

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2024/1450

Ward: Northumberland Park

Address: Arundel Court and Baldewyne Court, Lansdowne Road, Tottenham, London, N17 0LR

Proposal: Redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 residential units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Court

Applicant: London Borough of Haringey

Ownership: Council

Case Officer Contact: Kwaku Bossman-Gyamera

1.1 The application is being reported to the Planning Sub-Committee for determination as it is a major planning application where the Council is the applicant.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach capitalising on the location of the site to bring forward and deliver 30 much needed affordable homes on underused spaces and existing garages. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The development proposes a mix of high-quality residential accommodation, including one and two bed homes. The application proposes a total of 30 new homes, all of which would be affordable homes for social rent.

- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements to the wider Estate.
- The application proposes a sustainable form of development which would suitably minimise carbon emissions. The proposal achieves a site-wide reduction of 78% of carbon dioxide emissions on site.
- The quality of accommodation is considered acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The existing parking areas will be reconfigured and enhanced. The proposed development makes provision of 3 blue badge accessible parking bays while retaining 28 car parking spaces for the existing residents across the two site. A provision of 18 spaces at Arundel Court and 13 at Baldwyne Court. New high-quality, secured, cycle storage will be provided across the two sites for 55 cycle parking spaces for both Arundel Court and Baldwyne Court. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 8/01/2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission

be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Time limit
2. Drawings
3. Materials and elevations
4. Landscaping
5. External lighting
6. Secure by design accreditation
7. Land Contamination
8. Unexpected Contamination
9. Construction Environmental Management Plan
10. Arboricultural Impact Assessment
11. Tree Protection Measures
12. Cycle parking
13. Disabled parking bays
14. Car Parking Management Plan
15. Delivery and servicing Plan and Waste Management
16. Satellite antenna
17. Restriction to telecommunications apparatus
18. Piling Method Statement
19. Energy strategy
20. Overheating
21. Living roofs
22. Biodiversity
23. Urban Greening Factor
24. Sustainable Design and Construction

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design
- 10) Thames Water Groundwater Risk Management Permit

Planning obligations:

- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

Heads of Terms:

- Council rent housing
- Employment and Skills Plan and Skills contribution
- Car-Free Agreement
- Construction Logistics and Management Plan
- Residential Travel Plan
- Car Club - 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.
- Highways Works - S278
- Be Seen commitment to uploading energy data
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £21,660 (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.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is a planning application for the redevelopment of existing car parking areas to both Arundel Court and Baldewyne Court to provide 30 residential units over 4 blocks (A, B, C and D) of three-storeys with associated amenity space, refuse/recycling and cycle stores.

The two blocks consist of:

Arundel Court:

- 4 x 1 bed 2 person
- 14 x 2 bed 4 person

18 homes in total (in 3 x 3-storey blocks)

2 x 2 bed 3 person wheelchair accessible

Baldewyne Court:

- 3 x 1 bed 2 person
- 9 x 2 bed 4 person

12 homes in total (in 2 x 3 storey blocks)

1 x 2 bed 3 person wheelchair accessible

- 3.1.2. The proposal also incorporates a landscaping scheme to enhance the setting of the new development and improve the external amenity spaces and facilities across the existing estates. This includes new and improved planting and play area, new and relocated refuse/recycling facilities and a number new cycle stores for existing residents.
- 3.1.3. The proposed buildings will be finished in brick; the window frames and balcony balustrade will have a powder coated metal finish.

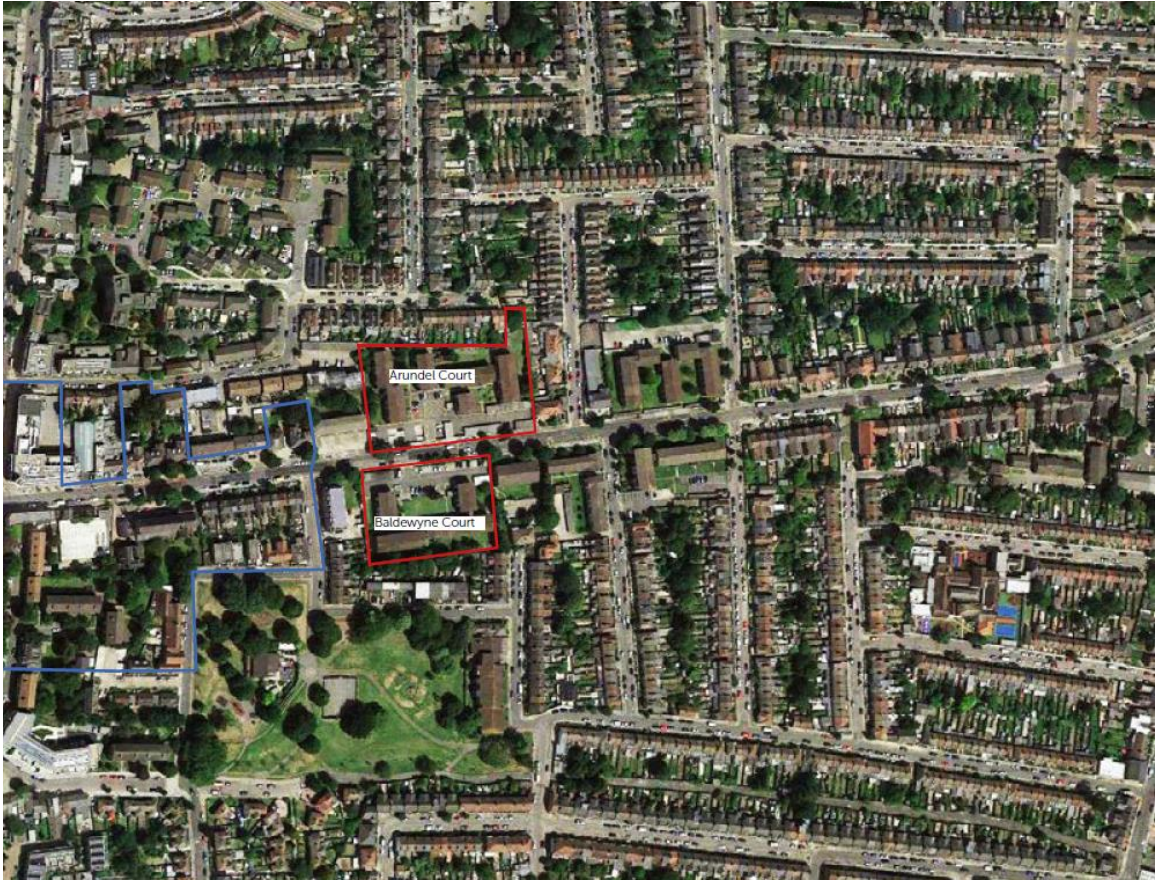
3.2 Site and Surroundings

- 3.2.1 The application site relates to Arundel Court and Baldewyne Court which are two estates facing Lansdowne Road and are located in the Northumberland Park ward which is on the north-eastern edge of the borough.

