

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Reference Nos:** HGY/2024/0466

**Ward:** Noel Park

**Address:** 157-159, Hornsey Park Road, London, N8 0JX

#### **Proposals**

Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.

**Applicant:** Mr. James Fox

**Ownership:** Private

**Case Officer Contact:** Valerie Okeiyi

**1.1** These applications have been referred to the Planning Sub Committee for a decision as it is a major application that is also subject to a section 106 agreement.

#### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The proposal would redevelop a brownfield site, with a high-quality mixed-use development which responds appropriately to the local context and would fulfil and meet the requirements of Site Allocation SA21 'Clarendon Square Gateway'.
- The proposal would provide a public 'through' route to create a new link between Wood Green and Clarendon Square which is a requirement of Site Allocation SA21 'Clarendon Square Gateway'.
- The development would provide 97sqm of quality flexible commercial floorspace that would potentially generate 8 jobs, an uplift over the existing 5 jobs.
- The development would provide a total of 32 residential dwellings, contributing towards much needed housing stock in the Borough.
- The scheme would include a financial Payment in Lieu (PiL) contribution towards offsite affordable housing within the Borough.

- The size, mix, tenure, and quality of residential accommodation is acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The proposal provides good quality public realm improvements together with hard and soft landscaping.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location. The site's location is highly accessible in terms of public transport routes with a Public Transport Accessibility Level (PTAL) rating of 4 and the scheme is also supported by sustainable transport initiatives.
- The development would achieve a site-wide reduction of 93% (DEN connection scenario), or 68% (heat pump scenario) carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain of 164% (BNG) improvements which is greatly in excess of the mandatory 10% net gain required.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

## 2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability that secures the obligations 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 07/02/2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their 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/Informative Summary** - Planning Application HGY/2024/0466 (the full text of recommended conditions/informative is contained in Appendix 2 of the report.

### **Conditions**

1. Time limit
2. Approved Plans and Documents
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan
16. Cycle Parking
17. Electric Vehicle Charging Points
18. Wheelchair accessible car parking spaces
19. Car parking Management Plan
20. Post-development culvert condition survey
21. Remediation Strategy
22. Investigative Boreholes
23. Verification Report
24. Infiltration Drainage
25. Piling
26. Surface Water Drainage
27. Management and Maintenance
28. Crossrail 2
29. Satellite Antenna
30. Restriction to Telecommunications apparatus
31. Architect Retention
32. Wheelchair Accessible Dwellings
33. Commercial Units – Noise Attenuation
34. Restriction to Use Class

- 35. Energy Strategy
- 36. DEN Connection
- 37. Overheating
- 38. Living Roof
- 39. Biodiversity

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Thames Water Groundwater Risk Management Permit
- 9) Thames Water Underground Wastewater Asset
- 10) Asbestos
- 11) Flood Risk Activity Permit
- 12) Secure by design
- 13) Crossrail 2
- 14) Water Consumption

## **Section 106 Heads of Terms - Planning Application HGY/2024/0466**

### **1. Affordable housing Provision**

- Financial contribution of towards the provision of offsite affordable housing.
- Early stage viability review.

### **2. Viability Review Mechanism**

- Early stage review if works do not commence within two years.

### **3. Highways Improvement under Section 278**

### **4. Sustainable Transport Initiatives**

- £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits.
- Car Club – three years free membership for up to two residents of each residential unit and a credit of £100 per year/per unit for the first 5 years.
- £15,000 (fifteen thousand pounds) towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development.

- Residential Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total.
- Commercial Travel Plan - Monitoring of the travel plan initiatives £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total.

## **5. Public Access Management Plan**

- Public access across the site to provide access to the surrounding development proposal, the applicant must provide a public access management plan once the northern site has been constructed and the access route can be continued.

## **6. Carbon Mitigation**

- Be Seen commitment to uploading energy data.
- Energy Plan.
- Sustainability Review.
- Estimated carbon offset contribution (and associated obligations) of £26,505 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO<sub>2</sub> at the Energy Plan and Sustainability stages.
- Future Decentralised Energy Network (DEN) connection (and associated obligations) for the site when the DEN network becomes available, and the DEN provider has made an offer within 10 years.
- Low Carbon Heating Plan (preferred strategy).

## **7. Employment Initiatives - participation and financial contribution towards Local Training and Employment Plan**

- Provision of a named Employment Initiatives Co-Ordinator.
- Notify the Council of any on-site vacancies.
- 20% of the on-site workforce to be Haringey residents.
- 5% of the on-site workforce to be Haringey resident trainees.
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff).  
Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

## **8. Monitoring Contribution**

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

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

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

1. The proposed development, in the absence of a legal agreement failing to secure a financial contribution towards offsite affordable housing within the Borough. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure 2) A contribution towards amendment of the local Traffic Management Order 3) Three years free membership for all residents and a credit of £100 per year/per unit for the first five years. 4) A contribution towards a Construction Logistics and Management Plan, 5) Implementation of a Residential and Commercial Travel Plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
4. In the absence of a legal agreement securing the implementation of an energy strategy, including future connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA9.
5. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any

further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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**APPENDICES:**

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Appendix 3	Consultation Responses - Internal and External Consultees
Appendix 4	QRP Reports
Appendix 5	Development Forum minutes
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### **3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS**

