has junctions with the busy Wood Green High Road and its townscape is strongly defined to the west by two local landmarks such as grade II listed St Marks Church and the neighbouring Primary School. Gladstone Avenue also hosts the largest type of house but there are also several terraces of Tyneside flats with a smaller unit size. The scale and detailing of the buildings here, as well as the width of the road, set it apart from other streets within the estate.</p> <p>Moselle Avenue is a well-designed residential street running to the north of Gladstone Avenue and is enclosed by long sections of unbroken red and yellow brick houses and end-of terraces feature interesting turrets and corner buildings between junctions. Views across the main avenues as well as views through to rear elevations greatly contribute to read the designed quality and character of the Conservation Area and new development in its setting should be sensitively designed and tested so to retain the historic townscape in the views across , into and out of the conservation area and to protect its special character.</p> <p>Proposal</p> <p>It is proposed to demolish the existing Bingo Hall and redevelop the site with buildings 3-9 storeys high so to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial</p>	
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	<p>floorspace complemented by a new public pocket park and connections into the existing local street network.</p> <p>Comments</p> <p>As stressed in the conservation officer's comments, it is important to consider that the proposed scheme forms part of the progressive redevelopment and reinforcement of Wood Green metropolitan centre that sees an emerging urban scenario of taller and higher density new major developments as envisioned in both the current and draft new Local Plan. Within this evolving urban context, it is accepted that the proposed height and density for the new development at 707-725 Lordship Lane are acceptable and appropriate for the metropolitan centre location of the site.</p> <p>The proposed scheme includes a 9 storeys Purpose Built Student Accommodation building – building A – located along the busy Lordship lane frontage and crowned with a recessed tenth floor; as stressed in the conservation officers comments, this building will have a civic urban character, and will mark the edge of the town center by virtue of its height, elegant proportions and high quality materials that will reflect the contemporary character, emerging language of major developments in and around Wood Green. The new building certainly constitutes a jump in scale when compared to the surviving Victorian and Edwardian terraces fronting the north side of Lordship lane or the Victorian houses that characterise the Noel Park Conservation Area to the south of the development site, but it is perfectly aligned with the council vision for the Wood Green Town Centre and it is understood that this design will help to define and consolidate the civic character of the town centre.</p> <p>To the immediate west of Building A, the PBSA building, the design proposal includes an elongated pocket park forming part of the carefully designed landscape that complements the proposed scheme; this landscape design helps defining the north-western corner of the site as well as complementing the new north-south connecting path through the new development and leading to the 5-6 storeys residential buildings B and C, as well as to the three storey town houses – buildings D and E, which are located to the south end of the development site and to the west of Wellesley Road.</p>	
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	<p>The design of the proposed scheme has been informed by a thorough analysis of its heritage context, by a comprehensive pre-app discussion with officers and by reviews from the Council's Quality Review Panel (QRP) that supports the proposed design.</p> <p>The height and massing of the scheme have been progressively explored and refined to respond to the diverse character of the immediate surrounding of the development site that spans from the busy and tall town centre frontage along Lordship lane to the two storey Victorian terraces of the Conservation Area and accordingly expresses a mediating design response that successfully attempts to reconcile the contemporary, tall and densely built environment envisioned for the town centre and the small scale, historic environment of the Conservation Area. Accordingly, the proposed scheme very sensitively drops down in height to the south where it adjoins the historic townscape of the Noel Park Conservation Area and where the proposed new town houses – buildings D and E - reference the established proportions, forms, and materials of the conservation area.</p> <p>The proposed height, massing, architectural design, and landscape design stem out of a thorough understanding of both the constraints and opportunities offered by the site, an equally thorough understanding of its urban and heritage setting, and, on this basis, the proposed scheme provides a bespoke and heritage-sensitive design response aimed at reinforcing the urban character of Wood Green whilst respecting the heritage character of the Noel Park Conservation Area. The design stages through which the submitted scheme has been informedly and carefully developed have been consistently underpinned by an ongoing assessment of heritage and visual impact that has allowed to understand how the evolving design choices would impact on the appreciation of the consistent historic character of the well-preserved Noel Park Conservation Area which is the heritage asset most directly impacted by the proposed development. The comprehensive HTVIA supporting the submitted application considers the impact of the proposed development on the significance of those heritage assets surrounding the proposed scheme within a radius of 250 m . These include Noel Park Conservation Area, Trinity Gardens Conservation</p>	
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	<p>Area, the grade II*Top Rank Club, the grade II listed Wood Green Underground Station , the grade II Church of St Mark, the locally listed 203 High Road (The Nag's Head Public House)and the locally listed 22 Pellatt Grove. The submitted Heritage Assessment thoroughly articulates the heritage significance, character and appearance of each heritage asset considered, then expands on the contribution of its setting to the heritage significance of each asset and provides an assessment of the effect of the proposed development on the significance of the heritage asset.</p> <p>In relation to the impact on the Noel Park Conservation Area, the HTVIA analyses those key views across the conservation area as seen along Gladstone Avenue, Vincent Road, and Moselle Avenue; these views allow to appreciate the historic character and townscape quality of the area including its landmark buildings such as the listed St Mark's Church. Several relevant views were identified and assessed throughout the design development at pre-application stage, and the ongoing assessment of impact informed the design development that has led to design choices that minimise impact on the significance of heritage assets and on the views of the heritage assets. The HTVIA shows in view 4 that the proposed development will tower above the intact historic roofline of the terraces located along Gladstone Avenue as seen in views taken from Russell Avenue / Lymington Avenue. Also, as shown in view 6, the new development will infill the existing visual gap between the existing corner houses framing the junction between Gladstone Avenue and Moselle Avenue as seen from Gladstone Avenue and this will weaken the visual primacy of the historic houses and the full legibility of their historic skyline.</p> <p>The proposed assessment of the effect of the proposed development on the significance of heritage assets is well articulated, clear and largely convincing at the outset, but it is deemed that the proposed development would have a modest yet negative impact on the character and appearance of the conservation area, and this would lead to a low level of less than substantial harm that would need to be weighed against the public benefits of the proposal as required by paragraph 208 of the NPPF.</p>	
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	<p>It is however acknowledged that that the scheme is well designed and of high architectural quality, it provides a positive design response to its diverse setting and to the mixed urban grain of the area and will deliver a number of public benefits including the enhancement of the townscape, landscape, and public realm along Lordship lane and will contribute to define the character of the Wood Green town centre according to the Council's vision and policies. On balance, the proposed scheme is supported from the heritage conservation stance.</p>	
Transport	<p>Description</p> <p>An application has been received seeking planning permission to demolish the existing building and redevelop the site to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial space (Use Class E) within building which are between 3-7 storeys high. The site is currently occupied by the Mecca Bingo including the associated car parking .</p> <p>The development includes 796 sqm of commercial space and is expected to employ 14 staff, their working patterns are not known. The development proposal will include car parking including 2 student and 8 residential disabled parking spaces; the space currently don't include electric charging point. The applicant is proposing to provide 446 long-stay cycle parking space for the student element of the proposal and , 158 long-stay cycle parking spaces for the residential element of the development proposal; no cycle parking spaces are currently proposed for the commercial element of the development proposal. The site will have a total of 28 short-stay cycle parking spaces.</p> <p>The development proposal is bounded by Lordship Lane and Wellesley Road which are both adopted highways. The site is located within both the Wood Green Inner and Outer CPZs with parking restrictions Monday to Sunday 08:00 – 22:00 and Monday to Saturday 08:00 – 18:30. The proposal site has a PTAL rating ranges of 6a indicating that its access to public transport is excellent when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by public transport. The</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included in line with the planning obligations SPD.</p>