3.2.2 Each of the sites are currently being used to provide a range of parking spaces, pram sheds, refuse points and a substation. The immediate surroundings are dominated by residential buildings. The residential buildings in the area range from semi-detached houses to terraces and flat blocks.



Site location plan - sites outlined in red



Aerial photograph - sites outlined in red (Conservation Area in blue)

- 3.2.3 Lansdowne Road is located to the west of the River Lea and the Tottenham Marshes and to the south of the of Tottenham Hotspur football club and the North Circular (A406).
- 3.2.4 Both Arundel Court and Baldewyne Court have a public transport accessibility level (PTAL) rating of 5. Northumberland Park rail station is a 10 minute walk away, Bruce Grove overground station is an 11 minute walk from the sites and White Hart Lane rail and overground station is a 15 minute walk away and all provide a direct connection to central London.
- 3.2.5 The site is not located within any designated conservation area and is not within curtilage of any statutorily Listed Buildings.



Aerial photograph - sites outlined in red

3.4 Relevant Planning and Enforcement history

3.4.1 There is no relevant Planning history relating to these sites.

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.1.1 The proposal was presented to the Planning Sub Committee at a Pre-Application Briefing in September 2021 and has been subject to ongoing pre-application discussion over the last 3 years. The points raised at pre-application stage have informed the design of the scheme being considered here. (*Minutes attached in Appendix 6*). The following are the most significant changes the applicant has made as a result of pre-application discussions including the planning committee comments.

- The proposal now includes a coherent landscaping and public realm strategy, involving an overall enhancement in green space across the estate.
- The depth of planters that are creating the buffer zones to the street have been maximised.
- The massing of the proposed buildings has been reduced significantly so that they are more consistent with (and sensitive to) their surroundings.
- The design of the proposed buildings has been substantially refined with the result that the buildings are now more coherent and compatible with existing architectures; and

- The quality of accommodation proposed in terms of size of units, natural lighting and access to amenity space has been improved.
- Balustrading design have been provided with an element of privacy from the road.

4.1.2 Quality Review Panel

4.1.3 The scheme has been presented to Haringey's Quality Review Panel on two occasions, in 2021 and 2023.

4.1.4 Following the final Quality Review Panel meeting on November 2023 (*Appendix 4*), the Panel offered their 'warm support' for the scheme, with the summary from the report below:

The panel supports the proposals for infill housing at Arundel Court and Baldewyne Court and thinks that the scheme has improved in line with its previous comments since the last review. It made minor suggestions for improvements

These suggestions have been reviewed and the design has been further developed informed by feedback from QRP with the final proposals reflecting comments received.

The panel concluded by stating it is confident that the issues outlined in its report can be resolved in consultation with planning officers, and confirmed that Arundel Court and Baldewyne Court do not need to return for another design review

4.2 Application Consultation

4.2.1 The following were consulted regarding the application:

(Comments are in summary - full comments from consultees are included in Appendix 3)

INTERNAL

Design Officer

Comments provided are in support of the development.

Transportation

No objections raised, subject to conditions and relevant obligations.

Waste Management

No objection raised.

Building Control

No objection raised.

Arboricultural Officer

No objections raised, subject to conditions.

Surface and flood water

No objection raised.

Carbon Management

No objection raised, subject to conditions and relevant obligations.

Public Health

No objection raised.

Pollution

No objection raised, subject to conditions.

Inclusive Economy

No objection raised, subject to conditions and relevant obligations.

EXTERNAL

Thames Water

No objection raised subject to conditions and informatives.

Environment Agency

No comments received.

Transport for London

No objection raised.

Crossrail 2 Safeguarding

No objection raised.

Metropolitan Police - Designing Out Crime Officer

No objection raised, subject to conditions.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

282 Neighbouring properties

4 Public site notices were erected in the vicinity of the site

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

No of individual responses: 9

Objecting: 9

Supporting: 0

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 3 and summarised as follows:

Design

- Alleyways formed between buildings
- Harmful development

Amenity

- Loss of privacy, increased noise level and overshadowing nearby properties
- Loss of outlook
- Concerns with the daylight/sunlight analysis
- Objection to the outdoor gym

Parking, Transport and Highways

- Parking congestion
- Concerns with removal of pram sheds
- Loss of parking

Environment and Public Health

- Noise, dust and disturbance from during the construction phase
- There is a high risk of worsening air quality

- Impractical bin store proposed
- Out of date tree report
- Impact on quality of life
- Concerns with how anti-social behaviour will be managed

5.4 The following issues raised are not material planning considerations:

- Neighbours' concerns are always ignored previous concerns raised during the engagement exercise have not been addressed (Officer comment: The applicant's engagement is not a material planning consideration; this is a separate process).
- Why has Haringey not put the funding together to fix the issues in Arundel Court, instead of trying to build new properties (Officer comment: Existing issues not related to this proposal are not a material planning consideration - however concerns have been passed on to the Housing Management team).

6 MATERIAL PLANNING CONSIDERATIONS

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

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

6.2 Principle of the development

National Policy

6.2.1 The 2023 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to "drive and support development" through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

- 6.2.2 Paragraph 70 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.

Regional Policy - The London Plan

- 6.2.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.4 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.2.5 Policy H8 of the London Plan 'Loss of existing housing and estate redevelopment' states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Loss of hostels, staff accommodation and shared and supported accommodation that meet an identified housing need should be satisfactorily re-provided to an equivalent or better standard.
- 6.2.6 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.7 Policy H4 of the London Plan requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.2.8 Policy D3 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy - Haringey Local Plan

6.2.9 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

6.2.10 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. The Development Management DPD (2017) (hereafter referred to as the DM DPD) is particularly relevant. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.

Assessment

6.2.11 The site is one of a number of sites that the Council has identified as suitable for redevelopment for Council housing forming part of its commitment to delivering new affordable homes for rent. This is an important priority as like many other local authorities, the Borough does have an acute shortage of affordable homes in the borough, with more than 11,000 residents on the council home waiting list and more than 2,500 in temporary accommodation. Many of these are families with young children in overcrowded conditions. This proposal at Arundel and Baldewyne Courts would make a valuable contribution to Council housing supply.

6.2.12 This proposal seeks to provide 100% of the housing for general needs low cost rented housing which would align with the above planning policy requirements.

6.2.13 The site is an established residential area which includes a range of tenures, including private rent, owner-occupation and affordable homes for rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to the delivery of the Borough wide affordable housing target.

6.2.14 Arundel Court and Baldewyne Court is a brownfield location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need subject to all other relevant considerations. The scheme will also deliver significant improvements to the environmental quality of the site to enhance both the setting of the new development and the quality, functionality, safety, and attractiveness of the

estates for existing and new residents. As such, the principle of additional housing as affordable homes for rent is strongly supported by policy subject to all other policies and material considerations.