#### **3.1 Proposed development**

- 3.1.1. Planning permission is sought for the demolition of the existing light industrial buildings and erection of two buildings (Blocks A and B) ranging from four to six storeys in height to provide 32 residential units and 97 square metres of flexible ground floor commercial (Class E) floorspace within Block B. The proposal includes a new pedestrian route and landscaping works, and associated works. The breakdown of the buildings is as follows:

##### **Block A**

- 3.1.2 Block A would be located to the south of the site and has an irregular building footprint. Block A is part 4 and part 6 storeys in height consisting of 21 residential units over the ground and upper floors comprising of 3 x studio flats, 8 x one-bedroom flats, 9 x two-bedroom flats and 1 x three-bedroom flat. Each flat would have private amenity space at ground floor level and balconies are provided for the residential units on the upper floors.

##### **Block B**

- 3.1.3 Block B would be located to the north of the site. Block B is part 4 and part 5 storeys in height consisting of 11 residential units over first and upper floors. Block B would comprise of 4 x one-bedroom flats, 4 x two-bedroom flats and 3 x three-bedroom flats. Private amenity space for the residential flats is in the form of a balcony or terrace. The ground floor of Block B would include 97 square meters of flexible commercial floorspace (Class E), a refuse store to serve both blocks A and B, plant rooms and future DEN connection room.

##### **Materials**

- 3.1.4 The proposed buildings will be finished in predominantly brick of varying tones.

##### **Access**

- 3.1.5 The main access into Block A will be via a residential entrance on the northeast elevation of the proposed building and access to Block B will be on the southwest elevation of the proposed building. The proposal also includes a new pedestrian route to connect Hornsey Park Road with Brook Road with gate access open to the public during daylight hours.

### **Soft and hard landscaping**

- 3.1.6 Soft and hard landscaping is proposed along the public pedestrian route, communal amenity space, private gardens of the flats of Block A and roof level of both Blocks A and B and the cycle store.
- 3.1.7 The landscaping would comprise of grassed areas, flower rich perennial planting, native hedges as defensible planting to gardens, climbers, concrete block paving, trees, shrubbery, permeable paving, extensive sedum roofs and an extensive green roof with native species.

### **Parking and highways**

- 3.1.8 The proposed development would be car-free, and includes 3 residential blue badge parking spaces. A pedestrian path is proposed to run from Hornsey Park Road to the west of the site. Vehicular access is provided via the access route from Hornsey Park Road.
- 3.1.9 To the north of the site, and at the rear of Block B, 55 long stay residential cycle spaces are provided in a secure and covered cycle store. The residential element of the development will also include 2 short stay cycle spaces externally in the form a Sheffield stand. Two commercial cycle spaces are also provided within the covered and secure cycle store.



Figure 1 - proposed site layout

### 3.2 Site and Surroundings

- 3.2.1 The site is irregular in shape and includes a narrow access road off Hornsey Park Road, between two modern detached two storey-storey houses, which adjoin the row of taller two storey Victorian terraces on either side. Hornsey Park Road gently curves, running in a north-east to south-westerly direction, meeting Mayes Road and the rear entrance to Wood Green shopping mall, within Wood Green Metropolitan Centre, at a T-junction 120m from the site. To the south-west, Hornsey Park Road meets Turnpike Lane, a busy local high street, which is some 300m away.
- 3.2.2 The site backs onto the rear gardens of the Victorian houses fronting Hornsey Park Road and the culverted Moselle River runs along the northern edge of the site. The site itself contains a few disused industrial buildings previously used as a joiners workshop and car repairs garage which are one to two storeys in height, of no architectural merit. The site is bounded to the west by the Clarendon Square / Alexandra Gate (St. William) development which includes completed residential blocks of up to 14 storeys in height to the southwest and much taller blocks to be built out to the north west. To the north is the Iceland site including the car park which has extant planning permission for a mixed used development of 7 to 9 storeys in height.



Figure 2 - Site location and existing buildings in context with surrounding area

- 3.2.3 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green and Haringey Heartlands Growth Area as identified in the Council's Local Plan 2017. The site also forms part of a designated site allocation in the Council's Site Allocation DPD - SA21 known as 'Clarendon Square Gateway' which seeks the redevelopment of the site with a mix use

employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link. The site is included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a development plan document itself and is instead being subsumed into the emerging Haringey Local Plan. The site is also located within the designated Wood Green Metropolitan Centre, Local Employment Area, Wood Green Regeneration Area and Blue Ribbon Network. The site is not within, adjacent or near a Conservation Area and there are no locally or statutorily listed buildings occupying the site.

- 3.2.4 The site has a public transport accessibility level (PTAL) of 4, considered to have 'good' access to public transport services. There are 4 bus services within 7 to 8 minutes' walk of the site, Wood Green Underground Station is an 11-minute walk away, and Hornsey National Rail station a 12-minute walk away.

### **3.3 Relevant Planning and Enforcement history**

- 3.3.1 HGY/1997/1667 - Demolition of existing B1 industrial buildings and the erection of 9 Class B1 units and 2 X 3 bed detached houses - Granted.
- 3.3.2 HGY/2018/1297- Retrospective application for conversion of the first floor of an office into a two-bedroom flat - Refused.