	<p>development is located near to Wood Green Town Centre, which gives it convenient access to shops, services, and transport links. Wood Green Underground Station itself is only around a 3-minute walk from the site. Furthermore, Alexandra Palace Rail Station is only a 15-minute walk, 6-minute bike ride and a 10-minute bus ride.</p> <p>Unit mix Proposed:</p> <p>623 rooms (student accommodation)</p> <p>77 residential units (affordable homes)</p> <p>796 sqm Commercial floorspace (Class E flexible)</p> <p>The issues considered a part of our review of this planning application were as follows: trip generation, impact of the trips on the public transport network such as: walking routes (footways widths accessibility and accidents) increase in cycling numbers an impact on the network, impact on buses, underground, rail, impact on parking demand and residual parking displacement, impact of the proposal on the highways network due to changes proposed to the layout and alignment of the existing highways network and impact on the network resulting from construction traffic during the construction phase of the development proposal.</p> <p>Trip generation</p> <p>In considering the tip generation we need to consider the use of the existing site and what is the net trips generated by the development proposal:</p> <p>The existing site will generate a total of 2099 two-way trips between the hours of 9am and 11pm the majority of the trips generated by the site are by car/car drive and accounts for 41% of all trip to and from the site with walking accounting the second largest mode of transport use to travel to and from the site. Most of the current trips take place outside the current network peak periods (8-9am and 5-6pm)</p> <p>The development proposal will generate a total of 1651 two-way trips over the day, via walking, cycling and public transport, the transport assessment has not forecasted car-passenger trips, whilst we accept that this development proposal will have a very low car parking provision which will restrict the number of trips by car driver this does not restrict trips as car passenger such as taxies in particular Ubers and other car hire operators.</p>	
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	<p>Hence reducing the car mode share to zero is not supported. However, given the existing high car mode share it is accepted that the development proposal will result in a reduction in the number of car trips to and from the site however the current forecast of a -863 reduction is not supported.</p> <p>The proposed two-way trip generation for the proposed development is as follows:</p> <ul style="list-style-type: none"> • Student accommodation: walking 486, cycling 21, and public transport 393. • Residential use: walking 197, cycling 13, and public transport 203. • Commercial use: walking 1204, cycling 15, and public transport 432. <p>The largest mode share of trips are by walking, with the commercial element being the biggest contributor towards this. As part of our assessment we are assessing the walking routes surrounding the site to ascertain if there are any improvements required to the surrounding walking environment. This will be key in achieving the required mode share as this will be the main means of travel to and from the site.</p> <p>We have considered that the number of trips forecasted by cycling is very low considering the nature of the development proposal (student accommodation) combined with the high percentage of cycle parking provision and the council's recently launched Dockless Bike scheme. We have considered that this percentage will be much larger. The TA and travel Plan should allow for a minimum of 10% mode share for cycling. The uptake in active travel will be a key target for any future travel plan especially for students.</p> <p>The development proposal will change the nature of the trips generated by mode share, and the distribution of the trips over the day, with more trips generated by the development in the network peak operational hours. There will be a reduction in the numbers of car driver trips generated by the development and an increase in the number of trips by more sustainable modes of transport, given the location of the site and the access to the larger</p>	
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	<p>transport network in Wood Green and Alexandra Palace, we have considered that the development proposal will not significantly impact on the bus, rail and underground network.</p> <p>Car Parking</p> <p>Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 13 x 1-bedroom, 38 x 2-bedroom, 10 x 3-bedroom, and 7 x 5-bedroom dwellings with a PTAL ranking of 6a. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has a high PTAL. Given the high PTAL of the site 6a the development proposal will be designated as a car-free development. This is further supported by Haringey Development Management DPD, Policy DM32 which states the council will support proposal for new developments with limited or no on-site parking, where:</p> <ul style="list-style-type: none"> • There are alternative and accessible means of transport available. • Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index. • A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development. • Parking is provided for wheelchair accessible units <p>The published London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled</p>	
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	<p>person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.</p> <p>As part of our ongoing effort to ensure that this policy can be complied with LBH Transport Planning would require that, the applicant demonstrate from the outset that the full 10% of wheel chair accessible space can provided from the onset. The applicant has demonstrated that the development proposal will be able to provide the required number 8 accessible parking spaces. All accessible bays associated with the development must be for resident use only, leased rather than sold, and be designated according to the design guidance BS8300vol.1.</p> <p>In relation to the student element of the development proposal LBH Transport Planning acknowledges that there is no specific requirement within the Published London Plan 2021 for the provision of disabled bays for student accommodation. Nonetheless, the published London Plan 2021 Policy T6 Car parking 10.6.5 states that <i>'where no standard is given, the level of parking should be determined on a case-by-case basis taking into account of Policy T6 Car Parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity'</i>.</p> <p>This policy will be utilised because no guidelines are specifically given to student accommodation within the London Plan 2021. This policy states that car free development should be a starting point for all proposals in places that are or planned in locations which are well connected to public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').</p> <p>Considering the above policies and the sites car free nature, the provision of 1 accessible car parking bay for the student element of the development is in accordance with adopted policy.</p>	
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	<p>The site would include a commercial unit, which use has not been identified as of yet during the application stage. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that '<i>all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided</i>'. because the development would provide 1 commercial disabled parking bay it is in accordance with this policy.</p> <p>The proposal includes the additional provision of 4 disabled bays on Wellesley Road which is an adopted road. This matter would include highways work being required to be carried out to allow for this to be effective including the widening of Wellesley Road via a dedication of land from the applicant's site via a S.38 agreement. The changes to the highway's layout would also include the provision of a new footway with a width of 1.5m, this will be sufficient to allow for two-way movement of pedestrians.</p> <p>To secure these and other highways works the applicant will be require to enter into a S.38/ S278 agreements with all associated costs required to be paid by the applicant.</p> <p>Should the development be granted planning permission then LBH Transport Planning will require the developer/applicant to pay £4000 towards having the Traffic Management Order (TMO) amended which will prohibit both students and residents from acquiring a parking permit within the local CPZs. This will be secured via way of a S.106 obligation.</p> <p>Future parking demands</p> <p>The Transport Assessment states that both the residential and student components of the development will not produce any extra car trips or demand, as both will be limited from gaining a parking permit. This would be further supported through the implementation of a 'no car' clause into the license agreement for every resident and student, which would stipulate that they would be unable to keep a car within 2 miles of the site. The only</p>	
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	<p>exception to this rule would be for those needing a disabled bay. It is further believed that because of the site excellent access to public transport and surrounding active travel infrastructure that no new parking demand will be created. However, LBH Transport Planning does not believe that the 2-mile parking rule would be effective from controlling car ownership as it would be impossible for them to enforce such a rule. Additionally, the abundance of both good transport and active travel benefits does not always collate to null car trips from new developments.</p> <p>A parking stress survey was provided, the survey covers both 200m and 500m distances from the site, utilised car lengths of 5.5m for parking spaces and was conducted at night over two days. The combined results for the 200m survey showed parking stress to be at 104%, this was a reflection of there being a slight excess in on-street parking. The 500m survey days combined showed parking stress to be at 88%. In all, this shows that the road network does not have sufficient on-street capacity to absorb new demand especially within 200m of the proposal site. Furthermore, the 500m demonstrated that the wider area is starting to reach a high level of parking stress and should be a concern if the development is to produce any.</p> <p>We will therefore be seeking a contribution of £20,000 towards the feasibility, design and consultation of traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ. This is to mitigate against any potential displacement in parking demand resulting from the scheme.</p> <p>Electric vehicle charging</p> <p>The submitted Transport Assessment does not make any mention of electric vehicle charging points being provided for any of the on-site disabled bays. The development would see the provision of 8 residential disabled bays, though as previously mentioned no electric vehicle charging points would be provided. To be in line with the published London Plan 2021 policy</p>	
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	<p>requirements, which are 20% active and passive for the rest the development will need provide 2 active electric charging points and rest passive for this development. This to be in accordance the published London Plan 2021 Policy T6.1 Residential Parking which requires that <i>'20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'</i>.</p> <p>For the other uses of the development disabled car parking would be provided, nothing has been presented on how they would be supported through electric vehicle charging points. The published London Plan 2021 does not contain any specific guidance on the provision of electric charging points for student accommodation. Although, Haringey Council's Development Management DPD, Chapter 5 Transport & Parking 5.5 states that <i>'the Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles'</i>. Therefore, the Highway Authority would request that full provision of an active charging point is provided from onset for the disabled parking space to maximise the support of electric vehicle travel to/from site in the future. Both issues can be addressed by way of a planning condition.</p> <p>Cycle Parking</p> <p>The proposed development total cycle parking provision for all Use Classes was assessed against the London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments <i>'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'</i>. The requirement for student cycle parking is 0.75 spaces per bedroom for long-stay and 1 space per 40 bedrooms for short-stay. Residential is 1 space per 1 bedroom dwelling, 1.5 spaces 2-person 1 bedroom, 2 spaces per all other dwellings long-stay, and short-stay 5 to 40 dwellings: 2 spaces and thereafter 1 space per 40 dwellings.</p> <p>For A2-A5 Use Class cycle parking standards for the commercial element of the development was assessed using the worst-case scenario which could</p>	
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	<p>see a higher number of cycle parking required for: cafes, restaurants, and drinking establishments. The long-stay cycle parking required for these uses would be 1 space per 175 sqm and 1 space per 20 sqm for short-stay. A high level of cycle parking is proposed for the commercial short-stay as Wood Green has been identified within the London Plan 2021 Policy T5 Cycle as an area where a higher level of cycle parking should be provided and minimum cycle parking standard applies.</p> <p>Proposed: Student: 466 long-stay Residential: 158 long-stay Commercial: 0 long-stay Short-stay: 28 Required: Student: 467 long-stay 16 short-stay Residential: 139 long-stay 3 short-stay Commercial: 5 long-stay 40 short-stay</p> <p>Overall, from examining the Transport Assessment and submitted plans the development the applicant will be required to provide additional short-stay cycle parking for the student element of the proposal. The Current provision is 28 short-stay cycle parking spaces. However, this will need to be increased by a further 31 spaces to be in accordance with the published London Plan 2021 T5 Cycle standards for all Use Classes. LBH Transport Planning does welcome a higher-level cycle parking being provided for the residential dwellings, the additional short-stay cycle parking and commercial long-stay cycle parking acne be secured by way of a planning condition.</p> <p>The location of the sites total cycle parking has been given within a proposed cycle and car parking plan. Long-stay cycle parking will be distributed across 3 buildings labelled A, B, and C, these buildings would house students and residents. The stores will utilise two-tier racks for bikes to be parked on.</p>	
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	<p>These locations can be accessed internally and externally of the buildings. With regards to short-stay cycle parking they will be positioned across 5 locations, with four being adjacent to the main access/service road for the development. A fifth would be found near to the residential entrance of building D.</p> <p>There will be separate self-contained residential dwellings which do not possess any cycle parking of their own. This will mean residents of these dwellings will need to go the centralised stores in buildings B and C to store/retrieve their bikes.</p> <p>As above the provision of the additional cycle parking space can be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site.</p> <p>Highways works. The development does include a proposal to make several changes to Wellesley Road, this includes modifying and adding a new vehicle access, widening of the footway by 1.5m onto their site on the North-West of the road to facilitate the introduction of 4 new on-street disabled parking bays. The development proposal will also require reconstruction of the access onto Lordship Lane and reconstruction of the footways fronting the site post construction of the development. This would have to be the subject of further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant.</p> <p>Car clubs The developer would be required to enter into a S106 agreement to provide car club facilities locally to the site and five years membership with £100 credit for each resident. There are some existing Zipcar bays within the vicinity of</p>	
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	<p>the Wood Green area, although given the scale of this development with respect to the residential and student elements LBH Transport Planning would still require the applicant/developer to work with a car club operator to provide extra bays within the vicinity of this site, which resident and students could make use of. This is to ensure that there is sufficient supply within the immediate area to satisfy future demand given the size of the future development. Additionally, this will assist with reducing the rate of car ownership by residents and students of this development and help to offset any potential future car parking demands on local residential streets when the CPZs are not in operation. Therefore, the applicant/developer will be required to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will also be required to provide 5 years of car club membership for each residential unit, along with £100 driving credit for each resident.</p> <p>Access</p> <p>An Active Travel Zone (ATZ) has been produced and submitted as part of the Transport Assessment. 8 walking routes to key destinations were analysed and assessed against the Healthy Streets indicators. These routes were:</p> <ul style="list-style-type: none"> • Route 1: Site to Stuart Crescent Medical Practice, via Lordship Lane, High Road (A105) & Ewart Grove • Route 2: Site to Wood Green Underground Station, via Lordship Lane • Route 3: Site to Barratt Gardens, Via Lordship Lane & Station Road • Route 4: Site to Alexandra Palace Train Station, via Lordship Lane & Station Road • Route 5: Site to Sainsbury's Local, Via Lordship Lane & High Road (A105) • Route 6: Site to Schools, Via Lordship Lane, Station Road, Mayers Road & Western Road 	
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	<ul style="list-style-type: none"> • Route 7: Site to Leisure facilities (gym), via Lordship Lane • Route 8: Site to Library, via Lordship Lane & High Road (A105) <p>Some of the recommendations for improvements to these routes include the installation of planters, more seating, increased covered benches, installation of more pedestrian crossings at junctions, relocation of street furniture, repairs to footways to create flatter surfaces, and redesign of pedestrian footways at junctions to allow for safer crossings.</p> <p>The Transport Assessment includes collision data that has been sourced from Transport for London (TfL). It covers a period of 5 years from July 2018 – June 2023 and the data has been plotted on a map, with it only showing serious casualty collision. LBH Transport Planning have examined data from TfL and have used the same timeframe, but have included both pedestrians and cyclists, and have all casualty types. The following clusters have been observed near to the site:</p> <ul style="list-style-type: none"> • Junction with Redvers Road and Lordship Lane 3 slight collisions. • Junction with Berners Road and Lordship Lane 3 slight and 1 serious collisions. • Wood Green junction Lordship Lane 14 slight and 5 serious collisions. • East of the site on near to Blacknell Close 3 slight and 1 serious collisions. • Station Road junction with Brabant Road 4 slight collisions. <p>Some recommendations have been given on addressing some of these clusters by the developer, though these are improved pedestrian and cyclist facilities or better signage. They have only been applied to two junctions with one of them being a c.15-minute walk from the site. LBH Transport Planning would require the developer to provide some funding towards the scoping and establishment of improvements to the highway for pedestrians and cyclists as their numbers will significantly increase with the creation of this development.</p>	
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	<p>We will therefore for be seeking a contribution of £160,000 towards the feasibility, design and consultation for highway safety improvements including new crossing facilities.</p> <p>Service and Delivery</p> <p>A draft Service and Delivery Plan was submitted as part of the application, service and emergency vehicles will enter the site from Lordship Lane and onto Wellesley Road via a one-way system. It is proposed that the commercial unit will have deliveries made to it on-street on Lordship Lane. There road contains waiting restrictions which prohibit loading between 08:00-09:30 and 16:30 – 18:30 Monday to Friday. Lordship Lane has a width of approx. 9.1 metres. A bus stop is located opposite to the development that is served only by a high frequency route W3. The site fronts onto a c.4-metre-wide footway. It is believed only the commercial unit will only generate around 3 trips per day, with a maximum LVG trips of 2 between 09:00-10:00 and it is envisaged that vehicle will have a dwell time of 15 minutes. All the hours proposed for deliveries are outside of peak congestion and school drop-off/pick-up times. A 10.1m refuse vehicle will be able to enter from Lordship Lane and use an internal turning heading situated adjacent to block D to leave in a forward gear out onto Wellesley Road. It is envisaged that an 18 metre long loading bay would be provided opposite to the student accommodation building (A) on the private road and its main purpose is to meet the delivery requirements of the student accommodation.</p> <p>No information has been supplied within the draft on how the development will meet the delivery needs of the 77 residential dwellings through the implementation of any strategy or creation of a loading bay. Any future document will need to demonstrate and how the deliveries can be made to residents without impacting on the site's overall vehicle movement. This is even more pressing when considering the scale of the student and residential development which will most likely produce a high number of online shopping deliveries.</p> <p>The draft also includes details on student drop-off/pick-up strategy for the beginning/end of the academic year. This would take place over 6 weekends</p>	
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	<p>with 15-minute time slots being allocated to each person, which could be booked any time of the day. There is reference to signage being placed near to the entrance to the site. However, if they are to be placed onto the adopted highway then it would require the Council's Highway Authority prior permission or the necessary license. Overall, discussions should be had with the Council prior to the strategy being implemented as to alleviate any impact on the public highway.</p> <p>LBH Transport Planning will condition the submission of a Delivery and Servicing and Waste Management Plan. This will need to include details of refuse collections and service trips to the site, this must be submitted and approved before the site is occupied and secured via a pre-occupation planning condition.</p> <p>Travel Plan</p> <p>A draft Travel Plan has been received which covers all three uses of the development. Baseline trip generation has been provided for all uses of the site, which indicate that total two-way trips will be as follows: walking 1,700, cycling 46, and public transport 958. Given the total number of cycle parking spaces to be provided the forecasted number for cycling trips are considered low. Furthermore, it is believed that more action must be taken to encourage the uptake of cycling by students outside of what has been stated given they are more likely than any other demographic to cycle when compared with residents who will live on the development. Overall, LBH Transport Planning generally accept the content of the document, though there are areas which have been highlighted that will need to be improved upon for when a document is received as part of the S.106 planning obligation. There will be a Travel Plan Monitoring Fee per year for the first 5 years for separate student, commercial, and residential travel plans of the development and this will be covered by way of a S.106 obligation.</p> <p>Construction Logistics</p>	
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	<p>A full Construction Logistics Plan has been received as part of the submission. However, this document is dated January 2023, and changes would have been made to the development during pre-application discussion between the Council and the developer. As no commentary is provided in the document as to whether anything has changed, it must be assumed that such a document would need updating over a year which included deep discussion with the Council. Otherwise, it does provide some outline of the phasing of the construction in terms of its timeline and proximity to critical road network. A new fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP. Lastly, a conversation should be had with Transport for London's borough Service Delivery Manager for buses, as to prevent construction affecting local bus movement from bus stands on Buller Road and Redvers Road.</p> <p>A high level of cycle parking should be made available for workers during all phases of construction, this will help to promote the uptake of cycling to the site. As the site is excellently connected by public transport in the surrounding area which is demonstrated through its PTAL rating no on-site car parking should be provided for workers which has already been referenced by the outline. This is further supported by local CPZs restrictions and town centre car parks. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, should be avoided during the busiest e.g. school drop-off/pick-up times and peak road congestion. Effort should be made to have a process in place to deal with delivery vehicles that turn up late or announced so that vehicles are not waiting on the public highway causing an obstruction, or in surrounding residential streets.</p> <p>LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the documents, construction activity</p>	
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	<p>should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.</p> <p>Recommendation</p> <p>There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p>Conditions</p> <p><u>1. Delivery and Servicing Plan and Waste Management</u></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 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 distance 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 years unless otherwise agreed by the highway's authority.</p>	
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	<p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020</p> <p><u>2. Cycle Parking</u> The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 467 long-stay, 16 short-stay student, 158 long-stay, and 3 short-stay residential, 5 long-stay, and 40 short-stay commercial spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council. 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>3. Electric Vehicle Charging</u> Subject to a condition requiring the provision of 4 active and 4 passive electric vehicle charging points to serve the on-site parking spaces from the onset. Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><u>4. Disabled parking bays</u> The applicant will be required to submit and provide plans showing 10% of all units having access to a wheel chair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 1 student, 1 commercial and 4 residential on-site car parking bays. REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 disabled.</p>	
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	<p><u>5. Car Parking Management Plan</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 all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space 2) Family size units 4/3 bed units 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units <p>S.106 Obligations</p> <p><u>1. Car-Free Agreement</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Construction Logistics and Management Plan</u></p> <p>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,</p>	
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	<p>a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. 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 highways condition 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. <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p> <p><u>3. Car Club Membership</u></p>	
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	<p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 5 years.</p> <p>Reason: To enable residential and student occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>4. Residential Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of active transport.</p> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases. c) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per year for a period of five years £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives. d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network. <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p>	
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	<p><u>5. Commercial Travel Plan</u></p> <p>A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <ul style="list-style-type: none"> a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures: b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team. c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development. d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement. e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner. <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p><u>6. Student Accommodation Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new student accommodation development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:</p>	
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	<p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</p> <p>c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives.</p> <p>Reason: To enable students to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>7. Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Sections:</p> <p>38, 177, 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Lordship Lane for the reconstruction of the crossover to the site to reinstate the footway and / or the creation of any on-street disabled car parking bays which will require electrification on Wellesley Road.</p> <p>The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys</p>	
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	<p>construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.</p> <p><u>8. CPZ contribution</u></p> <p>The applicant will be required to contribute a sum of £20,000 towards the feasibility, design, and consultation on traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ.</p> <p>Reason: To mitigate against and potential displacement in parking demand resulting from the scheme.</p> <p><u>9.0 Lordship Lane/ Wood Green High Road casualty reduction and cycle lane feasibility contribution</u></p> <p>The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £160,000 (one hundred and fifty thousand pounds) towards feasibility and design of the proposed Lordship Lane and Wood Green cycle lane and casualty reduction schemes.</p> <p>Reason: to ensure that the increase in the number of walking and cycling trips can be mitigated on the transport and highways network.</p>	
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Pollution	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works at 707-725 Lordship Lane, Wood Green, London, N22 5JY and I would like to comment as follows.</p> <p>Having considered the relevant applicant submitted information including, Planning Statement prepared by DP9 Ltd., dated February 2024; Design and Access Statement with reference 21820-8030-P-00 prepared by Corstorphine & Wright Ltd., dated 16th February 2024; Landscape Design and Access Statement with reference 7962-PHIL-SWXX-RP-L-2001 prepared by ParkHood Landscape Architects, dated February 2024; Energy Statement with reference LLWGSA-AMES-00-XX-RP-ME-001 prepared by Amber Management and Engineering Services Ltd., dated January 2024 taking note of the proposal to use Air Source Heat Pumps and PV panels at the development for space heating and domestic hot water; Outline Demolition & Construction Method Statement, dated February 2024 taking note of section 2 (Site Development and Description), 4 (Noise and Dust), 5 (Environment Plan) and 6 (Waste Management) along with Air Quality Assessment with reference 1rAQ10045r1 prepared by Planning and Environmental Consultants Ltd., dated 9th February 2024 taking note of section 3 (Methodology), 4 (Baseline), 5 (assessment) and 6 (Conclusion), please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning</p>	<p>Comments noted. Conditions/informative included</p>

	<p>conditions and informative are recommend should planning permission be granted.</p> <p>Land Contamination</p> <p>Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. 	
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	<p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>NRMM</p> <p>a. 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 NOx 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.</p> <p>b. 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</p>	
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	<p>available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>Demolition/Construction Environmental Management Plans</p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> xi. A construction method statement which identifies the stages and details how works will be undertaken; xii. 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; xiii. Details of plant and machinery to be used during demolition/construction works; xiv. Details of an Unexploded Ordnance Survey; xv. Details of the waste management strategy; xvi. Details of community engagement arrangements; xvii. Details of any acoustic hoarding; 	
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	<ul style="list-style-type: none"> xviii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); xix. Details of external lighting; and, xx. 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 vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; 	
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	<p>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);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <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>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.</p> <p>Informative: 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>	
Carbon team	<p>Carbon Management Response 27/06/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Amber Management and Engineering Services Ltd (dated January 2024) • Thermal Comfort Assessment prepared by Amber Management and Engineering Services (dated February 2024) • Sustainability Briefing Note prepared by Ensphere (dated June 2024) • Relevant supporting documents. <p>1. Summary</p>	<p>The carbon management team have confirmed that further to the their comments of 27/06/24 having reviewed the energy strategy further they accept that the proposal</p>