6.3 Housing Mix

- 6.3.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.3.2 The London Plan (2021) states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.
- 6.3.3 Policy SP2 of the Local Plan Policy and Policy DM11 of the Council's DM DPD adopts a similar approach.
- 6.3.4 Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.3.5 The overall mix of housing within the proposed development is as follows:

Accommodation mix				
Unit type	Total units	Mix	Wheelchair accessible (M4 3)	
1-bed 2-person flats	7	23.3%		
2-bed 4-person flats	23	76.6%	3	
Total	30	100%	10%	

- 6.3.6 In this case, the proposed dwelling mix would comprise of 7 x 1-bedroom units, 23 x 2-bedroom units. Whilst this mix would be entirely smaller sized units to optimise the number of units that can be delivered on the site, the adjacent development sites at Ashdowne Court and Fiske Court - providing 7 family-sized

units comprising of 3-bedroom houses. Therefore, the mix is considered policy compliant, having regards to the overarching objective of the Council's policy to encourage sustainable communities with a choice of family sized housing. As a whole, the proposal would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Design and Appearance

National Policy

- 6.4.1 Chapter 12 of the NPPF (2023) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.4.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy - London Plan

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

Local Policy

- 6.4.5 SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.4.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of

enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

- 6.4.7 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.4.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 25th August 2021 and 1st November 2023). The panel on the whole supported the scheme.
- 6.4.9 The full Quality Review Panel (QRP) reports of the review on 25th August 2021 and 1st November 2023 are attached in Appendix 4. The final Quality Review Panel's summary of comments is provided below;

The panel supports the proposals for infill housing at Arundel Court and Baldewyne Court and thinks that the scheme has improved in line with its previous comments since the last review. It made minor suggestions for improvements.

These suggestions have been reviewed and the design has been further developed informed by feedback from QRP with the final proposals reflecting comments received.

The panel concluded by stating it is confident that the issues outlined in its report can be resolved in consultation with planning officers, and confirmed that Arundel Court and Baldewyne Court do not need to return for another design review.

- 6.4.10 Detailed QRP comments from the most recent review together with the officer comments are set out below in Table 1.

6.4.11 Table 1

Panel Comment	Officer Response
Massing	
The massing of the current proposals	Although QRP felt that if required up to

<p>at three storeys - seems sensible. However, the panel notes that if the viability of the scheme was an issue, or if re-distribution of some of the accommodation is required, then massing of up to three-plus-one storeys would be possible, providing that the visual emphasis of the primary three storeys was dominant.</p>	<p>three plus-one storeys would be possible to avoid potential issues with overshadowing and loss of daylight/sunlight to the existing blocks having reviewed this the scheme design remains a series of three storey blocks.</p>
<p>Public realm, landscape design and parking</p>	
<p>The panel likes the garden courts created by the densification of the original sites. It would encourage the project team to identify and facilitate more space for passive recreation across both sites for informal play and socialising.</p> <p>The panel questions whether the allocated width/depth of the planted buffer zones is adequate to establish and sustain the proposed density of planting - if the planting fails then this could result in a very harsh exterior realm. The panel also questions the degree to which fencing will be required. It would therefore welcome further detail on these important boundaries and buffer zones.</p>	<p>The applicant's landscape architect has updated the plans to show active and passive spaces across both sites.</p> <p>Sketch sections issued by the applicant's landscape architect indicating buffer planting to both the existing ground floor homes and the front and rear gardens of the proposed blocks. The landscape design reflects the developed layouts.</p> <p>Existing Ground Floor Homes - existing ground floor homes will have a planted strip generally 1.5m deep giving a generous depth of planting. Planting is at grade, a combination of evergreen plants and plants which are 'spikey' are proposed to discourage people approaching ground floor windows. Typical species have been illustrated.</p> <p>Proposed blocks - it is proposed that front gardens to the back of the existing footpaths along Lansdowne Road will have a low brick wall (bricks to match building façade) with railings (to match architectural metalwork) to an overall height of 1.2m. Behind this will be a</p>

<p>Careful consideration of the arrangements and detail of new street trees will also be required; the panel notes that achieving longevity with street trees is always challenging.</p> <p>The panel would like clarification of who will be able to access the new landscape features and growing boxes, along with how this will be managed.</p> <p>It noted that play provision for teenagers is not provided within the site and would like to know more about the analysis of safe walking routes to the local offsite provision. It questions whether extra infrastructure will be needed, to make these routes safer or improve the provision for teenagers at local parks.</p>	<p>strip of evergreen planting. Rear gardens will be treated similarly to delineate the space; planting is provided within a planted strip of minimum 400mm width.</p> <p>The applicant's landscape architect has developed two versions for a tree pit detail: the first indicates the use of a soil cell system, providing a larger soil volume within a structured tree pit able to take loadings; the second indicates a more traditional tree pit design.</p> <p>The applicant has advised that it is anticipated that the new landscape elements would be available to both existing and new residents, but not to the wider public.</p> <p>The landscape architect provided the following Child yield calculations:</p> <p>Arundel Court: Child Yield - 13.9 children = 138.8m² of play space required; Total area indicated for play on the landscape plan - 162m²</p> <p>Baldewyne Court: Child Yield - 9 children = 86m² play space required; Total area indicated for play on the landscape plan - 216m²</p> <p>This means there is an over-provision of play on the Arundel Court and Baldewyne Court sites.</p> <p>While the proposals include doorstep play areas for younger children, there are a number of facilities including Harington Park which can be used by older children,</p>
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<p>The parking proposals are acceptable, given the proximity of multiple bus routes. It would however encourage the project team to allow infrastructure for electric car charging, and to explore options for a car club on site.</p>	<p>LB Haringey Housing is currently reviewing how EV charging points could best be provided, the likely arrangement would be to provide these on street and to install ducts to the upgraded parking on site as a 'future proofing' measure, this will enable EV charging to be installed when required to match the needs of residents.</p> <p>Regarding a car club on site, it is noted that for ease of access by the wider community locations for car club parking are generally in publicly accessible locations and not on site.</p>
<p>Scheme layout</p>	
<p>The panel welcomes the development approach that seeks to transform two garden courts through framing them with simple buildings. Providing a positive frontage to Lansdowne Road will also contribute greatly to an enhanced streetscape. While five additional blocks seem an appropriate aspiration, it thinks that further work is required to ensure that the new accommodation is of a high quality, both internally - in terms of liveability - and externally.</p>	<p>The housing delivery team has a good track record of delivering high quality homes, to the highest standards. The applicant has advised that plans of each apartment have been developed taking into account advice on overheating, thermal performance, noise etc and spatial requirements, e.g. for Mechanical ventilation with heat recovery (MVHR) equipment and washing machines. Layouts have been developed enhancing the quality of the accommodation.</p>
<p>The scheme layout is most successful when the central circulation core of a new block is aligned with the gable end of the existing building adjacent to it, as in the Baldewyne Court site. This helps to reduce issues of poor outlook, overlooking and overshadowing, as each dwelling either side of the central circulation core can gain access to daylight and views from beyond the adjacent block.</p>	<p>Most dwellings are triple aspect. Six of the thirty proposed new homes are dual aspect, with only three of these in line with an existing flank wall. In these cases, given the loss of accommodation that would result from moving the core, the applicant has reconfigured internal layouts to minimise the impact on amenity with the main room to each home having dual aspect.</p> <p>On the first and second floors the</p>