## **4. CONSULTATION RESPONSES**

### **4.1 Quality Review Panel**

- 4.1.1 The scheme has been presented to Haringey's Quality Review Panel (QRP) on two occasions.
- 4.1.2 Following the latest QRP meeting November 2023, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

*The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the applicant for its work to resolve the issues arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.*

*The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semiprivate, and on separation of vehicles and pedestrians. Legible*

*demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.*

*The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Hornsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.*

The detailed QRP comments and the latest officer response is provided within the Design section of this report.

#### **Development Management Forum**

- 4.1.4 The proposals were presented to a Development Management Forum in November 2023.
- 4.1.5 The notes from the Forum are set out in Appendix 5.

#### **Planning Committee Pre-Application Briefing**

- 4.1.6 The proposals were presented to the Planning Sub Committee at a Pre-application Briefing in January 2024. The minutes are attached in Appendix 6

#### **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 s.106 obligations.

Waste Management

No objections.

Building Control

No objections.

Trees

No objection raised, subject to conditions.

Nature Conservation

No comments.

Public Health

No objection.

Surface and flood water

No objections, subject to conditions.

Carbon Management

No objections, subject to conditions and S106 obligations.

Lead Pollution

No objection, subject to conditions and informative.

Waste Management

No objection.

Noise Pollution

No comments

Inclusive Economy

No objection.

## **EXTERNAL**

### Thames Water

No objection subject to informatives.

### Metropolitan Police Designing out crime

No objections, subject to conditions and informative.

### Environment Agency

No objections, subject to conditions and informative.

### Crossrail 2

No objections, subject to conditions and informative

### London Fire Brigade

No comments received

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- Neighbouring properties
- Site notices erected in the vicinity of the site

5.1.1 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: 25

Objecting: 25

Supporting: 0

Others: 0

5.1.2 The following local groups/resident associations made representation

- Parkside Malvern Residents Association

5.1.3 The following Councillor made representation

- Councillor Mary Mason

5.1.4 The following MP made representation

- Catherine West MP

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

### **Land Use and housing**

- Lack of affordable housing
- Lack of social housing
- Concerns with the number of studio flats
- Excessive number of dwellings proposed
- Concerns with the employment floorspace proposed

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

- Excessive height and scale in relation to the site
- Overbearing
- Excessive density
- Overdevelopment of the site
- Impact on the character and appearance of the area

### **Impact on neighbours**

- Close proximity to the boundaries of adjoining residential properties
- Overlooking/loss of privacy
- Loss of daylight and sunlight
- Loss of outlook
- Concerns the development would encroach on neighbouring properties

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

- Site access concerns
- Vehicle access should be from Brook Road
- Traffic congestion
- Road safety concerns
- Construction vehicle concerns
- Concerns with delivery and servicing vehicles
- Parking pressure
- A new high-quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site

### **Environment and Public Health**

- The culverted Moselle Brook should be restored
- Failure to respect the Blue Ribbon



- Impact on existing trees
- Noise and disturbance from on-going construction
- Noise and disturbance from the employment floorspace
- Pressure on existing infrastructure
- The site should be turned into green space
- Impact on quality of life
- Air pollution
- Lack of open space
- Lack of street trees
- Impact on natural environment
- Anti social behaviour
- Refuse provision insufficient
- Security concerns

### **Others**

- Failure to comply with policy or supply evidence of compliance
- Failure to apply policy applicable to a 'Small site/backland' development
- Failure to respect the localism agenda enshrined in planning legislation
- A site wide master plan should be provided

5.2 The following issues raised are not material planning considerations:

- Loss of skyline
- 

**(Officers Comment: This is not a material planning consideration)**

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. Affordable Housing and Housing Mix
3. Design and appearance
4. Residential Quality
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 current National Planning Policy Framework was last updated on 20 December 2023 (hereafter referred to as the NPPF). The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. 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.

### *Development Plan*

- 6.2.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies Development Plan Document (thereon referred to as DM DPD) and Site Allocations Development Plan Document (DPD) 2017 and the London Plan (2021).

### *London Plan*

- 6.2.3 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance.
- 6.2.4 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council’s Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.
- 6.2.5 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.
- 6.2.6 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, including through the redevelopment of surplus public sector sites.
- 6.2.7 Policy H4 of the London Plan requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.

- 6.2.8 Policy D6 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.

#### *The Local Plan*

- 6.2.9 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 01 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.
- 6.2.10 Haringey's Local Plan Strategic Policies 2017 sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.11 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).
- 6.2.12 Policy SP1 also states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.
- 6.2.13 Policy SP2 of the Local Plan states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing.
- 6.2.14 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.
- 6.2.15 The Development Management Policies Development Plan Document 2017 supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.2.16 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.

6.2.17 The Council will support proposals for mixed use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.

6.2.18 Policy DM41 of the DM DPD supports new retail, leisure and cultural uses within Metropolitan and District Town Centres, and Local Centres where they are consistent with the size, role and function of the centre and its catchment, sustain and enhance the vitality and visibility of the town centre network and contribute to the delivery of Haringey's spatial strategy.

### *Site Allocation*

6.2.19 The Site Allocations Development Plan Document (SA DPD) 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the Borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.2.20 The site forms part of Site allocation SA21 'Clarendon Square Gateway' of the SA DPD which designates the site for the redevelopment of the site with a mix use employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link. SA21 also covers the adjacent Iceland supermarket and land to the rear and Bittern Place. This site is located to the southeastern corner of the Site Allocation.