	<p>The development now achieves a reduction of 58% carbon dioxide emissions on site, which is supported in principle. However, some additional information is required to demonstrate the policy compliance in regard to Energy and Overheating strategy as detailed in the following sections.</p> <p>Carbon Management <u>cannot</u> currently support this application and objects to the proposals. The development does not currently meet:</p> <ul style="list-style-type: none">London Plan SI2 requires and Local Plan DM22 require a single site wide network is provided to allow a single connection to the off-site DEN. The proposal has 10 points of connection to the DEN and this is unacceptable. <p>Further information needs to be provided to address this objection, in relation to the Energy Strategy and Overheating Strategy. This should be addressed prior to the determination of the application or through planning conditions.</p> <p>2. Energy Strategy</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 58% 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 90.1 tonnes of CO₂ from a baseline of 156.2 tCO₂/year.</p> <table><tr><th colspan="4">Site-wide (SAP10.2 emission factors)</th></tr><tr><th></th><th>Total regulated emissions (Tonnes CO₂ / year)</th><th>CO₂ savings (Tonnes CO₂ / year)</th><th>Percentage savings (%)</th></tr><tr><td>Part L 2021 baseline</td><td>156.2</td><td></td><td></td></tr><tr><td>Be Lean</td><td>135.6</td><td>20.6</td><td>13%</td></tr><tr><td>Be Clean</td><td>135.6</td><td>0.0</td><td>0%</td></tr></table>	Site-wide (SAP10.2 emission factors)					Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)	Part L 2021 baseline	156.2			Be Lean	135.6	20.6	13%	Be Clean	135.6	0.0	0%	<p>provides 2 points of connection. Whilst it would be ideal for the DEN project to only have one, given the Council are likely to purchase the affordable housing it is acceptable to have two connections given the expectation of two separate ownership and management arrangements.</p> <p>Comments noted. Conditions and legal agreement Clauses included.</p>
Site-wide (SAP10.2 emission factors)																						
	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)																			
Part L 2021 baseline	156.2																					
Be Lean	135.6	20.6	13%																			
Be Clean	135.6	0.0	0%																			

Be Green	66.1	69.5	45%
Cumulative savings		90.1	58%
Carbon shortfall to offset (tCO₂)	66.1		
Carbon offset contribution	£95 x 30 years x 66.1 tCO ₂ /year = £188,385		
10% management fee	£18,838.5		

	Residential			Non-residential		
<i>(SAP10 emission factors)</i>	Total regulated emissions (tCO ₂ /year)	CO ₂ savings (tCO ₂ /year)	Percent age savings (%)	Total regulated emissions (tCO ₂ /year)	CO ₂ savings (tCO ₂ /year)	Percent age savings (%)
Part L2021Base line	75.9			80.3		
Be Lean savings	67.4	8.4	11%	68.1	12.1	15%
Be Clean savings	67.4	0.0	0%	68.1	0.0	0%
Be Green savings	19.9	47.5	63%	46.1	22	27%
Cumulative savings		55.9	74%		34.1	43%
Carbon shortfall to	19.9			46.1		

offset (tCO ₂)						
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Energy Use Intensity (EUI)/Space Heating Demand (SHD)

The EUI and SHD is proposed as follows:

	Proposed Development		GLA Benchmark
Building type	Residential	Non-residential	Residential and other non-residential
EUI	66.26	41.78/38.95	Does not meet GLA benchmark of 35 for residential but meets the benchmark of 55 kWh/m ² /year for non-residential.
SHD	11.62	8.5/6.74	Meets GLA benchmark of 10 kWh/m ² /year
Methodology used	Part L1 - SAP 10.2 & none dwellings / & Landlord Circulation	Part L2 - approved DSM & none	

Energy – Lean

The applicant has proposed a saving of 21.1 tCO₂ in carbon emissions (13%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 10% and 15% reduction for residential and non-residential respectively set in London Plan Policy SI2, so this is supported.

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

	Residential	Non-Residential
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	Floor u-value	0.11 W/m ² K	0.12 W/m ² K	
	External wall u-value	0.13 W/m ² K	0.15 W/m ² K	
	Roof u-value	0.10 W/m ² K	0.10 W/m ² K	
	Door u-value	1.21 W/m ² K	1.21 W/m ² K	
	Window u-value	1.21 W/m ² K	1.04 W/m ² K (personnel door) 1.21 W/m ² K (entrance door)	
	G-value	0.35	0.35	
	Air permeability rate	2 (2.5 for residential) m ³ /hm ² @ 50Pa	2 m ³ /hm ² @ 50Pa	
	Ventilation strategy	Natural ventilation with extract fans and Mechanical ventilation with heat recovery	VRF + MVHR with 4.0 heating efficiency and 6 cooling efficiency.	
	Waste-Water Heat recovery?			
	Thermal bridging	TBC		
	Low energy lighting	100%		
	Heating system (efficiency / emitter)	TBC		
	Thermal mass	TBC		
	Overheating is dealt with in more detail below.			
	Energy – Clean The energy strategy proposes communal ASHPs on each block and a future connection for each block to the DEN and multiple connections to some blocks. Overall, ten separate networks on site and ten separate connections to the DEN are proposed. This is unacceptable and is not aligned with London Plan policy SI2 and Local Plan Policy DM22 which			

	<p>require a single site wide network to allow a single connection to the DEN to capture the heat demand at the site.</p> <p>The developer must take responsibility for providing a single network with a single point of connection in a single energy centre for the site where central ASHPs sized for the entire development can be located.</p> <p>In addition, while an ASHP solution is a suitable long-term solution, a connection to the planned DEN should be favoured to be consistent with the heating hierarchy. While it is recognised that an ASHP fall-back should be maintained to manage the risk that the DEN does not happen, the arrangements for heat supply to the site should back-end the installation of the site's ASHPs (gas boilers or similar plant would be acceptable in the interim) to maximise the window for the DEN to come forward / opportunity for the ASHPs to be omitted.</p> <p>This phasing of the heat supply may influence the location of the site's central energy centre and point of connection to the DEN.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> – Please submit a revised energy strategy with a single site wide network setting out how heat supply will be delivered during construction in such a way as to back-end delivery of the ASHPs. – Please provide a Connection to the DEN scenario that shows the carbon reduction following the Energy Hierarchy, and state what carbon factor has been used. – Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and energy centres, pipe routes within blocks and energy centre layout and schematics. For avoidance of doubt, the developer should provide the network between blocks and a single energy centre for the development. The DEN will then connect at this energy centre. It is unacceptable for there to be >1 DEN connections. 	
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Energy – Green

The proposed Solar PV array is 928 m² and according to the report, it has been maximised allowing for a total capacity of 227kWp. The proposed panels are south facing and have an angle of 10 degrees on a non-penetrative mounting frame.

The vast majority of the generated electricity is proposed to be used on site.



A living roof alongside solar PV panels is being proposed (conceptual design as above). The PV panels are proposed to be securely suspended above the vegetation at a pitch angle of 10 degrees, which means the lower section of the panel is approximately 500-550mm above the soil and the higher section is 800-850 mm above.

Energy – Be Seen

All main incoming utilities, major energy consuming plant, and individual electrical distribution boards is proposed to be metered to enable the end use

to be identified. All meters will be linked to the Building Management System (BMS) to provide central monitoring.

- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development:
(<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

3. Carbon Offset Contribution

A carbon shortfall of 69 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

4. Overheating

The revised dynamic thermal modelling assessment is in line with CIBSE TM52 and TM59 with TM49 weather files. The report has modelled the following using London Weather Centre files:

1. Building A: All rooms on floor 6 and floor 8.
2. Building B & C: All rooms on top storey.
3. Building D: Two representative units.
4. Student bedrooms and communal areas under the London Weather Centre files.

Results are listed in the table below.

Due to the noise constraints of this site being adjacent to Lordship Lane, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).

Domestic: CIBSE TM59	Predominantly naturally ventilated	Predominantly mechanically ventilated	Number of corridors pass
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	Criterion A (<3% hours)	Criterion B for bedrooms (less than 33 hours)	Number of habitable rooms pass (<3% hours)	
DSY1 2020s	100%	100%	0%	100%
DSY2 2020s	96%	13%	0%	0%
DSY3 2020s	86%	13%	0%	0%
DSY1 2050s	97%	0%	0%	0%

Non-domestic: CIBSE TM52	Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature
DSY1 2020s	All units in shell & Core commercial unit and PBSA Amenities spaces FAIL.

All bedrooms, studios, living rooms and kitchens within the buildings pass the overheating requirements for 2020s DSY1.

In order to pass the files for the bedrooms, studios, living rooms and kitchen, the following measures will be built:

- Glazing g-value of 0.30
- Air permeability of 2 m³/hm² @ 50 Pa for non-domestic and 2.5 m³/hm² @ 50 Pa for residential
- Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane
- Manually operated ventilator for passive ventilation (90 degrees)

	<ul style="list-style-type: none"> - MVHR with summer bypass and mechanical cooling for Lordship Lane rooms - Heat losses from pipework in corridors 14.4 W/m (incl. return); 5.76 W/m² <p>The commercial unit and PBSA amenity spaces fail the TM52 assessment and therefore comfort cooling is proposed to these spaces.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - In line with the Energy Assessment Guidance 2022, the units on the Lordship Lane façade should be modelled with both openable windows and closed windows, to ensure that passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the location. - Provide specifications of the proposed MEV and the louvres including but not limited to its location, opening area. - External solar shading devices are proposed in the retrofitting plan, while the measures are in top priority in the London Plans Cooling Hierarchy. It is recommended to incorporate these in the current overheating strategy. 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. - The modelling results need to exclude comfort cooling, before including this so that the results can be shown based on passive measures first. - This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants. 	
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5. Sustainability

In addition to the wider sustainability measures proposed, the following are proposed for biodiversity enhancement:

- 1,722m² of living roofs
- Installation of 3 birdboxes, 2 bat boxes and insect hotels.
- Three occupied terraces, totalling to 1,000 m² which are a mixture of hardstanding and planting.

Climate Change Adaptation

The development proposes to offer over 2,000m² of Public Open Spacing including an Urban Green Space providing social wellbeing, health benefits with active sports, biodiversity gains, and other shaded/unshaded spaces. The ground floor commercial is currently proposed with flexible use with aspiration to have it as Town Centre with free drinking waters and cool space contributing to the GLA's cool spaces map.

Whole Life-Cycle Carbon Assessments (WLCA)

The applicant have now provided the estimated carbon emissions per GIA for all modules filled in the table below:

	Estimated carbon emissions	GLA benchmark RESIDENTIAL	Embodied carbon rating (Industry-wide)
Product & Construction Stages Modules A1-A5 (excl. sequestration)	501.1kgCO ₂ e/m ²	Meets GLA benchmark (<850 kgCO ₂ e/m ²) and the aspirational target (<500 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of 'C', meeting the LETI 2020 Design Target.
Use and End-Of-Life Stages	216.3kgCO ₂ e/m ²	Meets GLA target (<350 kgCO ₂ e/m ²)	

Modules B-C (excl. B6 and B7)		and aspirational benchmark (<300 kgCO ₂ e/m ²).	
Modules A-C (excl B6, B7 and incl. sequestration)	701.7kgCO ₂ e/m ²	Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'C', not meeting the LETI2020 Design Target
Use and End-Of-Life Stages Modules B6 and B7	779.7kgCO ₂ e/m ²	N/A	
Reuse, Recovery, Recycling Stages Module D	- 98.5kgCO ₂ e/m ²	N/A	

Opportunities to reduce carbon are proposed to be explored with an optimisation study which aims to minimise the use of materials where possible, with benefits for both costs and emissions.

6. Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £188,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.

	<ul style="list-style-type: none"> - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN <p>7. Planning Conditions</p> <p><i>To be secured with amendments expected to the wording below once the revised information has been submitted.</i></p> <p>Energy strategy</p> <p><i>Prior to the above ground commencement of the development, an updated Energy Assessment shall be submitted to and approved by the Local Planning Authority. This assessment shall be based on the Energy Statement prepared by Amber Management and Engineering Services Ltd (dated January 2024) delivering a minimum 58% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 227 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 13% reduction with SAP10.2 carbon factors</i> - <i>Details to reduce thermal bridging;</i> - <i>Details of a single site wide network setting out how heat supply will be delivered during construction in such a way as to back-end delivery of the ASHPs.</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor),</i> 	
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	<p><i>with plans showing the ASHP pipework and noise and visual mitigation measures;</i></p> <ul style="list-style-type: none"> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;</i> - <i>Specification of any additional equipment installed to reduce carbon emissions;</i> - <i>A metering strategy</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays and air source heat pump(s) 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.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform. [Majors only]</i></p>	
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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.

DEN

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.*
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized with twin plates with each plate capable of meeting 66% of the peak load of the site. The drawings should cover details of any plant that needs to be removed or relocated to allow installation and access routes for installation of the heat substation and access routes for installing the substation on a skid. A minimum 1m access should be provided on 3 sides of the substation;*
- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;*
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue (taking account of options for flue dilution to be incorporated in the temporary plant);*