<p>Alternative arrangements for access and parking may need to be considered to allow the proposed blocks to move into a better alignment. Accommodation on the Arundel Court site will also have issues with overshadowing, which will also need to be considered and mitigated as far as possible.</p> <p>As design work continues, it would be helpful for the project team to consider the liveability of the proposals - the human experience of living there on a day-to-day basis to ensure that the aspiration of a joyous, sociable and comfortable place is fully realised.</p>	<p>developed layouts to the 2-bed homes have a single rear facing bedroom provided with corner windows to advantage of views across the landscaped court between the existing blocks (nos. 27 and 29 Lansdowne Road). For the 1-bed home on the ground floor, while it is acknowledged that the relationship with the flank wall means the bedroom aspect is restricted the layout benefits from having a through living dining kitchen with south and north aspect.</p> <p>Existing below ground services and existing entrances have informed where parking areas can be located and hence the defined the location and footprint of the new buildings. The configuration also takes into account an existing substation and the optimum position for new refuse stores for existing blocks.</p> <p>Realising the required quality of the accommodation has informed the applicant's design development. As noted above, the benefits of dual and triple aspect, and the approach to servicing which includes PV panels providing energy to each new home individually will enhance liveability and the realisation of high-quality, sociable, comfortable and affordable homes.</p>
<p>Architectural expression</p>	
<p>While the panel welcomes the simplicity of the proposed additional blocks, it feels that the scheme would benefit from more articulation and detail, to enliven the architectural expression and make the proposals more joyful. In particular, more</p>	<p>With a lack of strong precedents in the immediate local area elevations have been developed to have their own distinctive character with a predominantly orange/red brick and contrasting brick banding treatment that is a contemporary reference to the</p>

<p>attention needs to be given to the gable ends of the scheme, as these are very prominent elevations. With a lack of strong precedents in the immediate local area elevations have been developed to have their own distinctive character with a predominantly orange/red brick and contrasting brick banding treatment that is a contemporary reference to the treatment of some of the more interesting older buildings in the area.</p>	<p>treatment of some of the more interesting older buildings in the area.</p> <p>Street elevations have been developed with a series of layered brick planes with two storey brick 'frames' that mark each main entrance and parapets that wrap around each building. Planes of brickwork on either side of the central core reflect the arrangement of apartments, with a connecting recessed panel of brick at second floor level further marking the main entrances. These planes have a roofline that is lower than the parapets, as a result they read as bays projecting in front of the main body of each building.</p> <p>This has also enabled the design to be developed with specific attention to the treatment of the ends of blocks, these now have a slimmer profile which is further emphasised by the single storey 'wings' that previously extended the full depth of each block now reduced to 'half wings' creating the opportunity for the apartments on the ground floor at the end of each block to be entered centrally. This arrangement not only helps to visually reduce the massing of the blocks but also animates the flank walls with front doors that are visible from the street enhancing a sense of security at each end of each block. In addition to the visual enhancements a further benefit is that because the ground floor level has had to be raised by 300mm to mitigate potential flood risk there is now space for longer and more gentle ramped access to the flats at each end, three of which are for wheelchair users.</p> <p>The contemporary treatment and articulation of the facades is</p>
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<p>Entrances could provide opportunity for delight, to enhance the ground plane, and this could be achieved through the introduction of lighter brickwork to denote entrance areas.</p> <p>The panel would welcome further consideration of the fenestration. It understands why smaller windows have been specified but would encourage greater generosity where possible. For example, the inclusion of shorter, wider windows would improve daylight levels, ventilation, and aid cleaning, while also providing more interest and daylight.</p>	<p>complemented by the introduction of recessed panels of brickwork that visually connect windows on different floors and banding that references Victorian buildings such as The Trampery at 639 High Road.</p> <p>The design has been developed with specific attention to brick detailing particularly at entrances and enhancing the appearance of the proposed new blocks with a defined base at ground floor level with upper floors referencing the elevational treatment of buildings at the High Road end of Lansdowne Road. Entrances to communal areas are marked by 'frames' that loosely reference the entrances to a number of the existing blocks.</p> <p>Fenestration has been carefully re-considered taking into account comments from QRP while also acknowledging concerns regarding potential overheating due to excessive solar gain, the resulting treatment has led to low level glazing being reduced and greater emphasis on wider window openings that improve daylight levels internally, maximise views out, and can be cleaned from inside.</p>
<p>Inclusive and environmentally sustainable design</p>	
<p>The panel notes that the blocks are designed without lifts. While lifts are necessary for wheelchair accessible flats, they also support long-terms occupation by tenants, including those at different life stages including young families with pushchairs. The panel therefore urges the design team to consider introducing lifts to the scheme; deck access circulation may be</p>	<p>The applicant has set out that the capital costs and spatial requirements to provide lifts, and considerations of service charges and affordability, particularly given the limitations of site constraints that mean each lift would serve no more than 4 dwellings, has meant this has not been pursued.</p>

<p>beneficial in this regard as it can save space through reducing lobby areas.</p> <p>If it is not possible to incorporate lifts, then other measures should be adopted, including wider stairs and lower stair risers (150mm).</p> <p>In terms of energy use and the low-rise typology, the development has the potential to be a very low lifecycle carbon scheme. However, the panel notes that environmental sustainability has not informed the design process thus far, and this may limit the success of the scheme.</p> <p>In particular, environmental analysis data (for example daylight, sunlight and overshadowing studies) should inform the architectural response of the different elevations, especially those orientated north or south.</p>	<p>The applicant has set out that stairs are designed to meet the current building regulations. As stated in Building regulation, Approved Document (AD) Part M4(3) communal stairs are to comply with Approved Document Part K, noting that a 150mm riser is acceptable with a stair width of 1200mm between enclosing walls strings or upstands.</p> <p>Although the brief for the development did not require passive house standards the scheme has been reviewed against enhanced environmental standards, including passive house and the Council's net zero targets, these considerations have informed the design.</p> <p>The design has been developed and informed by daylight and sunlight analysis and preliminary assessments of overheating and passive house design.</p>
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Form, Bulk & Height

- 6.4.12 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for affordable housing having regard to its location, constraints, and opportunities. In particular, the scale and form of the proposed buildings successfully respond to its boundary conditions, the nature of the local built environment, setting and neighbouring residential and visual amenity.
- 6.4.13 The Council's design officer has been consulted on the proposal and notes that the buildings height at three storeys responds to the position and scale of neighbouring properties, protecting adjoining amenity and respecting the limited views to and from the adjacent buildings. New street frontage is created along Lansdowne Road. The architecture of the proposal makes a positive contribution

to a coherent streetscape and the buildings and structures are of a proportion, scale and orientation that enhance and appropriately define the public realm. The proposal retains substantial gaps between most buildings, consistent with the character of the area, and the development is considered to be sympathetic in scale and appearance to the local aesthetic and identity. Moreover, the proposal is considered to incorporate high quality materials and design appropriate to its context.