6.2.21 Site allocation SA21 of the SA DPD has the following Site Requirements and Development Guidelines:

### Site requirements

- Development proposals will be required to be accompanied by a site wide masterplan.
- No buildings need to be retained.
- A new high-quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site.
- The maximum quantum of employment floorspace feasible should be provided on this site subject to viability which must be assessed looking at the mix of uses and the scheme as a whole.
- The frontages to the new east-west route should be active non-residential uses facing onto the street.
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38.

- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.
- This site falls within a Regeneration Area, and as such employment-led mixed-use development will be appropriate here.
- This site is subject to the requirements of Policy DM38- Employment-Led Regeneration.

#### Development Guidelines

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity.
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.
- The Moselle runs in a culvert under the site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place
- Consultation with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application should take place.
- New street trees should be provided in this area.
- This site is suitable for car free development due to its good, and improving public transport access.
- The east-west linkage should be as straight as possible between Wood Green High Rd and Clarendon Square.

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

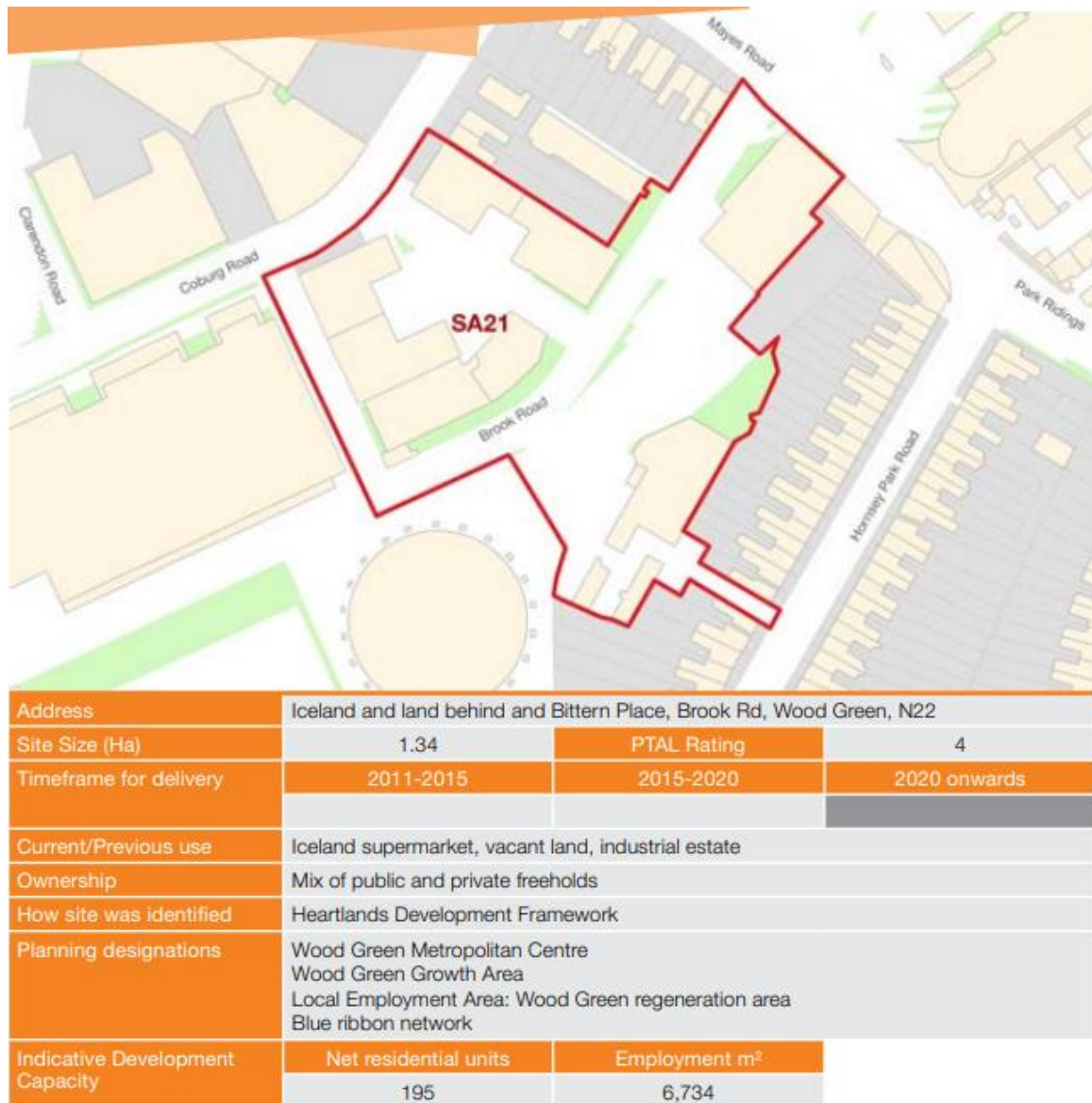


Figure 3 - SA21: Clarendon Square Gateway

## Masterplanning and Site Allocation

6.2.23 SA21(Clarendon Square Gateway) of the Site Allocations DPD 2017 requires development proposals to be accompanied by a site wide masterplan. Policy DM55 of the DM DPD states that where developments form only a part of allocated sites a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.