	<ul style="list-style-type: none"> • <i>Details of the district heating pipework and associated communications ducts which will be installed by the Developer in accordance with all relevant standards and good industry practice from the plant room to a point of connection at the site boundary including evidence that the point of connection on the site boundary is accessible by the area wide DEN. Coordinated drawings (plans and sections) shall be provided showing how the district heating pipe relates to other buried assets on the site and any existing services. The design shall include details of how expansion will be accommodated and stress analysis which ensure a minimal level of stress at the pipe on the site boundary:</i> • <i>Detail of how the developer will ensure the site wide DEN system will be designed, installed and commissioned in accordance with CIBSE CoP1 and how information will be provided to the Council at key stages to demonstrate compliance (e.g. CoP1 checklists at the end of each stage, photographs of insulation, HIU commissioning certificates, etc.);</i> • <i>A detailed calculation shall be provided of the heat loss of the site-wide network to demonstrate compliance with CoP1 best practice requirement. This shall include details of pipe sizes and lengths, insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised;</i> <p><i>Prior to occupation the developer shall provide</i></p> <ul style="list-style-type: none"> • <i>Details of the as built district heating pipe to the site boundary including precise locations, joint weld certificates for each joint and details of how the pipe has been dried using desiccants and filled with nitrogen and a maintenance plan for monitoring the nitrogen levels until</i> 	
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	<p><i>such time as the pipe is connected to the wider district heating network.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p>Overheating</p> <p><i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on Thermal Comfort Assessment prepared by Amber Management and Engineering Services (dated February 2024)</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <i>- Revised modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i> <i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved properly following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> <i>- Demonstrate and model the units with opening limitations with openable windows and closed windows to ensure passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the site's location.</i> 	
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	<ul style="list-style-type: none"> - Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters); - Provide the elevations and sections plans to show where these measures are proposed. - If required details of the active cooling strategy: What is the temperature set points, detail specification of the interrupter controls and who will have the access to the central control? - Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings. - A Retrofit Plan; Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; and Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; - Confirmation who will be responsible to mitigate the overheating risk once the development is occupied. <p>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</p>	
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	<p><i>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - Glazing g-value of 0.30 - Air permeability of 2 m³/hm² @ 50 Pa for non-domestic and 2.5 m³/hm² @ 50 Pa for residential - Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane - Manually operated ventilator for passive ventilation (90 degrees) - MVHR with summer bypass and mechanical cooling for Lordship Lane rooms - Heat losses from pipework in corridors 14.4 W/m (incl. return); 5.76 W/m² - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <p><i>If the design of Blocks are 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.</i></p> <p><i>Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>Building User Guide <i>Prior to occupation, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their</i></p>	
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	<p><i>property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily.</i></p> <p><i>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.</i></p> <p>BREEAM Certificate</p> <ul style="list-style-type: none"> <i>e) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i> <i>f) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i> <i>g) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.</i> 	
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	<p><i>h) Within 3 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>Reason: 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.</i></p> <p>Living roofs</p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> 	
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	<p>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</p> <p>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</p> <p>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vii) Management and maintenance plan, including frequency of watering arrangements.</p> <p>viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</p> <p>(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021)</i></p>	
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	<p><i>Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Urban Greening Factor <i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been met through greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Biodiversity <i>a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain of 775.26%, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p>	
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	<p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Climate Change Adaptation <i>Prior to the commencement of above ground works, submit annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.</i></p> <p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>Whole-Life Carbon <i>Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.</i></p>	
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	<p><i>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><i>Circular Economy (Pre-Construction report, Post-Completion report)</i></p> <p><i>(a) Prior to demolition of the development: full details of the pre-demolition audit in accordance with section 4.6 of the GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Statement Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.</i></p> <p><i>(b) Prior to the commencement of any construction works and following completion of RIBA Stage 4, an updated version of the approved Circular Economy Statement including a site waste management plan that reaffirms the approved strategy or demonstrates improvements to it, shall be submitted to us and approved by the Local Planning Authority. The Circular Economy Statement must be prepared in accordance with the GLA Circular Economy Guidance and demonstrate that the development has been designed to meet the relevant targets set out in the guidance. The end-of-life strategy included in the statement shall include the approach to storing detailed building information relating to the structure and materials of the new building elements (and of the interventions to distinguish the historic from the new fabric). The development shall be carried out in accordance with the details we approve and shall be operated and managed throughout its life cycle in accordance with the approved details.</i></p> <p><i>Reason: To ensure the development is resource efficient and maintains products and materials at their highest use for as long as possible in accordance with Policy SI7 in the London Plan 2021, Policy SP4 and the</i></p>	
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	<i>guidance set out in the Mayor of London's guidance 'Circular Economy Statements' (March 2022).</i>	
Flood and Water Management	Having reviewed the applicant's submitted Flood Risk Assessment Document reference number FW2310_FRA_001 V1 Revision V2 dated April 2024 as prepared by Farrow Walsh Consultant, we have no observation to make on the above planning application. We are satisfied that enough information have been submitted in terms of assessing the full planning application. There are also consent been given by Environment Agency in terms of culvert easement, management and maintenance of the Culvert. Therefore, if the site is to built, manage and maintain as per the above referred Flood Risk Assessment document and the culvert maintenance method of statement document, we are content that the impact of surface water drainage have been adequately addressed.	Comments noted
Trees	<p>From an arboricultural point of view, I hold no objections to the above proposal.</p> <p>An arboricultural report has been submitted by Arboricultural Solutions dated September 2023. 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 report including the tree quality classification categories. 43 trees (including adjacent trees) were surveyed, and seven low grade trees are to be removed.</p> <p>There is also landscaping planned. Hardstand protects the root protection areas of the trees. Trees will require tree protection when the hardstand is removed. Providing all the report is adhered to and conditioned I hold no objections.</p>	Comments noted. Conditions included

	I hold no objections to the submitted landscaping plans however, we would like confirmation of an aftercare plan to establish independence of the trees and plantings.	
Waste Management	<p>Comments dated 26/03/2024</p> <p>The proposed scheme is a mixed-use development comprising of four buildings consisting of ground floor Town Centre use, 623 student bedrooms with associated internal and external amenity spaces and 77 affordable residential homes of Shared Ownership and Social Rent tenures. The waste and recycling arrangements are based on waste provision of 70 litres per bedroom which would result in the need for 40 x 1,100 litre euro bins. We advise that the ratio between recycling and waste should be 50:50. There should also be storage provision for food waste recycling, and we recommend 1 x 140 litre bin per 15 units / bedrooms.</p> <p>Waste and recycling calculations should be based on once per week collections in line with the service provided to small blocks and high-rise properties across the borough.</p> <p>Contaminated recycling is a big issue in shared accommodation, so we appreciate the measures proposed to tackle this such as an induction and clear signage.</p> <p>Residential building D</p> <p>The arrangements proposed for Building D (town houses) are acceptable except that food waste needs to be included in the proposal (1x 140 bin per property) and please note that we cannot collect general waste in 360 litre bins, only mixed dry recycling so can this be switched to 240 litre / 140 litre bins.</p> <p>Collection for low rise properties are weekly for recycling and every two weeks for refuse. More information about the waste and collection services Haringey provides and how to order containers can be found at Rubbish and recycling Haringey Council A chargeable garden waste collection service is also available on request.</p>	Comments noted.

	<p>Servicing</p> <p>The distances from the waste and recycling storage points to the collection vehicle were not clear on the plans but should not be more than 10m for euro bins and 20m for wheelie bins. Specification details on Haringey's collection vehicles is attached to aid access calculations and we are happy to provide more information on any of the above if required</p> <p>Comment dated 23 June 2024</p> <p>I've read through the operational waste management strategy which is very comprehensive and covers the key aspects we would expect to see. I also have the following comments:</p> <ul style="list-style-type: none"> - PBSA – it is noted that waste from this accommodation will be provided by a private contractor and in 6.18 it mentions 3x 1,100 litre Eurobins for food waste. These bins would be overweight if full so am just flagging this as a concern as if Haringey were providing the collections, we would not be able to service this, although it maybe something a private collection service can accommodate. - We welcome the approach to encourage residents to minimise waste by promoting reuse and recycling opportunities in the local area. We would like as much emphasis on this for any commercial tenants, in preparation for new Government legislation being implemented in 2025 and 2027 Business of Recycling WRAP. - Plans 2.0/2.1/2.2/2.3 pg.29 -31 shows food waste in a 360 litre wheelie bins which we can't service (we only service up <p>Thank you for sending the updated OWMP which reflects the changes to the 140 L food waste bins.</p>	
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	<p>Comments dated 26 June</p> <p>I also want to take the opportunity to mention that the waste storage site to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces must be smooth, flat and of solid construction such as concrete. Dropped kerbs must be installed as necessary for bulk bins.</p> <p>This may already be covered in the plans but I didn't pick up on it when reading through the document, so just flagging it here.</p> <p>Further comments dated 26 June</p> <p>Thank you for confirming and nothing else from me.</p>	
Building Control	<p>This building is over 18m and has more than 6 floors and as such will be referred to the Building Safety Regulator for the Building Regulations for Gateway 2. This office therefore has no comment to make.</p>	<p>Comments noted. Health and Safety Executive have made comments</p>
Regeneration	<p>COMMERCIAL SPACE</p> <ul style="list-style-type: none"> • The Mecca Bingo site is considered a town centre site in the Local Plan, and Regen would support a town-centre-use led development of the site • The 2017 Haringey Site Allocation DPD aims for 1,484m² of town centre uses. The current application is for approximately half of this figure (796m²), as such it is hard to argue that the proposal is town- 	<p>Comments noted Applicant has provided a response</p>

	<p>centre-use led. The Regeneration would encourage a proposal that delivered more commercial space on this town centre site.</p> <ul style="list-style-type: none"> • The three commercial uses (community café, market hall, office unit) would constitute appropriate uses for Wood Green town centre and it is welcomed that they contribute to an active frontage along Lordship Lane. The Regeneration team refers the applicant to the design guidance for active frontages for commercial units in the Wood Green and Turnpike Lane Design Guide. Wood Green and Turnpike Lane Design Manual Haringey Council • It is also noted that the Market Report states that there may not be sufficient demand to support 1,484m2 of town centre uses, and that the applicant has sought to ensure that the low cost meals of the 'bistro hall' within the Mecca Bingo building could be re-provided. The Regeneration Team would like the applicant to provide assurances on how affordable commercial uses (community café, and low price food offer) could be provided and requests a commitment to affordable rents (based on the local market) for these units, clarity on who the applicant expects to operate any affordable commercial units, and if the applicant intends to fit the units out on behalf of affordable use operator. <p>PUBLIC SPACE</p> <ul style="list-style-type: none"> • The Regeneration Team welcomes the addition of a large, green public space in Wood Green, which it recognises as having a public realm and greenery deficit. • The direct sight line between Lordship Lane and Wellesley Road is also welcomed, as is the positioning of the main entrance to the student accommodation and playground, which will help to activate the space. • Concerns around anti-social behaviour remain, particularly in the corner to the north of Block B in the corners by the playground. And the Regeneration Team would encourage the applicant to ensure the illumination of the space is well lit at night and is well monitored. 	
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	<ul style="list-style-type: none"> • The Regeneration Team would like assurances over how the space will be maintained and how security of the space will be arranged. • The Regeneration team refers the applicant to the design guidance for public realm materials and planting guide in the Wood Green and Turnpike Lane Design Manual Haringey Council to ensure that a consistent visual appearance across Wood Green. 	
EXTERNAL		
Environment Agency	<p>Environment Agency Position</p> <p>Based on the information submitted to us in support of this application, we have no objection to the proposed development on flood risk and proximity grounds.</p> <p>The proposed development is located in close proximity to a main river, Moselle Brook and falls within Flood Zone 1, with a 1 in 1000 chance of flooding within any one year. We are pleased to see that the applicant has assessed and covered all grounds for proximity to a main river such as surveying the culvert, assessing its condition and provision for a 3m easement as well as providing drawings of piling in relation to the culvert. However, please include the below informative for any permission granted</p> <p><u>Informative</u></p> <p>Flood Risk Activity Permit</p> <p>The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal) <ul style="list-style-type: none"> • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert 	Comments notes Informative included

	<ul style="list-style-type: none"> • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission. <p>For further guidance please visit https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.</p> <p><u>Advice to the LPA</u></p> <p>Flood risk issues not within our direct remit</p> <p>The following issues are not within our direct remit or expertise, but nevertheless are important considerations for managing flood risk for this development. Prior to deciding this application, we recommend that consideration is given to the issues below. Where necessary, the advice of relevant experts should be sought.</p> <ul style="list-style-type: none"> • Adequacy of rescue or evacuation arrangements • Details and adequacy of an emergency plan • Provision of and adequacy of a temporary refuge • Details and adequacy of flood proofing and other building level resistance and resilience measures • Details and calculations relating to the structural stability of buildings during a flood. • Whether insurance can be gained or not • Provision of an adequate means of surface water disposal such that flood risk on and off-site isn't increased. <p>Flood warning and emergency response</p> <p>We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. Planning practice guidance (PPG) states that, in determining whether a</p>	
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	<p>development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.</p> <p>In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 173 of the NPPF and the guiding principles of the PPG.</p> <p><u>Advice to applicant</u></p> <p><u>Water Resources</u></p> <p>Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.</p> <p>We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.</p> <p><u>Residential developments</u></p> <p>All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015. However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of</p>	
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	a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority	
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement."</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or</p>	<p>Comments noted.</p> <p>Conditions/Informative included</p>

diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water'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.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of

	<p>petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments</p> <p>Thames Water are currently working with the developer of application HGY/2024/0450 to identify and deliver the off site water infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the water network to serve 7 Houses and 70 Flats but beyond that upgrades to the water network will be required. Works are on going to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure. There shall be no occupation beyond the 7 Houses and 70 Flats until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues."Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.</p>	
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	<p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>	
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<p>Secure Design</p>	<p>by</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We met with the original project Architects in January 2024 to discuss Crime Prevention and Secured by Design at pre-application stage and discussed our concerns around the design and layout of the development. This has not been demonstrated in within the Design and Access statement, although it does include student accommodation as the main feature of the development. We request that the developer continues an ongoing dialogue with our department to ensure that the development is designed to reduce crime at an early stage.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, but we do have concerns, in particular around the student accommodation, therefore we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects that ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2).</p> <p>If the Conditions are applied, we request the completion and submission of the relevant SBD application forms at the earliest opportunity.</p>	<p>Comments noted.</p> <p>Conditions/Informative included</p>
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	<p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative:</p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and any subsequent condition that has been implemented with crime prevention, security and community safety in mind.</p>	
Health and Safety Executive	<p>Scope of consultation</p> <p>1.1.The above planning application relates to a new mixed-use development, which consists of four buildings; A, B, C and D. Building A</p>	Comments noted

	<p>will contain Purpose Built Student Accommodation (PBSA), amenity/storage, duplex units, studios, cluster flats and a commercial unit on the ground floor. Buildings B and C are private blocks of flats. Building D consists of three storey townhouses.</p> <p>1.2. Section 6 of the fire statement confirms that the height of the buildings, measured from the ground level to the upper-most floor level, is: 27.4m for Building A; 16.9m for Buildings B and C; and 6.1m for Building 4. Building A will include a total of 10 storeys: ground floor plus 9 storeys, including a mezzanine between ground and first floor. Building B and C will contain a total of 6 storeys: ground floor plus 5 storeys. For Building D are proposed a total number of 3 storeys, ground plus 2 storeys. No basement level is proposed.</p> <p>1.3. Building A will be served by two firefighting shafts (on all storeys building) and an escape stair (ground to level 7th). The mezzanine is provided with a single open staircase that is accessed from the common amenity space on ground floor. Firefighting stair 01 and escape stair 03 also serve the mezzanine level. Building B will be served by an evacuation stair with a dry riser, and an evacuation lift. Building C will be served by two evacuation stairs with a dry riser, and an evacuation lift for each core.</p> <p>Current consultation</p> <p>1.4. Section 6 e) (building schedule) of the fire statement confirms that the design standards used, are: BS9991:2015 ('Fire safety in the design management and use of residential buildings – Code of practice') for the residential areas, BS9999:2017 ('Fire safety in the design, management and use of buildings – Code of practice') for commercial unit and residential amenity areas(ancillary areas), and Approved Document B: Fire Safety - Volume 1: Dwellings (2019 edition incorporating 2020 and 2022 amendments – for use in England) also</p>	
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	<p>used for requirements of sprinklers and external walls. HSE has assessed the application accordingly.</p> <p>1.5. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.</p>	
<p>NHS – London Healthy Urban Development Unit</p>	<p>HUDU Response to Haringey Planning Application</p> <p>Haringey’s primary, community, acute and mental healthcare services are under substantial pressure with limited space and recruiting additional clinicians, e.g. Clinical pharmacists, podiatrist, paramedic, dietician, physiotherapists etc. to provide enhanced services to local people, particularly in the Wood Green Area which is expected to undergo significant additional development and population growth in the coming years.</p> <p>The proposed scheme would likely bring new residents into the area and would therefore have an impact on existing healthcare infrastructure which should be a consideration in the determination of the planning application. The complexities associated with a large influx of students into the area in particular should be considered.</p> <p>Firstly the age profile of an area will likely alter with most students being aged between 18 and 22. Also students are likely to have different health needs than the general local community and some may remain registered at their ‘home’ GP surgery which may in turn lead to an increase in the use of urgent care infrastructure. A younger population and increase in students to an area is likely to impact on the demand for mental, acute and sexual health services in particular. While students may be confident in accessing digital services there may be issues of privacy living in non self contained accommodation which</p>	<p>Comments noted/ Addressed in section 6.15 of the officers report</p>

	<p>could obstruct this as well as personal preferences and the need for face to face services.</p> <p>To meet the health needs of the new residents of the proposed scheme and to limit adverse impacts on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the neighbourhood. It is noted that a bid for s106 towards healthcare for an application at the Printworks in east Haringey (HGY/2023/2306) was unsuccessful. However, the rate of CIL per sqm for the central area of Haringey is the same for residential, student and build-to-rent housing (£229.21). This is in contrast to the eastern area where the CIL charge per sqm is larger for student accommodation than standard residential housing. It is therefore considered that the request for s106 for the current application is not comparable to this application and the request is justified as there is not an increased CIL associated with student accommodation as there is in the east of the borough.</p> <p>The closest GP practices to the site are Stuart Crescent Health Centre, the High Road Surgery (both in North Central PCN) and Staunton Group Practice and Hornsey Wood Green GP (both in East Central PCN). The preferred approach across NHS North Central London (NCL) Integrated Care Board (ICB) is to invest in quality 'core' premises which incorporate digital technologies to provide the highest quality of care to a variety of patients in the future with the desired outcome of any contribution being to invest to ensure that 'core' premises are enhanced or provided.</p> <p>The Hornsey Wood Green GP, which also offers mental health services, has a patient list of circa 10,000 and is under significant pressure to deliver services in a building which is not considered to be fit for purpose. With no practical means of expansion of the existing building securing a new premises in the Wood Green area for this practice is</p>	
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	<p>therefore a priority for the NHS to serve the existing and expanded population and would be in accordance with the aims of NCL ICB of investing in 'core' facilities. Therefore any s106 and CIL funding would be directed towards providing a new premises for this surgery. Potentially this could be part of an integrated hub for other practices and services in the area to relocate in order to provide the best service possible if this proves to be a feasible option in the future.</p> <p>The HUDU Planning Contributions Model, as set out in the 2021 London Plan, is required to be used to calculate the cost of mitigation for health. (please note that the HUDU Model does not currently incorporate the impact on Accident and Emergency and outpatient infrastructure nor the impact on the London Ambulance Service and therefore underestimates the cost of mitigation to the NHS).</p> <p>The current scheme consists of 623 student bedspaces consisting of 62 affordable units and 77 homes with a mix of social rented and shared ownership</p> <p>The HUDU Planning Contributions Model has been used the calculate the contribution</p> <p>We have firstly run the HUDU model for the student accommodation based on 623 additional residents which assumes that the students will not be local. The standard assumptions in regards to age have been modified to take into account the fact that the majority of students will be in a younger age bracket (15-44). The final summary information from the HUDU model is set out below.</p>	
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Final Summary	
Total Capital Cost	£1,109,541
Total Revenue Cost	£943,696
Combined Cost	£2,053,237
Total Number of Housing Units	623
Capital Cost Requirement Per Unit	£1,781

The HUDU Planning Contributions Model calculates a total healthcare (primary, acute and mental health) of £1,109,541. This can be further broken down:

Primary care cost - £378,565.
Mental Health cost £212,795
Acute cost – £489,742
Intermediate cost - £28,632

In addition 77 residential units are proposed.