Bulk, mass and scale relating to existing estate

6.4.14 The architectural style of the proposed buildings has been carefully considered and would present an attractive and contemporary finish to the proposed buildings. Respecting the widespread use of a mid-brown brick used for the Arundel Court and Baldewyne Court buildings and the use of a yellow brick on nearby properties, the proposed scheme to use a combination of brick colours and brick detailing for each of the proposed new buildings. The four new residential blocks will be constructed using traditional materials including high-quality brick and stonework and contrasting detailing and carefully positioned and proportioned windows and balconies. Their detailed design has sought to reflect the architectural character of the surrounding area and incorporate a number of period features prevalent on the existing properties. The simple and balanced articulation of the elevations and considered use of materials complement the proportions of the buildings and provide a distinctive, contextual, and robust architectural language.



Fenestration, brick and balcony detailing

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

Approach, Accessibility, Legibility & Landscaping

6.4.16 The proposed scheme would significantly improve the setting and approach to amenity spaces for the existing flats whilst also improving the setting and landscape of the wider immediate context.

6.4.17 The scheme is designed to provide an active frontage and replace the existing brick walls along Lansdowne Road. The location and orientation of the new accommodation will also improve passive surveillance over the estate. The new building layout offers an arrangement for natural surveillance to the landscape gardens and paths. It also acts as a divider to create communal gardens in between buildings with seating and play facilities. The development proposals maximise the total amount of open space through improvement of the quality of landscape areas by making them more coherent, legible, accessible, and usable. The scheme provides the opportunity to strengthen pedestrian access into the site with better landscaping. The proposal has aid to create a new urban edge on both sides of Lansdowne Road.

6.4.18 The accessibility strategy has been developed to provide clear circulation routes around the site and ensure the safe movement for all users, making sure there is clear transition from public space into the estate. The proposals enhance privacy

and safety by distinguishing clearly between public and private areas and the needs of pedestrians, vehicles and cyclists. Accessible parking bays are provided across the site, close to building entrances as required. All routes around the site will provide level access.

6.4.19 The public realm improvements around this site would be substantial and would add further to the high design quality of this proposed development.

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

6.5 Living Accommodation Standards

General Layout

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

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

Indoor and outdoor space/accommodation standards

6.5.3 All dwellings achieve or exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a projecting balcony or rear garden that meets the requirements of the Mayor's Housing SPG Standard 26. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. All homes within each new building would also have access to the designated communal green space to the existing estate. All of the proposed units are at least dual-aspect, and some units enjoy triple aspect windows.

Accessible Housing

6.5.4 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this

as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

- 6.5.5 All dwellings on the ground floor achieve compliance with Building Regulations M4 (2) and just under 10% of the units achieve M4(3). The proposal provides 10% wheelchair accessible homes on site. However, it has not been viable to provide lift access to dwellings on the first floor and above in this instance.
- 6.5.6 All of the homes will meet Building Regulations Approved Document Part M - M4(1), M4(2) Accessible and Adaptable dwellings standard. There are also 3 x 2 bed, 3-person, which are Wheelchair accessible dwellings that complies with Part M M3(3). All dwellings across the development have been laid out and designed to meet the accessibility and adaptability standards in all other respects.
- 6.5.7 London Plan policy and guidance accepts that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or fewer the London Plan highlights that it may be necessary to apply some flexibility in the application of this policy and specifically in relation specific small-scale infill developments of no greater than 0.25ha. The site at Arundel Court and Baldewyne Court measures approximately 1.20ha which is higher than the 0.25ha GLA requirement but it still represents a limited infill plot given its shape and relationship to the existing estate and given also its constraints and the need to optimise the level of affordable accommodation it has not been possible to incorporate a lift in the proposed blocks. The proposed three wheelchair accessible homes are on the ground floor and meet the required Building Regulation M4 (3) accessibility standards. In addition, through the Council's housing allocations and lettings policy, there is the opportunity to ensure that lettings on the upper floors of the proposed blocks are directed to those tenants who do not have additional mobility needs.
- 6.5.8 Three accessible car parking spaces are provided for the ground floor wheelchair accessible units within the reconfigured car parking areas within Arundel Court and Baldewyne Court. All routes around the site will provide level access and will be compliant with Building Regs Part M requirements.

Child Play Space provision

- 6.5.9 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.5.10 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator.

6.5.11 Arundel Court: Child Yield - 13.9 children = 138.8m² of play space required. Area indicated for play on the landscape plan - 162m². This means there is an over-provision of play space on the Arundel Court site. In terms of older children, there is a requirement for 13m² for 12-15-year-olds and 7m² for 16 -17-year-olds. These are not considered adequate areas of space to provide meaningful activities for older age groups, however, considered that facilities in Hartington Park - play areas and Multi Use Games Area (MUGA), Bruce Castle Park (tennis centre, sports pitches and Bruce Grove Play Park) and Down Lane Park (2 adult-sized football pitches, a Mini-BMX track, a basketball court, a play area and 3 floodlit tennis courts) would be better suited to these age groups.

6.5.12 Baldewyne Court: Child Yield - 9 children = 86m² of play space required. Area indicated for play on the landscape plan - 216m². This means there is also an over-provision of play space on the Baldewyne Court site. In terms of older children, there is a requirement for 9m² for 12–15-year-olds and 5m² for 16–17-year-olds. As is the case of Arundel Court above, the same principles apply to Baldewyne Court, although as this is to the south of Lansdowne Road the older children would not need to cross Lansdowne Road to access Hartington Park and Down Lane Park.

6.5.13 The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy

6.5.14 The new blocks are aligned with the gable end of the existing building adjacent to it. This helps reduce issues of outlook, overlooking and overshadowing, as each dwelling either side of the central circulation core which allows access to daylight and views from beyond the adjacent blocks. The proposed landscaped gardens within Arundel Court and Baldewyne Court development provide sufficient separation of 16-18m between the proposed new buildings. This distance would ensure a degree of privacy between the proposed dwellings given the tight constraints of the site. New tree planting between the new buildings would also add some screening to mitigate any overlooking.

6.5.15 The development incorporates windows and balconies with an outlook onto the street and enhanced communal amenity space whilst also allowing passive surveillance and animation to the play space. The outlook from the existing flats of the estate will be significantly improved by high quality and attractive landscaping.

6.5.16 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units whilst the existing flats will also benefit.