5.2.24 The applicant has provided an indicative masterplan to show how the site meets the requirements of SA21 but does not compromise the co-ordination of development across the other sites within SA21 which include the Iceland site under separate ownership, which and received planning permission for a mixed

used development (HGY/2017/2886) with town centre uses on the ground and first floor and residential use on the upper floors. The indicative masterplan demonstrates that the remaining part of the site allocation that is located to the north of Brook Road known as Bittern Place could comfortably accommodate the larger commercial units on ground and first floor as they benefit from street frontages.

5.2.25 The site is located in a backland location and is only visible from Hornsey Park Road, meaning it is considered to be less appropriate for larger scale commercial units. The site backs onto the neighbouring gardens of the houses which have a frontage on Hornsey Park Road. The indicative masterplan demonstrates that a new public route within the site allocation connecting Hornsey Park Road, Brook Road and Coburg Road can be created with an active street frontage of commercial uses along this new route. The implementation of a through route would depend on agreement with the Iceland site, for which construction has not yet properly commenced.

6.2.25 As such, it is considered that the proposal has a workable and logical indicative masterplan which demonstrates how the sites can be developed incorporating the new link between Wood Green and Clarendon Square. This accords with the requirements of Policy DM55 of the DM DPD and SA23 of the Site Allocations DPD 2017 and is therefore acceptable.

### **Draft Wood Green Area Action Plan (AAP)**

6.2.26 A draft Wood Green Area Action Plan (AAP) has previously been developed by the Council but is no longer being worked on. There has previously been an Issues and Options Consultation (February 2016), Preferred Option Consultation (February 2017) and lastly a Preferred Option Consultation #2 (February 2018). The Council is now embedding work that would have previously been in the AAP into the emerging comprehensive New Local Plan instead, which has only had an initial 'First Steps' engagement (November 2020). Therefore, the draft AAP is not part of the Development Plan and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

6.2.27 The site was designated as WGSA19 'Land R/O Hornsey Park Road' of the draft Wood Green Area Action Plan (AAP). This reiterated much of Site Allocation SA21 of the Site Allocations DPD 2017 however the Iceland site and Bittern Plan do not form part this site allocation.

### **5 Year Housing Land Supply**

6.2.29 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when

determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

- 6.2.30 Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

### **Land Use Principles**

- 6.2.31 The proposed development, would replace the existing light industrial buildings with a mixed-use development comprising of new residential homes and employment floorspace.

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

- 6.2.32 Site Allocation SA21 identifies the site for a mixed-use development comprising employment and residential uses. The site allocation identifies an indicative capacity of 6,734 square metres of employment floor space across the allocation as a whole.

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

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

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;*
- b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:*
  - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;*
  - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and*
  - iii. Environmental quality of the site.*



- c. Make provision for an element of affordable workspace where viable;*
- d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;*
- e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and*
- f. Be designed to enable connection to ultra-fast broadband.*

6.2.34 The proposed development would provide 97 square metres of employment floorspace, this would result of a net loss of 768sqm. The Site Allocations DPD identifies a minimum development capacity of 6,734 square metres of employment floor space across the allocation as a whole. The proposal in conjunction with the Iceland development (HGY/2017/2886) would equate to 1,177.7 square metres of employment floor space across the site allocation. The applicant submitted an indicative masterplan illustrating how the rest of the site allocation could be developed to collectively to deliver 6,734 square metres of employment space across the whole of the site. Whilst the proposal would not deliver the full capacity identified it would deliver a proportionate employment floorspace within the site allocation and Bittern Place within this same site allocation is yet to come forward for development and has potential to deliver the employment capacity as set out in SA21. The applicants have demonstrated within the indicative masterplan that Bittern Place can deliver 4,545 square metres of employment floorspace. It is important to note that given the constrained size of the site the proposal can only contribute a relatively small proportion of the overall employment floorspace requirements for SA21 as part of a mix use development. However, the proposal would provide good quality employment floorspace which is considered further below. Furthermore, the loss of employment floorspace is due in part to the ground floor of block B having to also accommodate a number of different uses set out in the site allocation and the requirements of the building, including access, refuse stores, the required plant space and to facilitate a future connection to the Decentralised Energy Network (DEN) which is one of the site allocation development guidelines.

6.2.35 The proposed employment floorspace is in the form of flexible commercial floorspace (Use Class E) at ground floor level. The applicant has confirmed that following attempts to market the site in its current use, the existing buildings are not suitable for use by a range of occupiers due to their age and the poor quality of their ageing built fabric. The applicant has developed the design of the proposed commercial unit following consultation with Stretton's. Stretton's advised that it is likely there would be interest in the proposed unit from a small accountancy, architecture or solicitors' firm. Stretton's advised that retailers are unlikely to be interested in the unit due to its backland location and the lack of passing footfall.

Stretton's also advised that prior to letting, the unit would need to be fully fitted with lighting, raised floors a w/c and kitchen facilities. It is therefore considered that given the site's constraints as a result of its backland location and neighbouring residential uses, a small office would be appropriate on the site given the surrounding residential land uses.