Final Summary	
Total Capital Cost	£210,654
Total Revenue Cost	£177,338
Combined Cost	£387,992
Total Number of Housing Units	77
Capital Cost Requirement Per Unit	£2,736

The HUDU Planning Contributions Model calculates a total healthcare (primary, acute and mental health) capital s106 requirement of £210,654.

This can be further broken down:

Primary care cost - £74,191
Mental Health cost £23,004
Acute cost – £113,460

The total combined capital costs from the HUDU model is calculated at £1,320,195

However, as pointed out above it is considered that there is most need for primary care in vicinity of the site. The amount of capital required for

	<p>primary care would work out as £452,565 for the entire development. There could potentially be an increase in demand for mental health services and the mental health contribution would equate to £286,986 over the entire development. However, it is considered likely that students will mostly utilise services such as talking therapies and it is expected that this can be obtained from the mental health services available at their university rather than NHS services and therefore the need is likely to be significantly less than this. It is likely that a pod or small room would suffice to accommodate the extra demand on mental health as a result of the development. We have therefore reduced this significantly to £20,000.</p> <p>At this stage we are not asking developers to cover the additional revenue costs. However, they should be made aware that there are significant pressures and costs on the NHS of development.</p> <p>The request is the Council to secure £472,565 within the S106 agreement to be paid on commencement and indexed linked to building costs. This requirement would meet the tests in CIL Regulation 122 as it is considered necessary, reasonable and directly related to the development.</p> <p>Health Impact Assessment</p> <p>A Health Impact Assessment does not appear to have been submitted with the application. Due to the scale and the type of the proposal, HUDU consider that a HIA should have been provided as part of the application to ensure that all adverse health impacts of the proposal have been identified and where possible mitigated. The Council's Public Health and Environmental Health Services should be consulted for advice in respect of the details in relation to health and well being.</p> <p>Standard of Accommodation</p>	
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	<p>The cluster bedrooms should exceed the minimum standards for a single bedroom as stated in policy D6 of the London Plan as the rooms will be the only private internal space for residents and so will likely be utilised in daytime hours for studying, socialising. It is suggested by the plans that up to 8 rooms may be included within a cluster sharing a kitchen. It is suggested that this ratio could be re-considered and a lower number of students per kitchen would offer a greater standard of accommodation</p> <p>The ensuite, 1 bed and duplex studios proposed do not meet the floorspace requirement of policy D6 of the London Plan. However, as student accommodation is occupied on a temporary basis, and it would be expected that the living accommodation is not utilised as much during daylight hours as residential flats for other purposes this could be acceptable. A condition would be recommended to ensure that each unit of accommodation is only occupied by one student</p> <p>Affordable Homes</p> <p>It is welcomed that the proposal proposes affordable homes. In addition 62 of the 623 student beds form part of cluster spaces and are considered to be affordable. There is some concern that the proportion of student spaces which are affordable is insufficient to meet need.</p> <p>I trust that the above comments are useful in pursuing the application. However, please contact me if you require any clarification or if I can be of further assistance. We would request that we are consulted on any further amendments to the scheme which may effect primary and acute care provision and on any subsequent planning applications on the site and, as stated above, would welcome any involvement regarding the negotiation of the s106 contribution</p>	
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London Underground/ DLR Infrastructure Protection	I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.	Comment noted
Transport for London	<p><u>Comments dated June 7th</u></p> <p><u>Site location and context</u></p> <p>The site of the proposed development is located on the A109 Lordship Lane which forms part of the Strategic Road Network (SRN), with secondary access via Wellesley Road to the south of the site. Wood Green Underground Station served by the Piccadilly Line is within walking distance of the site, and National Rail services can be accessed from Alexandra Palace Station which is approximately 700 metres to the west. The Piccadilly Line will benefit from a 23% capacity upgrade from 2027. Two bus routes stop directly outside the site, with a further eight more stopping close to Wood Green station.</p> <p>Due to the aforementioned public transport connections, the site achieves a Public Transport Accessibility Level (PTAL) of 6a (on a scale of 0-6b where 6b is the highest).</p> <p>Cycleway C20 can be accessed at Bowes Park approximately 700 metres to the north-west of the site, and there are proposals to extend this through Nightingale Gardens and on to Farringdon. Also proposed is a Wood Green to Seven Sisters cycleway which would begin in the vicinity of Pelham Road approximately 100 metres to the south-west of the site linking Wood Green to Seven Sisters.</p> <p>Site access</p>	Comment noted, LBH transport raise no objections and the issue raised are addressed by conditions.

	<p>It is understood that vehicular access to the site is proposed via Lordship Lane (entry only) and Wellesley Road (entry and sole exit). It is also noted that the Design and Access Statement (DAS) also shows vehicular routes exiting the site via Lordship Lane which would not be acceptable. Clarification is sought regarding the one-way system.</p> <p>Two rising bollards are proposed to prevent rat-running through the site which are welcomed. The one controlling access from Lordship Lane should be moved so that an incoming vehicle can, if required, wait in front of it without obstructing the carriageway and pavement of Lordship Lane.</p> <p>Healthy Streets</p> <p>An ATZ route analysis has been undertaken to key destinations. On some occasions it indicates reasons why indicators are not being met but does not identify or propose how the deficiency could be addressed. Based on this we think that there is scope for further improvements (in addition to seating) that could be considered, such as planting and addressing street clutter which TfL would support.</p> <p>The forecast increases in daytime walking trips associated with the development would seem to support the case for contributions towards the identified measures.</p> <p>A shared surface is proposed linking Lordship Land and Wellesley Street which is generally supported, however further consideration to its final design should be given in light of the servicing comments below.</p> <p>In addition, the plans in the TA are difficult to understand as the vehicle tracking does not match the footpath layout which could cause confusion and road danger. Tree planting will also need to be considered carefully regarding vehicle tracking.</p> <p>Trip Generation and Public Transport Impact</p>	
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	<p>The capacity of the large existing surface car park has not been specified, although its replacement will clearly remove nearly all of its associated traffic.</p> <p>As the existing Mecca Bingo site is operational and its website has details of opening times and game duration it is not clear why TRICS has been used to establish existing demand. All of the selected TRICS sites are located outside of London where public transport availability and travel patterns are likely to be very different.</p> <p>A more appropriate baseline could be obtained through the use of video or manual surveys which would capture car parking and attendance levels and an implicit mode split. The results of a car parking survey could be cross-checked with the car park accumulation implicit from table 5.1</p> <p>Tables 5.2 to 5.4 have no specified activity after 21:00 although the totals in Table 5.5 appear to in line with a manual recalculation.</p> <p>TfL would like to see a more robust public transport baseline so we can establish the public transport impact and any necessary mitigation.</p> <p>Cycle Parking and Cycle Hire</p> <p>Based on the specified development in the Transport Assessment there appears to be a shortfall of cycle parking compared to Policy T5 requirements. However, the plans appear to show otherwise, therefore confirmation of intentions should be obtained.</p> <p>The entrance to some of the cycle parking in building C appears remote from the core and main residential entrances which may reduce its attractiveness to users.</p>	
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	<p>There is an acknowledged shortfall of commercial short stay cycle parking which should be addressed, either through active or passive provision.</p> <p>Car Parking</p> <p>The car-free nature of the proposals is welcomed and supported, and the active and passive provision of blue badge parking spaces has been increased since pre-application advice. As such, car parking is now in accord with Policies T6.1 and T6.5 Residential and non-residential disabled persons parking. The prevention of parking permits being issued should be secured as part of the s106 agreement.</p> <p>While the 'no-car' clause in the resident's licence agreement is welcomed it is not clear how it would be actively enforced.</p> <p>Deliveries and Servicing</p> <p>Further work is required in relation to deliveries and servicing.</p> <p>There is insufficient information on the plans to fully understand the floorplans and back of house arrangements of the commercial units. This is a concern given the potential use of the units to change over time which may also change servicing requirements.</p> <p>In addition, at the pre-app stage TfL recommended avoiding the use of Lordship Lane for servicing activity. Attention is therefore drawn to Policy T7 (G) which states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.</p> <p>Given the relatively small number of forecast deliveries and the provision of student loading facilities a more appropriate design solution would appear to be focussing all servicing activity within the shared surface and creating a</p>	
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	<p>commercial servicing entrance to accommodate this. In addition, the available floor plans for the commercial units do not give any indication of potential storage or internal connectivity within its footprint.</p> <p>Delivery Service Plans (DSPs) are required to explain servicing strategy for the whole development. There is currently no forecast servicing volumes provided for student or residential elements.</p> <p>It is also unclear how student servicing will gain access to the site given the raised bollards and traffic restriction measures.</p> <p>We would suggest that the DSPs are revisited and prepared in accordance with our guidelines. The above issues should be resolved prior to determination.</p> <p>Construction</p> <p>While an outline demolition & construction method statement has been submitted it does not contain sufficient information for us to understand the construction impact of the proposals.</p> <p>There are no diagrams showing the proposed access point, pit lanes, etc, and no indication of the volumes/vehicle types during the construction process. TfL requests that the CLP is produced and presented in accordance with the guidelines contained on our website.</p> <p>Framework Travel Plan</p> <p>An outline Framework Travel Plan has been prepared, the detailed version for each land use should be secured by condition</p>	
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Stakeholder	<u>Questions/Comments</u>	Response
NEIGHBOURING PROPERTIES	<ul style="list-style-type: none"> Loss of employment 	<p>The socio-economic report notes the following; The redevelopment will generate an uplift of 25 jobs compared to the existing position.</p> <p>The newly created jobs are likely to be filled predominantly by residents within Haringey and the surrounding Boroughs.</p> <p>Steps could also potentially be taken to provide job opportunities to staff likely to be made redundant as a</p>

	<ul style="list-style-type: none">• Mecca Bingo caters for the older members of the community	<p>result of the closure of Mecca Bingo</p> <p>The Equalities Impact Assessment (EqIA) notes that activities such as bingo halls are popular with older people and the number of bingo venues has been declining. The assessment states that the provision of multiple communal spaces including the public open space, community café and food hall will give opportunities for people to come together from a variety of backgrounds, decreasing the</p>
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	<ul style="list-style-type: none"> • Impact on Conservation area • Concern with scale and design 	<p>risk of social isolation and encouraging intergenerational mixing. The affordable catering offer will support this. For people using the bingo hall, the communal areas will have new activities and it is recommended their needs are included in this programme.</p> <p>The Conservation Officer is satisfied that the proposed development in conservation and heritage terms is acceptable</p> <p>Officers consider the design of the development is considered to be</p>
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	<ul style="list-style-type: none"> Impact on neighbours in terms of privacy overlooking/overshadowing and overbearing 	<p>a high quality design. The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would not appear out of keeping with the surrounding area</p> <p>The proposal is not considered to result in an unacceptable impact on local amenity – covered in the report</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooki</p>
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	<ul style="list-style-type: none"> • Safety and anti social behaviour concerns 	<p>controlled by the imposition of a condition</p> <p>The proposed development enhances security through the design and layout of the building and public realm. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p>
	<ul style="list-style-type: none"> • More playspace facilities for younger children is required 	<p>The proposed development provides more than the required</p>

	<ul style="list-style-type: none"> Impact on refuse provision and infrastructure <p>Support</p> <ul style="list-style-type: none"> Larger Affordable homes welcomed More student accommodation needed Good transport links noted 	<p>amount based on the child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator</p> <p>The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection and provision</p> <p>The scheme would provide Stakeholder Question/Comment Response CIL payment towards local infrastructure</p>
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	<ul style="list-style-type: none">• The scheme is in a good location• Playspace and green space is welcomed• The scheme will help transform Wood Green	Support noted
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Appendix 4 Consultation Responses – Greater London Authority Stage 1 Response

GREATER LONDON AUTHORITY

Planning report GLA/2024/0192/S1/01

13 May 2024

707-725 Lordship Lane, Wood Green

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2024/0450

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Redevelopment to provide 77 homes, 623 purpose-built student bedrooms and flexible commercial floorspace within buildings ranging between 3 – 9 storeys.

The applicant

The applicant is **Atri7 2 Limited & Fusion Global Management LLP** and the architect is **Corstorphine & Wright Ltd.**

Strategic issues summary

Land use principles: The redevelopment of this underutilised brownfield site within an opportunity area for a mixed-use development which would deliver 623 student bedrooms and 77 homes is supported.

Affordable Housing: The development would provide 35% affordable provision by habitable room and floorspace across the student accommodation and residential accommodation, with a tenure split of 71% low-cost rent and 29% intermediate rent.

Urban Design: The proposed height and massing strategy is supported. A conclusion on the qualitative requirements of D9 will be made at the Mayor's decision making stage. Further consideration should be given to the design of building A.

Transport: The removal of the car park and creation of shared surface route through the site are supported. Further consideration should be given to the commercial servicing.

Other issues on **Energy, Whole Life Carbon, Circular Economy** and **Urban Greening** also require resolution prior to the Mayor's decision making stage.

Recommendation

That Haringey be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 92. Possible remedies set out in this report could address these deficiencies.

Context

1. On 5 April 2024 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.
2. The application is referable under the following categories of the Schedule to the Order 2008:
 - 1B – Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a building or buildings outside Central London with a total floorspace of more than 15,000 square meters.
 - 1C Development which comprises or includes the erection of a building more than 30 metres high and is outside the city of London
3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Council to determine it itself.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

Site description

5. The application site comprises 0.86ha located on the southern side of Lordship Lane. The existing site comprises a bingo hall and an open-air car park and is located in the Wood Green Town Centre.
6. The site is located within the Wood Green Opportunity Area and is allocated in the adopted Local Plan for 191 residential units and 1,484 sq.m of town centre uses. The draft Wood Green Area Action Plan allocates the site for a greater quantum of development.
7. The site is bound to the north by Lordship Lane with a variety of two and three storey properties, to the east of the application site is bound by a housing estate with three storey blocks, the southern boundary is characterised by Wellesley Road with two and three storey town houses and the rear gardens of the properties along Moselle Avenue. The west of the application site is bound by Omnibus House, a seven to nine storey residential buildings.
8. The site records a Public Transport Accessibility Level (PTAL) of 6a (on a scale of 0-6b where 6b is the highest).