Daylight/sunlight/overshadowing - Future Occupiers

6.5.17 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests in the new updated 2022 Building Research Establishment (BRE) guidance. The assessment was made using the 'daylight factor method'. Assessments were made using 'sunlight exposure' to measure sunlight. It concludes that the dwellings achieve a very high level of compliance with the BRE recommendations. Whilst a small number of rooms and outdoor amenity areas do not meet the recommendations, the results are not unusual in the context of an urban location. The proposal would therefore result in an acceptable standard of accommodation for future occupiers in this regard.

Other Amenity Considerations - Future Occupiers

6.5.18 Air quality levels at this site are acceptable, which makes the site suitable for residential accommodation (This is covered in more detail under paragraph 6.11 of the report). There are no significant noise-creating uses in the vicinity other than local roads. The Noise Impact Assessment submitted with the application confirms that appropriate internal noise levels can be achieved, in accordance with the required British Standard, through the installation of suitable glazing and ventilation methodologies.

6.5.19 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on existing or future occupiers of the development.

6.5.20 All existing external refuse locations within Arundel Court and Baldewyne Court have been relocated onto designated bin stores using the councils preferred enclosures. Each proposed flat block will have an internal refuse store. The external refuse has been incorporated into the landscape enhanced areas. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

6.5.21 The proposed development seeks to enhance security through the layout and design of the buildings and treatment of the external spaces. This has been a particularly important objective given the safety and security issues on the site. The development has been designed with input from the Designing Out Crime Officer of the Metropolitan Police who has not raised any objections to the proposal, subject to conditions

6.5.22 To improve safety and security the scheme introduces pedestrian routes that are visually open, direct, likely to be well used and well lit. Front Garden areas have planting to provide a buffer between ground floor apartments and the street, and gates that are self-closing. Access control required to the main street entrances to communal staircases, visitors only have access via the main street entrances.

Access control to rear entrances to communal staircases via fob (only) so that access is restricted to residents and maintenance staff. Defensible space has been located to create a clear boundary between public and private space. The planting will allow a clear line of sight to the pavement and open spaces. Clear physical barriers have been integrated in the design to separate private shared gardens spaces and to discourage access to specific areas with different degrees of privacy.

6.5.23 The dwellings have been orientated to create better surveillance opportunities and amenity areas within both estates have been re-provided in overlooked and well-lit spaces in order to discourage crime and antisocial behaviour. External lighting will be provided throughout the estate and to all the elevations containing a door set.

6.5.24 In summary, the design of the accommodation including internal and external living conditions proposed and in respect to security and waste storage satisfies the above planning policies. Overall, scheme would result in good standard residential accommodation with dual aspect, outlook from habitable rooms, natural ventilation, privacy and light levels.

6.6 Impact on Neighbouring Amenity

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

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

Daylight and sunlight Impact

6.6.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties at Arundel Court and Baldewyne Court.

Tests Used in Assessment

6.6.4 Daylight impacts have been measured by the Vertical Sky Component (VSC) test. VSC is calculated from the centre of a window on the outward face and

measured the amount of light available on a vertical wall or window following the introduction of visible barriers, such as buildings. The maximum VSC value are above 90% for a completely unobstructed vertical wall or window for both Arundel Court and Baldewyne Court. The BRE guidance suggests that if the VSC is greater than 20%, enough skylight should be reaching the window of the existing building. Any reduction below this level should be kept to a minimum.

- 6.6.5 Should the VSC with development be both less than 20% and less than 0.8 times its former value, occupants of the existing building shall be notice a reduction in the amount of skylight they receive. The guide says: "the area lit by the window is likely to appear gloomier, and electric lighting will be needed more of the time".
- 6.6.6 Sunlight is measured using Annual Probable Sunlight Hours (APSH). Sunlight is measured using a sun indicator which contains 100 spots, each representing 1% of APSH. Where no obstruction exists, the total APSH would amount to 1486 hours and therefore each spot equates to 14.86 hour (for London) of the total annual sunlight hours. The number of spots is calculated for the Baseline and Proposed Development scenarios during the whole year and also during the winter period and a comparison made between the two. This provides a percentage of APSH for each of the time periods for each window assessed.

Assessment

- 6.6.7 **Arundel Court** - Of the 124 windows tested for VSC, 112 (90%) will meet the recommendations of the BRE Guidelines.
- 6.6.8 The 12 windows that miss the suggested BRE targets currently have an unobstructed outlook across the undeveloped existing site such that they have very high existing VSC values. As such, any meaningful massing on the site will inevitably result in greater proportional change. Of these 12 windows, 9 retain absolute VSC values of 20% or above, which the GLA and Planning Inspectorate have considered to be "reasonably good". The 3 remaining windows retain a VSC of at least 16%, just below the "reasonably good" 20% threshold.
- 6.6.9 Of the 110 rooms assessed, 107 remain fully BRE compliant. The three remaining rooms all experience minor transgression no greater than 25.4%, just above the suggested target.
- 6.6.10 **Baldewyne Court** - 17 Of the 115 windows tested for VSC, 108 (94%) will meet the recommendations of the BRE Guidelines.
- 6.6.11 The 7 windows that miss the suggested BRE targets currently have an unobstructed outlook across the undeveloped existing site such that they have very high existing VSC values. As such, any meaningful massing on the site will inevitably result in greater proportional change.

6.6.12 Of these 7 windows, 6 are small windows positioned within the north facing flank wall of Baldewyne Court. These are windows in the flank elevation which face the development site, however they all serve kitchen/dinning areas and also benefit from secondary windows.

6.6.13 All other windows serving habitable rooms in these properties would retain good levels of natural daylight and thus overall residential amenity for these residents will be maintained.

Sunlight to Windows (APSH)

6.6.14 **Arundel Court** - Of the 67 windows assessed for sunlight, 86.6% will meet the recommendations of the BRE Guidelines. Of the remaining 9 windows, 6 will retain a total APSH in excess of the 25% BRE target, but will miss the winter target of 5%, when the expectation and availability of sunlight is lowest.

6.6.15 Overall, retained sunlight levels across Arundel Court are considered to be good for an urban environment. The isolated number of windows missing the BRE targets are oriented west, such that they only have access to evening sunlight hours as opposed to south facing windows where sunlight availability and expectation is greater.

6.6.16 Whilst it highlights that a number of windows and gardens to neighbouring properties do not meet the standard numerical recommendations, the results are not unusual in the context of the urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. It is considered that the development achieves an appropriate balance between daylight and sunlight related impacts and other material planning considerations.

6.6.17 Officers consider that the adjoining properties bounding the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties in accordance with the above policies.

6.6.18 In consideration of the above, it is considered that good standards of daylight and sunlight are retained for these properties that are sufficient and appropriate for its context. The details submitted sufficiently demonstrate that the proposal would have a relatively low impact on the light receivable by its neighbouring properties. Where impacts have been found it has further been demonstrated that the loss of light impact would only be marginal. As such it is considered that there would not be an unacceptable impact on daylight / sunlight to any of the neighbouring properties.