6.2.36 The existing buildings are 865 square metres in area which is understood to have previously supported 5 jobs. The existing commercial floorspace will be replaced by 97 square metres of flexible commercial floorspace (Class E). Whilst there would be a significant net loss of employment floorspace on this portion of the site, the scheme would support an increase in employment opportunities, working on the basis that the proposed commercial unit is occupied as an office, there would be approximately 8 employees on site. The final number of employees will likely vary depending on the end user.

6.2.37 There is no affordable workspace provision proposed as part of the proposal given the limited proposed employment area which would substantially impact on the viability of the proposal, which is already significantly challenged, however, there is potential for the neighbouring site within this site allocation to provide the affordable workspace capacity of the site allocation.

6.2.38 The commercial floorspace at 97 sqm is considered a suitable contribution of employment floorspace for this limited portion of the site, as part of the overall Site Allocation as also it strikes the right balance between employment provision, whilst securing an appropriate standard provision of amenity for future occupants of the proposed residential units as it will not generate unacceptable impacts to residential amenity through noise or disturbance through a high number of vehicle movements.

6.2.39 It is likely that the day-to-day operation of the neighbouring sites could be affected by on-going construction activities. However, redevelopment activity is temporary, and the proposal would not compromise the operations of surrounding employment uses. Appropriate mitigation measures would be provided by the imposition of a planning condition requiring the submission of a Construction Management Plan.

### **Residential Use**

6.2.40 The proposal would introduce an additional 32 self-contained homes that would contribute to meeting the Boroughs identified housing targets and deliver the aims of the Site Allocation SA21.

### **Conclusion**

6.2.41 The proposed development for the site would be in accordance with and contribute to the land use planning requirements of the site allocation as a whole, which is for

employment-led mixed use development with residential, as well as achieving the required wider aims and objectives. The provision of these land uses on the site is also supported by regional and local planning policy, as described above. For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

### **6.3 Affordable Housing and Housing Mix**

#### *National Policy*

- 6.3.1 The NPPF 2023 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site unless off-site provision or an appropriate financial contribution can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.

#### *Regional Policy - London Plan*

- 6.3.2 The London Plan Policy H4 also states that affordable housing should be provided on site or provided as a cash in-lieu contribution in exceptional circumstances. Paragraph 4.4.10 of the London Plan indicates limited circumstances where cash in lieu contributions should be used, this includes relating to Small Sites which are defined as below 0.25 hectares. This site is 0.18 hectares. The London Plan goes on to set out that cash in lieu contributions can be used where on-site affordable housing delivery is not practical and the contribution will not be detrimental to the delivery of mixed and inclusive communities.
- 6.3.3 The Mayor of London's Affordable Housing and Viability (AHV) Supplementary Planning Guidance (SPG) states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate. It states that all schemes which propose cash in lieu payments are required to provide a detailed viability assessment as part of the justification.
- 6.3.4 The SPG states "The starting point for determining in-lieu contributions should be the maximum reasonable amount of affordable housing that could be provided on-site as assessed through the Viability Tested Route. The value of the in-lieu contribution should be based on the difference in Gross Development Value arising when the affordable units are changed to market units within the appraisal. This is to ensure that where the on-site component of market housing is increased as a result of the affordable contribution being provided as a cash in-lieu payment, this does not result in a higher assumed profit level for the market homes within the assessment which would have the effect of reducing the affordable housing contribution".

## *Local Policy*

- 6.3.5 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the Local Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site, the availability of public subsidy, development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD states the off-site provision may be acceptable in the following exceptional circumstances where a development can: secure a higher level of affordable housing on another site, secure a more inclusive and mixed community or better address priority housing needs.
- 6.3.6 The Council's Planning Obligations Supplementary Planning Document (SPD) provides further guidance on where a cash in lieu payment may be suitable. This includes:
- Where no Registered Provider is identified, or the Council is not willing to take the units on;
  - The size of the site is too small; or
  - Practicalities of design and management.

## **Viability Review**

- 3.3.7 The applicant's initial affordable housing offer was submitted as 2 shared ownership units which constituted 6% affordable housing by habitable rooms. The Applicant's Affordable Housing & Viability Statement (AHVS) was independently assessed by BNP Paribas and it was found that the scheme could increase the affordable housing offer. The applicant has revised the Affordable Housing & Viability Statement (AHVS) and negotiations have since taken place between the applicant and BNPP with the objective of improving the affordable housing offer as far as possible. The agreed viability position was that 6 Shared Ownership units which equates to 18.75% affordable housing, rounded up from 5.5 units.
- 3.3.8 The Council has rigorously tested the different options with the applicant. The applicant's viability consultant has provided evidence which demonstrates that registered providers (RPs) are not willing to take on the 6 shared ownership units. The evidence submitted includes 14 responses where none of the registered providers have expressed an interest. The Council have also confirmed that they do not wish to acquire shared ownership units unless it is an entire block/core. The lack of interest in acquiring the affordable housing units is considered to be an exceptional circumstance which would allow us to consider an alternative, through a Payment in Lieu, as supported in policy and guidance

3.3.9 Considering the above, it was therefore concluded that a Payment in Lieu (PiL) offer of £355,516 is the maximum reasonable amount in this instance, based on the 6 shared ownership units, this has been confirmed with BNP Paribas. A Payment in Lieu (PiL) is therefore considered appropriate in this instance as it meets the above criteria set out in the Council's Planning Obligations Supplementary Planning Document (SPD).