Details of this proposal

9. The proposed development comprises the demolition of the existing buildings and the redevelopment to provide a 623-bed purpose-built student accommodation, 77 affordable homes, and 796sq.m flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys.

Case history

10. The applicant held a pre-application meeting with GLA officers in September 2023.

Strategic planning issues and relevant policies and guidance

11. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Haringey Local Plan: Strategic Policies (2017); Development Management Development Plan Document (2017); Site Allocations DPD (2017); and, the London Plan 2021.
12. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance;
 - Draft Local Plan 2024-20
 - Draft Wood Green Area Action Plan
13. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:
 - Economic development - London Plan; the Mayor's Economic Development Strategy; Employment Action Plan;
 - Opportunity Area - London Plan;
 - Housing - London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Housing Design Standards draft LPG;
 - Affordable housing - London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy;
 - Student housing - London Plan;
 - Retail/office - London Plan;

- Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy draft LPG; Optimising Site Capacity: A Design-Led Approach draft LPG; Housing SPG; Play and Informal Recreation SPG; Housing Design Standards LPG
- Fire Safety – London Plan; Fire Safety draft LPG;
- Heritage - London Plan; World Heritage Sites SPG;
- Inclusive access - London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG
- Sustainable development - London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Energy Planning Guidance; Mayor's Environment Strategy;
- Air quality - London Plan; the Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive draft LPG; Air quality neutral draft LPG;
- Ambient noise - London Plan; the Mayor's Environment Strategy;
- Green Infrastructure - London Plan; the Mayor's Environment Strategy; Preparing Borough Tree and Woodland Strategies SPG; All London Green Grid SPG; Urban Greening Factor draft LPG

Land use principles

14. The application site is allocated within the draft Wood Green AAP for an indicative capacity of 209 net residential units, 4,176 sq.m employment floorspace and 2,088 sq.m town centre uses.
15. The development would result in the loss of the Mecca Bingo comprising 3,700 sq.m. London. The applicant has stated that it is anticipated that the site will become vacant once the existing lease runs out in 2026. The applicant has discussed the loss of the bingo hall with Council officers, and it is understood that this has been agreed in principle.
16. The development would introduce 796 sq.m of town centre uses on the site. The application site is located in the Wood Green Town Centre and therefore the proposed flexible commercial floorspace would support the vitality and viability of the town centre.

Purpose Built Student Accommodation

17. London Plan Policy H15 relates to Purpose Built Student Accommodation (PBSA) and seeks to ensure that local and strategic need is addressed. The Mayor's Academic Forum has established that there is an annual requirement for 3,500 PBSA bed spaces over the plan period. The London Plan also acknowledges that PBSA contributes to meeting London's overall housing need and is not in addition to this need. London Plan Policy SD1 seeks housing

choice for Londoners, and it is acknowledged that the provision of student accommodation can help to free up existing housing stock in the private rented sector.

18. The proposed scheme would provide PBSA comprising 626 bedrooms on the site which is located within Wood Green Town Centre and is highly accessible, with a PTAL of 6A. The student accommodation would meet identified strategic need and contribute towards the housing targets in policies SD1 and H1 set out below, and is supported.
19. The proposed PBSA would provide market and affordable student accommodation across clusters, studios, duplex studio and accessible studios alongside conventional affordable housing, commercial uses and public open space. The development would therefore contribute to a mixed and inclusive neighbourhood. The student accommodation includes 1,245 sq.m. of internal amenity spaces providing library, gym, social spaces amongst a range of other facilities. The proposed accommodation provides good quality living space for the students and is supported.
20. Policy H15 of the London Plan requires student accommodation be secured for use by students and that a nominations agreement must be in place from initial occupation with one or more higher education providers, to provide housing for its students, and to commit to have such an agreement for as long as the development is used for student accommodation. The applicant has been in discussion with Higher Education Providers (HEPs) regarding the accommodation and has provided a letter from LSE which confirms that discussions have taken place regarding the development, which is welcomed. The applicant has confirmed that the affordable student accommodation would be subject to a nomination agreement, which must be appropriately secured in the legal agreement. The applicant has stated that none of the remaining student accommodation would be secured under a nomination's agreement. This approach would not comply with Policy H15 of the London Plan. The non-compliance with Policy H15 will be weighed in the balancing exercise and will be concluded at the Mayor's decision making stage. The applicant is encouraged to secure the majority of the student accommodation within a nomination agreement.
21. A Student Residence Management Plan has been submitted with the application which confirms that the accommodation would be operated and managed by Fusion Group. The Management Plan covers building management and maintenance, Code of conduct, deliveries, move in and out arrangements amongst a range of other matters. The Student Management Plan should be appropriately secured.
22. The affordable student accommodation is discussed in the affordable housing section below.
23. Subject to a nomination agreement and appropriate occupation restrictions being secured, the principle of the use of the land for student accommodation is acceptable in strategic planning terms.

Housing

24. London Plan Policy SD1 supports the growth potential of Opportunity Areas and Table 2.1 gives an indicative capacity for Wood Green of 4,500 homes and 2,500 jobs. Policy H1 sets out the requirements for boroughs to achieve the increased housing supply targets in Table 4.1, which identifies a ten-year housing completion target of 15,920 homes for Haringey. The proposed development would deliver 77 homes which would contribute towards the aforementioned targets and is supported.

Affordable Housing

25. London Plan policy H15 requires that the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance. To follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable accommodation.
26. In order for student accommodation to be considered affordable, it must be let at a rental cost at or below 55% of the maximum maintenance loan that a new, full-time student studying in London and living away from home could obtain. For the 2023/24 academic year, this figure is £7,162 and is updated annually in the Mayor's Annual Monitoring Report (AMR).
27. London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target for 50% of all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 35%. Policy H6 of the London Plan sets out a preferred tenure split of at least 30% low-cost rent (London Affordable Rent or social rent), at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined by the local planning authority taking into account relevant Local Plan policy.
28. London Shared Ownership units should be affordable to households on incomes up to a maximum of £90,000 a year and a range of affordability levels should be provided below the maximum £90,000 household income cap for an initial marketing period of three months.
29. The development proposes a blended approach to affordable housing, comprising 77 affordable homes and 53 affordable student rooms. The application supporting information sets out that the development would deliver 35% affordable provision by habitable room and floorspace, which is welcomed. The proposed development can follow the fast-track approach.
30. The 77 residential units comprises 52 Social rent homes, and 25 Intermediate homes. On a habitable room basis, this equates to an overall tenure split of 79% Low-cost rent and 21% Intermediate which is supported.
31. The affordable housing provision, eligibility criteria, affordability criteria and early-stage review must be appropriately secured.

Housing mix

32. London Plan Policy H10 states that schemes should generally consist of a range of unit sizes and sets out several factors that should be considered when determining the appropriate housing mix of a scheme, including the nature and location of a site.
33. The proposed development comprises a range of 1, 2, 3 and 5 bedroom homes. The mix includes 5-bedroom homes in the social rent tenure which is understood to be requested by the Council to meet an acute local need. The applicant is encouraged to continue working the Council to provide an appropriate housing mix.

Play space

34. Policy S4 of the London Plan states that development proposals should incorporate high quality, accessible play provision for all ages, of at least 10 sq.m per child. Based on the GLA population Yield Calculator, the scheme would generate an overall requirement for 684 sq.m. The development would provide a total of 850 sq.m of place space through incidental play areas, dedicated play spaces and courtyards, which exceeds the requirements by 166 sq.m. Prior to determination, the quantum and quality of play space should be secured by the Council, avoiding the inclusion of vehicle turning areas, privacy buffers and the entirety of shared amenity spaces.

Urban design

Development layout and public realm

35. The layout of the site which extends Wellesley Road and provides a north south access through the site is supported. The layout of the blocks is also supported. Block A1 is a courtyard block which provides a strong frontage to Lordship Lane and opportunities for internal and external PBSA amenity. Blocks A2 and A3 are structured around the extended alignment of Wellesley Road, with the view terminated by an additional block. This is supported.
36. The development would provide over 2,000 sq.m of public open space in the form of a pocket park in the middle of the site which is a benefit of the proposals and is strongly supported. The public access to this space should be appropriately secured in line with the Public London Charter LPG and London Plan Policy D8.
37. Officers are supportive of the distribution of the ground floor uses which locate the commercial uses along Lordship Lane and wrapping around to the pocket park where the primary student accommodation entrance would be located. The layout and entrances would provide a good level of animation and natural surveillance at ground floor level which is supported.

Tall buildings, scale and massing

38. The site is located in the Wood Green Opportunity Area, is highly accessible by public transport and is allocated for intensification in the Local Plan. The site

acts as a transition between the domestic character of Noel Park and the commercial scale of Wood Green Town Centre. The Wood Green draft AAP sets out future development and intensification including a 'Local Tall Building and Local Views' policy.

39. Local Strategic Policy SP11 defines tall buildings as those 'which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London'. The proposed development is 9-storeys and would extend up to 30.95m and referable to the Mayor, which would therefore meet the definition of a tall building. The draft Wood Green AAP identifies Wood Green Town Centre as a potential location appropriate for Tall Buildings. Given the draft nature of the AAP, GLA officers acknowledge the intent for tall buildings in this location, however does not strictly meet the locational requirements of D9. The impacts of the tall buildings must also be considered against the criteria under Policy D9 (Part C), which are set out further below.

Visual impact

40. The application is supported by a Heritage, Townscape and Visual Impact Assessment which shows the proposed development in views from around the application site. The assessment shows that in the range of long, mid-range and immediate views surrounding the site, the development would sit comfortably within the townscape. The proposed development would not be visible in London View Management Framework views.
41. Building A is the largest within the proposed development and is the only building that meets the definition of a tall building. The building has a well-defined base and middle, however, as outlined in the architectural quality section below, the top should be further considered.

Functional impact

42. Whilst the approach to servicing, maintenance and management is broadly supported, there are some concerns with the commercial servicing arrangements which are set out further in the transport section below. Subject to the transport and servicing arrangements being resolved, the functional impacts of the proposed tall building could be acceptable.

Environmental impact

43. In terms of environmental impacts, the applicant's technical information will be assessed in detail by the LPA, and the applicant is encouraged to work with the LPA to secure any appropriate mitigation measures that are required to make the application acceptable.

Cumulative impact

44. The proposed tall building will be seen in townscape views within the context of the taller buildings within the Wood Green Town Centre. Given the proposed

height, massing and location of the development, the proposed cumulative impact would be acceptable.

45. In summary, the visual impacts of the development are acceptable. Conclusions on compliance with the qualitative assessment set out in Policy D9(C) will be made at the Mayor's decision making stage.

Internal quality

46. The proposed layouts of the residential properties would provide good quality accommodation, with all conventional homes meeting space standards, no more than 8 homes per core and 100% of homes dual aspect.

Architectural quality

47. The proposed architectural approach and material palette are supported for buildings B,C and D on the southern part of the site. The use of brick, form and detailing within these buildings reflect a domestic character and that of the surrounding context.
48. The PSBSA building has a strong base and ordered middle which is supported. Whilst the architectural approach and materials needs to work hard to break up the mass, further consideration should be given to the top of the building to ensure a well-defined and interesting skyline.

Fire safety

49. In line with Policy D12 of the London Plan, applications must be accompanied by a fire statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
50. A Fire Statement has been prepared by a third party suitably qualified assessor and is submitted with the application, as required by Policy D12. The fire statement covers a range of fire safety matters including access and facilities for the fire service, means of escape, firefighting and evacuation lifts and fire protection systems. The development includes a building over 18 metres, building A, which is served by two staircases. An agreed Fire Statement should be secured by the Council, to comply with London Plan Policies D5 and D12.

Inclusive access

51. London Plan Policy D5 requires that all new development achieves highest standards of accessibility and inclusive design. London Plan Policy D7 requires that at least 10% of dwellings meet Building Regulations requirements M4(3) 'Wheelchair user dwellings' and that all other dwellings meet Building

Regulations M4(2) 'accessible and adaptable dwellings'. The development complies with these requirements, which should be secured by condition.

52. The draft PBSA LPG along with the practice note 'Wheelchair Accessible and Adaptable Student Accommodation' (2022) confirms that student accommodation should meet the accessibility requirements for serviced accommodation which are set out in policy E10 part H and requires either:
- 1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
 - 2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'
53. The development would provide 5% of the PBSA rooms as wheelchair accessible from the outset, with the ability to adapt a further 5% should the demand arise. The Council should secure at least 10% of the 77 conventional units to meet M4(3) requirements and all to meet M4(2).

Heritage

54. London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. The NPPF states that in weighing applications that affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.
55. The application site is located in the setting of several designated heritage assets including:
- Wood Green Underground Station, listed Grade II;
 - Top Rank Club (former Gaumont Cinema), Broadway, listed Grade II*;
 - Church and Parish Hall of St Mark, listed Grade II;
 - Noel Park Conservation Area;
 - Wood Green Common Conservation Area and Trinity Gardens Conservation Area.
56. The application is supported by a Heritage and Townscape Visual Impact Assessment which sets out the proposed development in several agreed views with the LPA and the impact of the development on nearby heritage assets.

Building A would be visible from the Noel Park Conservation Area, which is reflective of the sites character and location as a transition between the domestic scale of the conservation area and the town centre. Several of the taller buildings within the town centre are visible in the views from surrounding the site and within the Noel Park Conservation Area. Given the height and massing of the proposed development and the distance between the site and the aforementioned heritage assets, the proposed development would not result in harm to heritage assets.

Transport

Transport assessment

57. An ATZ has been undertaken to key destinations and has identified some potential improvements to these routes. TfL would support these and further improvements aimed at addressing the stated reasons for not meeting the Healthy Streets indicators.
58. A shared surface is proposed linking Lordship Land and Wellesley Street which is supported, however further consideration should be given to the servicing comments below.

Trip generation and Public transport impacts

59. A bus contribution may be requested to support the public transport demand arising from the development. This will be subject to further clarification with regard to trip generation.

Car parking

60. The removal of the existing surface car parking and car free nature of the proposals will reduce car-based traffic which is strongly supported. The proposed active and passive provision of blue badge parking spaces complies with the London Plan standards. The prevention of parking permits being issued should be secured as part of the s106 agreement.

Cycle parking

61. The plans indicate that the proposed quantum of cycle parking complies with Policy T5, except for the commercial short stay proposals. Further consideration should be given to providing a policy compliant level of short stay cycle parking within the site.

Travel planning

62. An outline Framework Travel Plan has been submitted with the application. A detailed Travel Plan for each land use should be secured by condition.

Deliveries and servicing

63. The application is supported by a student drop-off strategy, the arrangements for the student accommodation, including the servicing, are supported in principle. There are concerns with the use of Lordship Lane for servicing the commercial uses, and this conflicts with Policy T7 part G. Given the forecast deliveries, further consideration should be given to an on-site servicing strategy such as using the student drop-off area for commercial servicing as well. Potential future change of use and servicing activity should also be considered when designing in servicing arrangements.
64. A Delivery Service Plan (DSP) for the commercial and student residences should then be produced detailing site access arrangements, forecast levels of activity and how these will be managed. This is to ensure that the proposed facilities being approved are both adequate and workable.