Privacy/Overlooking and outlook

6.6.19 The proposed buildings have been carefully positioned and designed to avoid adversely affecting neighbouring amenity in these respects. The new blocks are aligned with the gable end of the existing building adjacent. The proposed development is separated from existing residential properties within the estate by 16-18 metres. Balconies are carefully positioned and face east and west and incorporate privacy screens to avoid direct overlooking of these properties. Angled bay windows to habitable rooms have been introduced on the rear elevations of the proposed buildings, again to prevent direct overlooking. In addition, new and replacement trees will be planted along the rear boundary to provide some screening and further mitigate the impact on neighbours. The proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants.

6.6.20 In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity in this respect.

6.6.21 Therefore, it is considered that residents of nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy.

Other Amenity Considerations

6.6.22 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.

6.6.23 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.

6.6.24 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.

6.6.25 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.

6.6.26 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current existing residential use of the site will be retained and the current urbanised nature of the surroundings.

6.6.27 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

6.7 Parking and Highways

6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.

6.7.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.

6.7.3 The site is located within an area with a public transport accessibility level (PTAL) of 5 which is very good level of accessibility. Several bus services are accessible from High Road. The site is within the Tottenham Event Day Controlled Parking Zone (CPZ) on the north side of Lansdowne, and the Tottenham Hale event day CPZ on the south side.

6.7.4 In respect of access arrangements for Arundel Court two new highway accesses are proposed for small parking areas. The original parking access is remaining as is the access for Baldewyne to the south side of Lansdowne Road.

6.7.5 A Section 278 Agreement would normally be required to secure the changes to the access, however as the development is not being proposed by an external developer, a written undertaking from the respective parts of the Council will be required to ensure that the same processes as a formal Section 278 Agreement are followed.

6.7.6 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal as set out below.

Trip generation

- 6.7.7 The number of new trips arising from the new residential units should not create any adverse highways or public transport capacity impacts, it is noted that the census data for 2021 reports the mode shares for journeys to work within this ward are at 21.8% for car journeys, and a combined 71% for public transport and active travel modes

Existing Parking conditions - Parking stress survey

- 6.7.8 A parking stress survey carried out in accordance with the 'Lambeth' methodology has been included within the Transport Assessment. It is noted that the existing off street parking courts are not fully utilised. 10 of the 32 spaces at Arundel were not in use, as were 10 spaces within the 31 spaces at Baldewyne.
- 6.7.9 When counting available spaces on-street the survey recorded parking stresses of 65% with consideration of a 5m car length, 78.7% when considering a 6m car length, and 72%. 74 available on street parking spaces were recorded in the survey.

Garages at the site

- 6.7.10 There are currently 41 garages at these sites that will be demolished, which is a similar situation to the earlier and similar development at the Ashdowne and Fiske housing sites close by. The age of the garages, increase in car size over the last two or so decades, and the lower levels of car ownership experienced London wide are factors in reducing garage use for storing cars.

Car parking provision

- 6.7.11 The proposed car parking provision is for 18 spaces (including 2 blue badge) for Arundel and 13 (including 1 blue badge) for Baldewyne a loss of 32 spaces. The scheme is intending to allow only existing residents to park within the standard bays. The blue badge bays are for the accessible units within the new development.
- 6.7.12 To meet the requirements of the London Plan, 20% of spaces should be provided with active vehicle charging infrastructure, and passive provision provided for all remaining spaces. Overall, given the intended allocation arrangements, and the blue badge provision proposed, A Car parking management plan will be required to ensure appropriate allocation and monitoring of the blue badge provision and usage and for provision of charging facilities. This can be addressed by a condition or agreement arrangement.

Blue badge parking

6.7.13 Three blue badge spaces in total are included within the 31 retained spaces serving both Arundel and Baldewyne. For the new units (30 units) the London Plan requirements would be for 10% or 3 spaces, assuming 3 of the new units are fully accessible.

Car free/permit free and parking management

6.7.14 The submitted Transport Assessment (TA) details that occupiers of the new residential units would not be eligible for permits to park in the reconfigured parking areas except blue badge holders.

6.7.15 The current/future off street parking for both sites are managed/controlled by the Council. At present all existing occupiers are able to park within the parking courts off of the public highway. There is spare capacity in these and the parking survey recorded empty spaces within the surrounding Highways. With this redevelopment, there is expected to be a shortfall of parking that will mean some residents will be required to park on street if they own a vehicle. The TA proposes that existing residents that would need to park on street would be eligible for CPZ permits and this is considered fair given they currently have the ability to park in the parking courts.

6.7.16 Transportation have considered that the new non accessible units must be dedicated as permit free and future occupiers of the development must be prevented from obtaining CPZ permits. This will need to be secured via a form of inter departmental obligation, as set out in the Heads of Terms. Details of which must be included in any future rental agreements or leases.

Delivery and servicing /refuse and recycling arrangement

6.7.17 The Transport Assessment (TA) includes swept path plots showing that a visiting refuse collection vehicle can access the main parking courts and manoeuvre to access and egress in a forward gear. Overall numbers of delivery and servicing trips are not expected to be problematic and any visiting service vehicles will most likely look to park/dwell on street within CPZ bays for the short durations involved or alternatively within any unoccupied off-street spaces in the parking courts. Refuse vehicles will either collect from the main parking courts or from Lansdowne Road for the secondary bin store for Arundel. The proposed arrangements are therefore considered to be satisfactory, and this has been confirmed by the Waste Collection team.

Cycling parking arrangements

6.7.19 The Transport Assessment (TA) details cycle parking provision as follows:

- Arundel Court: 32 long stay within 3 cycle stores and 2 short stay spaces
- Baldewyne Court: 23 long stay within 2 cycle stores and 2 short stay spaces

The proposal makes provision for number of bike hanger type external cycle stores to be located within landscaped areas throughout the site. The council's transport officer welcomes this approach as they will provide secure external cycle parking for the existing residents. All cycle parking is designed to meet the London Plan cycle parking standards. This can be covered by a pre commencement condition.

Construction Logistic Plan

- 6.7.20 A draft CLP has been produced by the applicant. The format and content are appropriate and include information on routing to and from the site, vehicle arrival and departure times to avoid AM/PM peak periods and school start and finish times. An indicative programme of 15 months is referenced, both sites will have off-highway construction compounds, within which all materials loading and handling will take place, coupled with an on-highway loading bay for the duration of the works. A condition for a final detailed CLP to be provided prior to commencement of the works.