3.3.10 The applicant has agreed to an early-stage review mechanism. The Applicant has requested that a Late-Stage Review is not included as part of any grant of planning permission, which would otherwise allow the Council to 'claw back' any additional monies should a development commence in more favourable financial circumstances. In return for omitting the Late-Stage Review, the Applicant has increased the amount of PiL to £600,000. The applicant has taken a commercial decision to provide more affordable housing monies than is viable on the basis that a late-stage review will not be required to provide certainty. This is accepted by officers as it is unlikely that a late-stage review would secure any greater provision of affordable housing monies. This contribution would be pooled to contribute towards the provision of affordable homes within Haringey.

3.3.11 An early-stage review mechanism will be secured by legal agreement in order to capture any uplift in values on completion of the units.

### **Housing Mix**

3.3.12 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.

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

3.3.14 Policy DM11 of the DM DPD 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.

3.3.15 The overall mix of housing within the proposed development (Blocks A and B) is as follows:

Unit type	Total units	%	Wheelchair accessible (M4 3)
Studio	3	9.4%	
1 bed	12	37.5%	1
2 bed	13	41%	1
3 bed	4	12%	1

3.3.16 The proposed mix is considered to represent an acceptable mix of 1- and 2-bedroom units given the site's location within an area considered to be generally less suitable for family housing on a site where development is required to be employment led but also a highly sustainable location i.e. in close proximity to public transport. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

## 6.4 Design and Appearance

### *National Policy*

6.6.1 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.

6.6.2 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*

6.6.3 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).

6.6.4 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 to the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

### *Local Policy*

- 6.6.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.6.6 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.
- 6.6.7 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.

## **Assessment**

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

- 6.6.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on two occasions in March 2023 and November 2023.
- 6.6.9 The full Quality Review Panel (QRP) report of the review on November 2023 is attached in Appendix 4. The Quality Review Panel's summary of comments is provided below:

*The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the applicant for its work to resolve the issues arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.*

*The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semiprivate, and on separation of vehicles and pedestrians. Legible demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.*

*The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Hornsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract of tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.*

Detailed QRP comments from the November 2023 review together with the officer comments based on the latest proposal are set out below:

Panel Comment	Officer Response
<p><b>Place-making - through route and uses</b></p> <p>The panel reiterates its view that the policy requirement for a public through route and employment space place significant pressure on a constrained site, detracting from the scope available to create high quality housing. It thinks that this site would be much more successful as a residential-only mews.</p> <p>As a new strategic landscape corridor is already planned (in the form of Moselle Walk to the west of the site), it is not clear what need this additional through route will satisfy. Additionally, the requirement to accommodate commercial uses creates servicing challenges that are difficult to overcome and are likely to jeopardise the quality of the public realm in return for a token amount of employment space.</p> <p>However, discussions with London Borough of Haringey have concluded that the policy requirements must be delivered. In light of this, the applicant is commended for its work to resolve these challenging issues.</p>	<p>QRP comment noted however the proposed scheme is policy compliant in that the site falls within Site Allocation SA21 which seeks the redevelopment of the site with a mixed used development comprising of employment floorspace alongside residential use.</p> <p>QRP comment noted that the applicant has provided the through route as it is a site allocation requirement which creates a new link between Wood Green and Clarendon Square. The applicant has had extensive discussions on the servicing challenges with the Council's Transportation team. Details of a service and delivery plan are secured via the imposition of a condition.</p> <p>QRP comment noted.</p>



<p><b>Public realm landscaping</b></p> <p>The landscape plan is currently too loose to show which areas are public, private, or semi-private, and which are for vehicles or for pedestrians. The landscaping must be developed to a much finer level of detail to show how spaces will be defined, alongside a realistic management strategy for maintaining the proposed spaces.</p> <p>The landscape plan should carefully consider and define how changes in surface materials and boundary treatments (such as low brick walls, railings and planting) can be used to clarify the nature of different space types for occupants and for visitors.</p> <p>The panel is particularly concerned about the lack of separation between vehicles and pedestrians. There should be clear demarcation, including areas for loading and unloading deliveries, to ensure that the site does not fill up with commercial vehicles, detracting from the landscaping.</p> <p>The panel suggests that vehicles should only be allowed into the site as far as the western corner of the commercial block, with a clear stop and a turning head here. The public realm beyond this point can then be more pedestrian friendly, including softer, greener landscaping for the residents.</p>	<p>As a response to QRP comments the applicant has developed the landscape plan to include a clear distinction between public, private, or semi-private areas on landscape plan, alongside a realistic management strategy for maintaining the proposed spaces.</p> <p>To address this, the applicant has incorporated paving along the footpath adjacent to the access road, with a raised kerb detail to ensure the footway and road are clearly separated. Defensible planting is proposed adjacent to residential units at ground floor of Block A. Soft landscaping is also proposed along the access road to enhance the appearance of the site as it is accessed via Hornsey Park Road</p> <p>The applicant has had extensive discussions with the Council's Transportation team to develop the landscape plan. Details of a service and delivery plan are secured via the imposition of a condition to manage delivery access to the site and to limit the number of trips.</p> <p>To address this, the applicant has ensured that vehicles can only reach up to a certain point within the site, reverse and exit at forward gear. The public realm beyond this point includes a courtyard providing communal amenity centrally within the site and dedicated child playspace.</p>