Construction logistics

65. While an outline demolition & construction method statement has been submitted it does not contain sufficient information to understand the potential construction impacts of the proposals. A CLP in accordance with TfL guidelines must be appropriately secured by condition.

Sustainable development

Energy strategy

66. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2021 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site a contribution to a carbon offset fund or reductions provided off site can be considered.

Energy strategy compliance

67. An energy statement has been submitted with the application. The energy statement does not yet comply with London Plan policies SI2, SI3 and SI4. The applicant is required to further refine the energy strategy and submit further information to fully comply with London Plan requirements. Full details have been provided to the Council and applicant in a technical memo that should be responded to in full; however outstanding policy requirements include:
 - Be Lean – re-modelling of scenarios with correct efficiencies and submission of SAPs;
 - Be Clean – demonstration that the number of energy centres has been minimised;

- Be Green – demonstration that renewable energy has been maximised, including roof layouts showing the extent of PV provision and details of the proposed air source heat pumps;
- Be Seen – confirmation of compliance with this element of policy, with compliance to be secured within the S106 agreement;
- Energy infrastructure – further details on the design of district heating network connection is required, and the future connection to this network must be secured by condition or obligation;
- Managing heat risk – submission of TM59/52.

Carbon savings

68. For the domestic element, the development is estimated to achieve a 74% reduction in CO2 emissions compared to 2021 Building Regulations. For the non-domestic element, a 41% reduction is expected.
69. The development falls short of the net zero-carbon target in Policy SI2, although it meets the minimum 35% reduction on site required by policy. As such, a carbon offset payment is required to be secured. This should be calculated based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) or, where a local price has been set, the borough's carbon offset price. The draft s106 agreement should be submitted when available to evidence the agreement with the borough.

Whole Life-cycle Carbon

70. In accordance with London Plan Policy SI2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint.
71. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet comply with London Plan Policy SI2. Further information is required which is set out in the memo provided to the Applicant and the Council.
72. A condition should be secured requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. The template and suggested condition wording are available on the GLA [website](#)¹.

Circular Economy

73. London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to

¹ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance>

submit a Circular Economy Statement, following the Circular Economy Statements LPG.

74. The applicant has submitted a Circular Economy Statement in accordance with the GLA guidance. The Circular Economy Statement does not yet comply with London Plan Policy SI7. Further information is required which is set out in the memo provided to the Applicant and the Council.
75. A condition should be secured requiring the applicant to submit a post-construction report. The template and suggested condition wording are available on the GLA [website](#)².

Digital connectivity

76. A planning condition should be secured requiring the submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with London Plan Policy SI6.

Environmental issues

Urban greening

77. The proposed Urban Greening Factor (UGF) score of 0.3 falls below the requirements for residential and student accommodation within Policy G5 of the London Plan which is 0.4. As such, the development is contrary to policy G5 of the London Plan. The applicant must consider further opportunities to provide additional greening within the proposals and demonstrate that the greening opportunities have been maximised.

Sustainable drainage and flood risk

78. A Flood Risk Assessment has been submitted with the planning application. There is a low risk of the site flooding from ground water, surface water and rivers. The application includes a Drainage Strategy which follows the drainage hierarchy and proposes attenuation through a combination of green roofs, rainwater gardens and tree pits. Details and maintenance of the SUDS should be appropriately secured by condition.
79. The water efficiency targets set out within London Plan Policy SI.5 must be appropriately secured.

Air quality

80. London Plan Policy SI1 states that development proposals should not lead to deterioration of existing poor air quality; should not create any new areas that exceed air quality limits or delay compliance in areas that are in exceedance of

² <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

legal limits; and should not create unacceptable risk of high levels of exposure to poor air quality. Development proposals must be at least Air Quality Neutral and large-scale development proposals should provide an air quality positive statement.

81. An Air Quality Assessment was provided with the application. Detailed modelling of operational and construction traffic has been scoped out, however modelling to determine the sites suitability for future receptors has been undertaken. The modelling indicates concentrations are predicted to show no exceedances of NO₂, PM₁₀ and PM_{2.5} objectives in the opening year of 2027. The methodology of detailed modelling has been outlined in the Appendix. The model network consists mainly of one link (Lordship Lane) but does not include traffic emissions from High Road. Diffusion tube monitoring on this road at HR31 (and the monitoring site closest to the proposed development) was exceeding the annual mean NO₂ objective in 2019. This is road is less than 200m from the site, so further details on why this road was not modelled, and the likely influence of emissions should be provided to give confidence that the model is not underpredicting concentrations at the proposed development.
82. A Dust Risk Assessment was undertaken. The risk level for the site was determined to be High. Appropriate mitigation was included.
83. The dust risk assessment was conducted in accordance to 2014 SPG guidance which is based on IAQM 2014 (updated in 2016) guidance. Paragraph 4.6 of the SPG states the latest version of the IAQM Guidance should be used. The 2024 guidance was published before the completion of the air quality assessment, thus consideration should be given to the new guidance and whether the classification updates would change the overall risk level identified by the assessment. If not, then this (i.e. using the 2014 SPG) is acceptable. However if it were to change then the assessment should be updated. A statement on this should be provided.
84. An Air Quality Neutral Assessment was undertaken. It has been determined that the proposed development is air quality neutral.
85. In line with the Air Quality Neutral and Air Quality Positive LPG, conditions controlling the emissions of non-road mobile machinery, and to control emissions during demolition and construction, should be appropriately secured.

Biodiversity

86. London Plan Policy G6 states proposals that create new or improved habitats that result in positive gains for biodiversity, should be considered positively and that development proposals should aim to secure net biodiversity gain and that biodiversity trading rules should also be satisfied.
87. A Biodiversity assessment has been carried out using the statutory Biodiversity Metric and confirms that the proposed development would achieve a BNG of 775% which is supported.

88. An Ecological Management Plan (EMP) to support long-term maintenance and habitat creation should be secured by planning condition.

Local planning authority's position

89. Haringey planning officers are currently assessing the application. In due course the Council will formally consider the application at a planning committee meeting.

Legal considerations

90. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application; or, issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application (and any connected application). There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

91. There are no financial considerations at this stage.

Conclusion

92. Whilst the proposal is supported in principle, the application does not fully comply with the policies set out in the report, as summarised below:
- **Land use principles:** The redevelopment of this underutilised brownfield site within an opportunity area for a mixed-use development which would deliver 623 student bedrooms and 77 homes is supported.
 - **Affordable Housing:** The development would provide 35% affordable provision by habitable room and floorspace across the student accommodation and residential accommodation, with a tenure split of 71% low-cost rent and 29% intermediate rent.
 - **Urban Design:** The proposed height and massing strategy is supported. A conclusion on the qualitative requirements of D9 will be made at the Mayor's decision making stage. Further consideration should be given to the design of building A.

- **Transport:** The removal of the car park and creation of shared surface route through the site are supported. Further consideration should be given to the commercial servicing.
- Other issues on **Energy, Whole Life Carbon, Circular Economy** and **Urban Greening** also require resolution prior to the Mayor's decision making stage

For further information, contact GLA Planning Unit (Development Management Team):
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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Mecca Bingo

Wednesday 20 September 2023
Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Road,
London N22 7DE

Panel

Peter Studdert (chair)
Yemi Aládérún
Alberto Campagnoli
Ann Sawyer
Alan Shingler

Attendees

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Abigail Joseph	Frame Projects
Bonnie Russell	Frame Projects
Aretha Ahunanya	Frame Projects (observing)

Apologies / copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Tasnima Ahmed	Frame Projects (observing)

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
20 September 2023
HQR138_Mecca Bingo

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1. Project name and site address

Mecca Bingo, 707-725 Lordship Lane, Wood Green, London N22 5JY

2. Presenting team

Julian Evans	Fusion Group
André Ferdinand	Fusion Group
Laura Kurt	Fusion Group
Ameya Bhusari	Corstorphine & Wright
Spencer John	Corstorphine & Wright
Ailish Killilea	The Townscape Consultancy
Megan Townsend	The Townscape Consultancy
Taylor Vernon	DP9

3. Planning authority briefing

The site is currently occupied by a large single-storey bingo hall and by surface car parking to the south. To the west of the site is a residential estate. Immediately to the east is Omnibus House, a seven-storey building rising to nine-storeys, consisting of residential units and a ground floor gym. To the south on Wellesley Road there are three-storey town houses and the rear gardens of the two-storey properties on Moselle Avenue, part of the Noel Park Conservation Area.

The site is identified as a strategic area for regeneration in the London Plan 2021 and is in the Wood Green Growth Area (Local Plan 2017). The site forms part of designated Site Allocation 9, known as Mecca Bingo, which seeks the redevelopment of the bingo hall for town centre uses at ground level and residential above. It is also within the boundaries of the Draft Wood Green Area Action Plan (2018) and the Wood Green Metropolitan Centre.

The scheme aims to create a mixed-use development consisting of 985 square metres of flexible commercial floorspace (town centre use), 629 purpose-built student accommodation, 748 square metres of student amenity space at ground floor level, 24 shared ownership dwellings, 45 social rent dwellings, seven social rent houses, and 1,377 square metres urban pocket park.

Haringey officers find the principle of a mixed-use development on this site to be acceptable. Officers have explored the proposal for student accommodation with the developer team and are generally supportive. The level of employment floorspace is considered less than what should be delivered on this site – the site allocation indicates a development capacity of 1,484 square metres.

Planning officers asked for the panel's comments on the scheme's contribution to the public realm, the impact of its scale on neighbouring buildings, the layout of student housing, the approach to sustainability, and the scheme's functionality.



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4. Quality Review Panel's views

Summary

The panel is pleased to have the opportunity to review the scheme at an early stage. It is broadly supportive of the proposals for student accommodation, housing, commercial space and new public green space on this edge of town centre site but thinks that more work is needed to improve its quality.

The scale of the development is ambitious, but generally acceptable. However, exceptional architecture is required to mitigate the sudden change in height along Lordship Lane in views towards the town centre, alongside further work to minimise impact on the Noel Park Conservation Area. Analysis and mitigation of the microclimate, including daylight and sunlight impacts on neighbours, is essential to justify the height.

A more coherent approach to the landscaping across the site is encouraged, including providing a direct visual link between the internal courtyard of Building A1 and the pocket park. The shared ownership Building A2-1 blocks views of the pocket park from Redvers Road and significantly reduces its attractiveness by limiting its visibility from the surrounding area. One response could be to remove this block entirely to create a more substantial park and give a better sense of welcome to the site. Alternatively, if block A2-1 is to remain, the management regime for the pocket park will need to be carefully controlled, including the possibility of night-time closure to prevent antisocial behaviour.

The panel suggests relocating the student accommodation and commercial entrances so that they respond better to typical footfall from the tube station. The internal layouts should allow wheelchair access to more parts of the building. The sustainability strategy needs further work and greater embedding into the scheme. The panel would also like to see more integration of the architecture of Wood Green into the character of the scheme to help it feel more of its place, and more welcoming from the street. It encourages meaningful co-creation with the community to ensure that the scheme responds to local needs. A stewardship plan covering the public realm maintenance throughout the site would help to guarantee the site's safety and long-term success.

Height and massing

- The height of the student accommodation building jumps abruptly in scale in comparison to the nearby two and three-storey housing, especially in views westwards along Lordship Lane. To justify the scale, the panel asks for exceptional architecture with high quality materials. This will also set a new precedent of quality for the whole immediate neighbourhood.
- The panel is concerned about how the scheme is visible above the parapet line from the Noel Park Conservation Area. It suggests exploring whether the upper floor could be stepped back to avoid impacting this view.

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- It advises that more work be done to refine the massing, informed by both town centre and conservation area views. Eight storeys may be justifiable for a marker element signifying the gateway to the town centre, but not for the rest of the block.
- The panel recommends technical studies on the overshadowing and microclimate impact of the scheme on nearby buildings, especially as the height of the Lordship Lane gateway building could block winter sunlight reaching the houses opposite and the adjacent estate's gardens.
- The panel suggests exploring the possibility of varying heights across the scheme, perhaps further adding more height on the town centre side and stepping down to east. Some units may need to be sacrificed to ensure that the height and massing is successful.

Masterplan layout

- The panel is happy with the treatment of the eastern end of Wellesley Road, as the masterplan completes the street.
- The panel understands the Council's policy ensuring no loss of employment space but thinks that the needs of students should be prioritised to ensure the success of the scheme, given the extremely high numbers of student rooms that are being proposed. As it is not convinced by the access along the eastern alley to the duplexes, the panel suggests that this area could provide an alternative location for the employment space meaning it does not need to occupy a key frontage.
- The panel suggests that the project team thinks about how it can facilitate and maximise social interaction among students. Students from a range of universities across London will be living on the site, so it will not feel like a campus, and more needs to be done to create a sense of student community.
- The panel thinks that more consideration is needed of amenity provision on the upper floors. Amenity here could be used by students, other residents, and users of the workspace. The panel encourages the use of unconventional spaces, such as corners, for amenity provision. It would also be beneficial to include some smaller spaces for studying and socialising to give students more options.
- The panel encourages the project team to prioritise student health and wellbeing as the design develops. It wants to see more detailed examples of this, such as avoiding long, narrow corridors, bringing natural light into the communal spaces, and creating informal meeting spaces.
- It also suggests peppering student clusters across the plan rather than concentrating them all in the same area to improve the legibility of the scheme and students' wayfinding.



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Landscape and public realm

- The panel is concerned about the location and design of the urban pocket park. Its proposed location behind Building A2-1 means that it would not be overlooked, which is will inevitably encourage antisocial behaviour, particularly after dark. Its design is further compromised by the fact that it will need to be kept open to meet the scheme's servicing needs.
- If the park is being offered as a community benefit to mitigate the scale of development being proposed, then consideration should be given to removing Building A2-1 altogether, making a more substantial and useful park with greater visibility from the surrounding area. The panel recommends that the project team carry out an analysis of the demographics of the wider area, and of existing green spaces, to help ensure that the public realm offer here will meet the needs of the community.
- An alternative, but possibly controversial, response to would be to accept that the pocket park in its current form would be more successful if it was primarily managed as an amenity linked to the student accommodation, with a direct visual connection made between it and the internal courtyard of Building A1.
- Whatever strategy is adopted, the panel would like to see a comprehensive management plan for the pocket park covering security and use, alongside a lighting strategy.
- The panel suggests developing the character of the landscaped spaces across the scheme. This could include exploration of the use of planting, with multi-sensory aspects across the scheme, which would be particularly beneficial for users with disabilities.
- The internal courtyard of Building A1 needs further analysis to ensure that it provides adequate light and visual amenity. The panel also suggests including terraces on upper floors so that students have accessible outdoor space at different levels of the site. These terraces could perhaps act as winter gardens and help to break up the frontages.
- The panel would like to see a detailed stewardship plan which outlines how the scheme will be managed on a long-term basis and which actor(s) will be involved. This is important for the scheme's safety and successful longevity.

Community engagement

- The panel would like to see deeper engagement with the local community to identify which town centre uses would be beneficial, for example a launderette or medical centre. It suggests creating an area-wide ground floor plan of use types to determine how the scheme can best contribute.

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- Further, as the height and massing of the development may be controversial, it would be good to address any community concerns through engagement at an early stage in the process.

Sustainability

- The panel would like to see detailed information on the proportion of solid to glazing that will be needed to mitigate overheating and allow ventilation.
- The panel recommends consideration of how the rooftop areas can be used to provide photovoltaic panels, as well as increasing biodiversity.

Entrances and frontages

- The panel suggests reconfiguring the ground floor plan to place the town centre uses on the Lordship Lane frontage with the ground floor student facilities overlooking and animating the pocket park, as suggested above. This would mean locating the main entrance to the student accommodation on the north-west corner of Building A1 where it would be closest to Wood Green Station, and locating the town centre uses where there is greatest footfall along Lordship Lane.
- The arrival space for the student accommodation should be lively and welcoming, with a café and social spaces that could also be open to the wider community, helping to activate the ground floor.