6.8 Sustainability, Energy and Climate Change

- 6.8.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.8.2 London Plan Policy SI2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.8.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.8.4 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

Carbon Reduction

- 6.8.5 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. The London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.
- 6.8.6 The development achieves a site-wide reduction of 78% carbon dioxide emissions on site and goes beyond the zero-carbon policy requirement which is supported in principle. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the heating and overheating strategies which can be dealt with via condition.
- 6.8.7 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 78% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 26.2 tonnes of CO₂ from a baseline of 33.8 tCO₂/year. This means that all regulated operational emissions are reduced on site.
- 6.8.8 The applicant has proposed a saving of 8.8 tCO₂ in carbon emissions (26%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.8.9 In terms of the installation of various renewable technologies, the report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 26.2 tCO₂ (78%) reduction of emissions are proposed under Be Green measures.
- 6.8.9 The London heat map and local heat mapping surveys have been considered, and it is noted that the site is not close to an existing heat network but is just within an indicative Decentralised Energy Network (DEN) 500m zone. The small scale and spread of the of the development blocks are not suitable for a community heating system. Therefore, the heat for the dwellings is proposed to be provided via dedicated air source heat pumps serving each dwelling, and this is considered acceptable in this instance.

6.8.10 A carbon shortfall OF 7.6 tCO₂ /year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

6.8.11 Having regard to the constraints associated with connecting to a potential DEN and the key benefits of the scheme, the proposals on balance are considered acceptable. They would deliver a highly sustainable development via an effective site-specific energy strategy and significantly improve the environmental setting of the local area.

6.9 Urban Greening, Trees and Ecology

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

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

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

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

Urban Greening Factor

6.9.5 The proposed development would provide substantial enhancements and improvements to the soft landscaping within the Arundel Court and Baldewyne court which currently consist of large areas of green space, mature trees throughout the site and existing amenity space. Various types of planting including new semi mature trees, amenity grassland, flower rich perennial planting, rain gardens and hedges will improve the site’s biodiversity and contribute to the quantum of local green space. In addition to planting, green roofs and permeable surfaces capture rainwater and contribute to the development’s sustainable drainage design and mitigation of storm water flooding. Details of landscaping can be secured by condition to secure a high-quality scheme with effective long-term management.

- 6.9.6 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types as described above. The development achieves an urban greening factor of 0.6 which exceeds the minimum target of 0.4 set out in the London Plan. This is a significant urban greening improvement. It is considered that the proposed development in terms of urban greening is acceptable.

Trees

- 6.9.7 In Arundel Court - a total of 20 individual trees and 32 trees in Baldewyne Court were recorded as being significant within the context of the development proposal. This includes:

4 **Category A** trees, which are considered high-quality with an estimated remaining life expectancy of at least 40 years;

13 **Category B** are of moderate quality and estimated to have a remaining life of 20 years;

The remaining 34 trees of low-quality **category C**; and

1 tree of poor value (**Category U**) which is to be removed, irrespective of the development because of its poor health and condition.

All remaining trees are retained and would be protected during the construction process to ensure their health and future growth and details of all works to trees will be required by condition to ensure they meet required standards. 24 New trees are proposed in addition to the existing trees to be retained on the estates and this would further increase the number of trees within both Arundel and Baldewyne Court to enhance landscape areas and compensate for the loss of 1 Category U tree removal providing a net gain of 23 trees. The planting of these trees would be required by condition. The proposal also includes an overall increase in green space with a greater variety of plant and tree species which would enhance the overall ecological value of the site.

- 6.9.8 The Council's Tree Officer does not raise any objections subject to the Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement (AMS) and the tree protection plans (TPP) being adhered to. The tree protection plans (TPP) will require regular checks therefore an Arboriculturist will need to monitor this aspect of the scheme until completion of the project and a condition will secure this requirement. The Council's Tree Officer has confirmed that the species of the new tree planting shows good all year-round interest, diversity, and urban fitness and the Officer is satisfied with the aftercare and replacement plan to establish independence in the landscape.

Ecology and Biodiversity Net Gain

- 6.9.9 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.9.10 London Plan Policy Sp11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and provide opportunities for biodiversity and nature conservation. Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposal to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on -site.
- 6.9.11 Bat and bird boxes bee bricks and hedgehog houses would be installed to support native species and species that support foraging of birds, attract pollinators and wildlife are proposed.
- 6.9.12 A bat survey was undertaken which concluded that the proposals will have no significant residual effect and recommends a sensitive lighting strategy to avoid negative effects on bat foraging and commuting behaviour. Whilst these measures are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.
- 6.9.11 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.
- 6.9.12 The biodiversity measures for the existing and proposed habitats confirm that the proposed development is likely to lead to a Habitat Baseline value of 0.54 habitat units and a 0.28 hedgerow units. This constitutes a net gain percentage of 17.98%. The newly created habitats contributing to the majority of the net gain in biodiversity are modified grassland, other neutral grassland and urban trees in moderate condition, as well as introduced shrub in poor condition. This is in excess of the mandatory 10% net gain required.

6.10 Flood Risk and Drainage

- 6.10.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.
- 6.10.2 The sites are located within Flood Zone 2 which has the medium risk of flooding from tidal and fluvial sources and outside of Haringey's designated Critical Drainage Areas. The surface water flood maps indicate that surface water flooding is concentrated along the eastern part of the site, where the proposed new dwellings are raised above existing flood levels, additionally the surface water drainage strategy will ensure surface water is reduced off site to greenfield rates and designed to cater for the 1:100 year + 40% climate change event and

therefore there will be no detrimental impact off site. Therefore, no additional flood mitigation measures have been proposed for the development.

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

6.10.4 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure.

6.11 Air Quality and Land Contamination

Air Quality

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

6.11.2 The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emission. With these measures in place, it is expected that any residual effect will be not significant. The local community may therefore experience occasional, short-term dust annoyance. The scale of this would not normally be considered sufficient to change the conclusion that the effects will be not significant.

6.11.3 Officers acknowledge concerns raised about construction works however, these are temporary and can be mitigated through the requirements of the construction environmental management plan which will include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

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

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

6.12 Fire Safety

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

6.12.2 The Fire Statement submitted with the application confirms that swept path analysis has been carried out for a London Fire Brigade appliance which can access the site as needed.

6.12.4 Haringey Building Control has been consulted on this application and has confirmed that they are satisfied with the proposals.

6.13 Employment

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

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

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

6.14 Conclusion

Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach capitalise on the location of the site to bring forward and

deliver 30 much needed affordable homes. In land-use terms, the proposal is strongly supported in principle.

The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.

The development would have a positive impact on the quality of the immediate surroundings.

The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements to the wider Estates.

The proposal achieves a site-wide reduction of 78% of carbon dioxide emissions on site, and goes beyond the zero-carbon policy requirement

The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.

The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.

The existing parking areas will be reconfigured and enhanced. The proposed development is car-free (except for the provision of 3 blue badge accessible parking bays) and high-quality storage for cycles would be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £196,311.18 (2834sqm x £69.27) and the Haringey CIL charge will be £162,614.92 (2834sqm x £57.38). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1 and legal agreement