Accessibility

- The panel is pleased that the scheme is car-free but would like more consideration of possible tensions the scheme may cause with parking provision on surrounding streets. It may be helpful to include parking provision for larger families.
- The panel recommends extending wheelchair access throughout the student accommodation, beyond the 10 per cent of rooms proposed. This will ensure that wheelchair users are able to visit their friends in other parts of the building, as well as fully navigating and experiencing the area.

Quality of residential housing

- The panel is pleased that the project team is working with Haringey Council to ensure the housing mix, tenure and amount of wheelchair accessible homes will meet local needs. It also welcomes the provision of some larger family-sized social rented homes.

Architectural language

- The height of the Lordship Lane building could be justified as a gateway to the town centre if it demonstrates high-quality, exciting architecture. The panel



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suggests that this could include references to the traditionally playful use of corners in architecture in local Wood Green buildings such as corner pubs.

- The panel advises the project team to draw from the character of the Noel Park Conservation Area for the southern side of the scheme, and from the town centre for the student accommodation block.
- The panel would like to see more integration of the character of the High Road into this scheme. Building A1 has no articulation, nor does it include a parapet line, and the panel would like to both these areas addressed.
- The panel recommends more external expression of internal functions. For example, the addition of social spaces would help break up the façade and create more visual interest.

Next steps

The panel would welcome the opportunity to review the proposals again once the applicant has had the opportunity to respond to its comments.

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Mecca Bingo

Wednesday 15 November 2023
AH Level 8, Collaborative Space, Alexandra House, 10 Station Road,
London N22 7TY

Panel

Peter Studdert (chair)
Alberto Campagnoli
Alan Shingler
Catrina Stewart
Neha Tayal

Attendees

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Biplav Pagani	London Borough of Haringey
Jacob Sturdy	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaughton	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

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
15 November 2023
HGRP138_Mecca Bingo

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1. Project name and site address

Mecca Bingo, 707-725 Lordship Lane, Wood Green, London N22 5JY

2. Presenting team

Julian Evans	Fusion Group
André Ferdinand	Fusion Group
Laura Kurt	Fusion Group
Ameya Bhusari	Corstorphine & Wright
Spencer John	Corstorphine & Wright
Megan Townsend	The Townscape Consultancy
Taylor Vernon	DP9

3. Planning authority briefing

The site is currently occupied by a large single storey bingo hall and surface car parking to the south. To the east of the site is a residential estate. Immediately to the west is Omnibus House, a seven-storey building rising to nine-storeys, consisting of residential units and a ground floor gym. To the south on Wellesley Road are three-storey town houses and the rear gardens of the properties on Moselle Avenue.

The site is identified as a strategic area for regeneration in the London Plan 2021 and is in the Wood Green Growth Area (Local Plan 2017). It forms part of designated Site Allocation 9, known as Mecca Bingo, which seeks the redevelopment of the site for town centre uses at ground level and residential above. The site is also within the boundaries of the Draft Wood Green Area Action Plan (2018) and the Wood Green Metropolitan Centre. It is adjacent to Noel Park Conservation Area.

The scheme aims to create a mixed-use development including commercial floorspace (town centre use), purpose-built student accommodation and associated amenity space, shared ownership homes, social rent homes, and an urban green space, including a north-south pedestrian and cycle connection through the site.

The level of employment floorspace is considered below the amount that should be delivered on this site. Despite this, officers are broadly supportive of the latest proposals, including the detailed curation of the specific employment uses proposed and how they will meet community needs. The height and massing are broadly acceptable, pending further testing in townscape views and refinement of the elevation. Detailed design on the layout of the purpose-built student accommodation and its communal facilities, as well as the housing, commercial units, public realm, architectural appearance, landscaping and sustainability, have all developed considerably since the previous review.

Planning officers asked for the panel's comments on the quality of student accommodation and amenity spaces, on sustainability, and on architectural character.



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4. Quality Review Panel's views

Summary

The panel supports the proposals for purpose-built student accommodation, housing, commercial space and new public green space on this site, which have progressed well since the previous review. A few concerns remain to be addressed, but generally the scheme is in a good position to move forward.

The panel broadly supports the proposed height and massing. However, more detail is required to enable adequate scrutiny of the impacts on light, townscape, heritage and to ensure there is no overlooking. There is a concern that green spaces within the scheme and neighbouring gardens to the north may be overshadowed. The panel commends the landscape-led masterplan and welcomes the strategic moves made, such as the location of the town centre uses onto Lordship Lane and the angled splay of the building guiding people towards the urban green space. The panel's concerns about the safety of this space at night remain. It suggests that the primary entrance for the student accommodation is moved to the northwest corner of the building for natural wayfinding and better overlooking. The student courtyard needs more work to ensure that it will not only be a visual amenity but will also be well-used. The panel has significant concerns about the quality of the student accommodation, particularly with regard to the long internal corridors and the lack of communal amenity spaces on upper floors. It asks that the design incorporates some moments of respite on each floor, preferably in the form of shared spaces with views out but, as a minimum, by adding windows to the corridors. It is worth sacrificing a few rooms to allow more opportunities for natural light, ventilation, orientation and social interaction. The architecture is developing well, but the student accommodation building would benefit from further work on the materiality of the top floor and the appearance of the western corner in perspective views.

Height and massing

- At the previous review, the modelling of height and massing was in its infancy. The panel encourages the project team to continue its daylight and sunlight and townscape visual impact assessments. As the roofscape is now more developed, key views (such as from the Noel Park Conservation Area) should be tested again.
- Long sections and larger scale plans showing the proposals in context should also be developed. These will strengthen the design narrative and provide Haringey officers with the information to better assess the edge conditions, building heights, window positions and interaction between buildings and green spaces.
- The panel asks for a north-south section cutting through Buildings A and C to check that the distances between windows across the narrow alleyway will work, or if adjustment is needed.



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- The panel is concerned that the proposed height and massing may overshadow open green spaces. There is an eight-storey element to the southwest of the purpose-built student accommodation which appears likely to prevent sunlight reaching the courtyard during the winter. The neighbouring properties along Lordship Lane also appear likely to lose access to winter sun in their private gardens as a result of this scheme. The project team should adjust the design to ensure that people can enjoy these spaces, which will be important to their health and wellbeing.

Masterplan

- The introduction of the town centre uses to the north and a more active edge to the west of the purpose-built student accommodation are improvements since the previous review.
- The landscape-led masterplan has created genuinely public new spaces and has increased the permeability of the site, connecting it into its surroundings.
- However, the panel's concerns around safety at night remain. This is heightened by the fact that the primary entrance to the student accommodation is directly opposite the urban green space, away from the natural surveillance of Lordship Lane. Both the project team and Secured by Design must be confident that sufficient security is in place to protect potentially vulnerable students arriving home late at night and alone.
- The panel understands that 24-hour management including perimeter walks, CCTV and a concierge are planned, alongside careful lighting design. The panel asks that these security measures are conditioned in any planning permission to give Haringey members comfort that they will be implemented.
- The panel notes that there may also be issues on move-in day if 600 students arriving at the same time cannot find the front door, if it is not in the most natural location.
- It suggests that the primary entrance is relocated to the northwest corner of the building. This will help with wayfinding and safety and will mean that if, once tested, the urban green space does need to be closed off at night to manage security, the internal building plan will not need to be reconfigured.

Landscape

- The panel commends the work completed on the landscape design since the previous review. The character of the urban green space now effectively integrates play. As well as considering children, the project team should think about how seating could be provided to welcome the elderly community who will lose their bingo hall on this site.
- The angled splay to the student accommodation building successfully guides people towards the urban green space. While the perspective views do not yet



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show it, the ideas of using directional paving and planting to lead into the space sound promising. The panel encourages the project team to include as many trees as possible to make this feel like a truly green space.

- The design of the urban green space appears to help separate pedestrians from the servicing vehicles that will regularly need to traverse this site. This could be further improved by moving the younger age play spaces to the west, away from the shared surface areas, and using planters as security barriers.
- The street to the south of the site, between Buildings C and D, should also be looked at in greater detail to ensure that vehicle traffic does not alter its intended character as a pedestrian-priority play street.
- The courtyard space for the student accommodation, however, seems less developed. The panel is concerned that this may become a visual amenity only, rather than being actively used. It encourages the project team to develop the courtyard with the same care as the other outdoor spaces.
- One suggestion was to consider terracing the courtyard, so that it is not such a sheer drop from the upper level to the lower atrium and so that more light reaches the lowest part. Another idea was to add a staircase between the atrium and the upper level, creating a direct, external connection to ensure that both spaces are better used.

Purpose-built student accommodation

- The project team has recognised that because this building is not part of a campus, students will be commuting to many London universities and may feel disconnected. The vision for this development, therefore, focuses on social interaction as part of a strategy for student health and wellbeing. The panel encourages the project team to continue to develop this narrative to make it clear to students why they might want to live here.
- The panel can see this vision reflected in the ground floor amenity spaces but cannot see it in the upper floor plans. These are repetitive, with long artificially lit corridors creating a monotonous and disorienting route to the students' rooms. This appears unlikely to encourage students to leave their rooms and be sociable.
- The panel asks that windows are introduced into the corridors to break them up, at least at the ends. This will soften the currently institutional feel. Openings would provide natural light, cross ventilation and views out, humanising the circulation experience.
- There are also many student rooms that are not part of clusters and so do not have access to communal amenity space on their own floor. For these students, especially on the top floors, it is a long journey down to the ground floor amenity spaces.



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- In the panel's view, it would be worth removing some rooms to rectify this, and to provide shared spaces that the students on that floor can feel more ownership over. Windows should be included as respite from the long corridors, helping to promote social interaction as well as providing natural light, ventilation and views out.
- The project team should explore whether these spaces could create a visual connection to the courtyard below to encourage its use. There could also be diagonal visual connections across the courtyard between shared amenity spaces on other floors, to add to the sense of community.
- Due to the change in levels across the site from north to south, the ground floor amenity spaces have very generous internal head heights. The panel thinks that the project team could take advantage of this to create mezzanine levels that link directly into the courtyard.

Architecture

- The purpose-built student accommodation building successfully references its townscape context through the pairings of windows and the panel enjoys the façade detailing on the lower floors, which create a sense of depth.
- However, the panel emphasises that tall buildings require exceptional architecture. Further work is required to develop the materiality of the top level of the student accommodation building. Departing from brick could work well, but it currently appears alien to the rest of the building which uses a robust, layered architecture. Townscape views should be tested to find a more successful solution.
- The angled western corner of the building appears very flat and wide in views looking east along Lordship Lane. The splay works well in plan to lead people off the street and into the development, but a different architectural treatment is needed to avoid this negative proportional effect in perspective.
- Externally, the western corner will provide a key view of the development on arrival from Wood Green underground station. Internally, it is where students will experience the longest corridors between cores. The panel therefore recommends providing a point of relief both in the façade and in the corridors by removing a few rooms and opening up views out at this corner.
- The character of Buildings C and D could be further developed to help activate the streetscape in this part of the site. The panel suggests Marmalade Lane in Cambridge as an example of playful ground floor frontages that achieve this.

Next steps

The panel is confident that the remaining issues can be addressed in liaison with Haringey officers. Mecca Bingo does not need to return to review again unless officers feel that a chair's review would be constructive.

Report of Formal Review Meeting
15 November 2023
HQR138_Mecca Bingo



Appendix 6 Development Forum minutes

- Very impressed with the scheme
- Good addition to Wood Green
- The commercial on the ground floor is good and important
- Good location for student accommodation
- What kind of price grade is the student accommodation
- Question on affordability
- Good to see affordable accommodation on site
- Happy to see green space
- Fits in well with future plans for Wood Green

- Fairly dead site
- Good location for the high street

Appendix 7 Pre-application Committee minutes

Valerie Okeiyi, Principal Planning Officer introduced the Pre-application report for the redevelopment of the Mecca Bingo site to create a mixed-use development consisting of a Purpose-Built Student Accommodation (PBSA) block on Lordship Lane with associated facilities/amenity space; commercial / Town Centre floor space at ground floor level; affordable purpose-built housing block and town houses and communal amenity space and public realm.

The Chair invited the applicant team to introduce the presentation.

The following was noted:

- The design of the building sought to provide a mix of student accommodation and new affordable housing on the site. This had progressed through discussions with both the planning officer and housing officers to ensure that the design had meet all the requirements.

- In terms of the height of the building, the building had been designed to ensure protection was provided where needed. There were also other buildings on Lordship Lane, which followed a similar height pattern.
- The Committee noted that the site was designated in the development plan as an area which was suitable for tall buildings.
- In terms of the pocket park, there were discussions with the landscape architects to design the park to create a more open and visible route, to ensure that safety was promoted throughout the park.
- The Purpose-Built Student Accommodation Operator would be responsible for the maintenance of the pocket park.
- The play area for children would be spread between the pocket park and private courtyards.
- In terms of the architectural design of the scheme, there would be an urban design on the Wood Green side, and as you followed the site through to the South towards Noel Park, you would see more of a historical design. The officers advised that this was a work in progress and the design would be refined further.
- In terms of dual aspect, this was one of the housing design requirements in London, to provide 100% dual aspect buildings. The proposed design had achieved 100% dual aspect across every residential unit onsite.
- The entire site would be designed with full accessibility to meet the needs of diverse types of users including people with disabilities.

The following was noted in response to questions from the Committee:

- The Committee raised concerns about how the redevelopment of Mecca Bingo would affect the local people as the site provided hot food at discounted rates, as well as keep older people out of isolation by keeping them socially active.
- The Committee was advised that the lease of the Mecca Bingo was due to expire in September 2026. They had decided not to renew their lease as maintenance costs were high and their business model was not effective with the current changes in the demographics in the borough.
- The Council was in consultation with Mecca Bingo regarding relocation to another site in the borough, however the company declined the opportunity.
- The Committee raised concerns about the proposed design, as the social housing element would look different from the other housing. The Committee

was advised that the reason for this was because the student accommodation and traditional residential housing had two different purposes. The difference in styles would be visible in the transition from the traditional residential housing to the larger accommodation blocks.

- The Committee was advised that there would be no compromise in quality for the differing styles. The intention would be to ensure high quality architecture throughout the building.
- The Committee raised concerns that the area was already busy and by introducing a new student accommodation, this would make the area more congested. Another concern regarding this was noted that two long bus routes (243 & 29) end their route at Wood Green bus garage, and this would contribute to the congestion further.
- The Committee was advised that from a student perspective, a residence management plan would be submitted as part of the planning application. There would also be a priority in reducing traffic and congestion, but also making it most operationally viable for the staff and students living in the area.
- Regarding the student accommodation, this would be based on the demand and the goal would be to appeal to the breadth of the student group with a blended approach.
- In terms of expected increase in the number of deliveries in the area, there would be discussions with the transport consultants and Swept Path analysis would be used to assess how delivery vehicles would come in and out of the area, so it would be as least invasive as possible to members of the community.
- In terms of the older community existing in the area, there would be further discussions around what opportunities could be developed to ensure that students and the elderly could come together on a community aspect. There had been previous projects where students did voluntary work in care homes and this had been successful.
- In terms of accommodation bookings, this would follow the academic year. Students would be expected to arrive in September with a contract of accommodation for around 44 to 51 weeks. Some students would rebook for the following academic year, with around 25-30% of students rebooking every year.
- The Committee requested for a scale model and samples of the materials for the construction to be presented at the Planning Committee when the application would be brought forward for approval. The officers advised that a scale model would be presented. However, in terms of the building materials, this would only be considered by officers at a later stage. Procuring materials

in the current market was also difficult and this would be considered by the Design and Planning Officers in due course.

- The Committee noted that the final scheme would be presented to the Quality Review Panel.