<p>The panel understands that the scheme will be gated at night using an automatic timer. The applicant should ensure that this strategy will not make it difficult for residents admitting visitors, or for commercial tenants who may not work standard hours, avoiding complicated management arrangements.</p>	<p>The applicant has been in consultation with the Designing out Crime Officer (DOCO) at the pre-application stage who advised that the scheme should incorporate a gated access at the east and west of the site that will be available for use by the public during daylight hours and controlled by fob access for residents after dusk. To address the QRP concerns Officers advise that the site should only be gated on the west, this will be fob controlled from dusk till dawn.</p>
<p><b>Plant room building</b></p> <p>The panel is not convinced by the circular plant room building (drum) in the centre of the public realm. Although the development will be gated at night, its location and design allow for unobserved loitering.</p> <p>This could enable antisocial behaviour and encourage people to try to break into the nearby cycle store. If the drum was removed, both the external route to the cycle store and to the residential Block A entrance from the northwest would be better overlooked.</p> <p>While the move to create seating around the base of the drum is well-intentioned, the panel does not think that is a good place to encourage people to spend time. It could create tension with the residents of the ground floor flat opposite, whose living room is in close proximity.</p> <p>Due to the possibility of unobserved loitering immediately behind, the panel does not think it appropriate to have</p>	<p>To address all the comments listed relating to the plant room building, the applicant has removed the circular plant room building (drum) from the centre of the public realm and relocated it internally within block B. This external area has now been replaced by dedicated play space that would be overlooked. The external route to the cycle store and to the residential entrance of Block A from the northwest would also be better overlooked now the drum has been removed</p>

<p>play space next to the drum. However, if it were to be removed, the area could accommodate a larger, more pleasant play space that would be overlooked, south facing, and easier to manage.</p> <p>For all the reasons above, the panel recommends that the drum is removed and that the plant room servicing needs are incorporated within the other blocks. This will likely result in a small loss of commercial space but will create a much more successful public realm.</p>	
<p><b>Architecture</b></p> <p>The architecture appears generic and lacking in character. The panel understands that this aspect of the design is ongoing but asks for further work to make the scheme more distinctive as part of the next stage of development.</p> <p>The applicant is right to focus its main efforts on the more visible elevations facing the public route through the site. However, the southeast-facing elevations are also important as these will be visible to the existing residents of Hornsey Park Road from their rear windows. The applicant should rework</p>	<p>To address this the applicant has developed the scheme as a linking bridge between the Victorian terrace houses along Hornsey Park Road and the contemporary aesthetics of the development at Clarendon Square, which features an eclectic variety of brickwork. The proposed massing divides each block into two interlocking volumes, which are further expressed through the use of two different shades of red brick. The lower levels on the facades facing the public route are articulated through the use of a third brick in orange shade. A reconstituted stone provides a contemporary reference to the Victorian bay windows along Hornsey Park Road</p> <p>To address this the applicant has developed the elevation facing the existing housing on Hornsey Park Road by introducing further articulation to create a softer outlook for the existing properties and their amenity spaces.</p>

<p>these elevations before public consultation to ensure that existing residents are offered a better view, especially considering the proximity of some homes to this scheme.</p> <p>At present, the southeast façades look largely blank because of the slit-like windows. These may be windows to bathrooms and kitchens and may be narrow to mitigate overheating. However, whether or not they can be enlarged, the elevational treatment should bring more interest and animation. The panel suggests introducing some articulation of the façades through materiality and decorative brickwork or sills. The applicant could take cues from the emerging nearby St Williams development, which uses high quality bricks and has robust detailing.</p> <p>It should also consider a contemporary interpretation of the late Edwardian and early Victorian architecture of the surrounding context. This uses contrasting materials to create three-dimensionality and lightness.</p>	<p>To address this the applicant has developed the facades taking cues from the emerging nearby St William development (Clarendon Square / Alexandra Gate) through the use of red brick in three different shades; the mid and darkest ones are used to express a break in the volumetric composition of each block and the lightest one applied to differentiate the lowest levels. Reconstituted stone provides a contemporary reference to the Victorian bay windows along Hornsey Park Road</p> <p>The applicant has incorporated design and materiality which are contemporary and appropriate within the emerging urban context.</p>
<p><b>Servicing</b></p> <p>The panel would like assurances that the servicing strategy will be developed in detail, ensuring servicing is well managed and does not detract from the public realm and private outdoor amenity spaces. The applicant is encouraged to engage with highways and transport officers as soon as possible to ensure that the servicing strategy will be supported and deliverable.</p>	<p>The applicant has had extensive discussions with the Council's Transportation team. Details of the servicing and delivery plan is secured via condition to address servicing challenges and limit the number of trips to ensure that it does not impact on residential amenity.</p>

<p>The removal of bins lining the access road is a welcome improvement to the entrance. The consolidated bin store should be carefully designed to create an attractive elevation, as it will be visible to all entering the site.</p>	<p>The applicant has developed this elevation further to ensure that it is an attractive elevation due to it being visible to all entering the site</p>
<p><b>Commercial space</b></p> <p>The panel recommends careful consideration of the type of commercial activity this site should accommodate. Tenants who do not require many deliveries would be preferable, to minimise impact on the public realm.</p> <p>The panel advises increasing the internal floor-to-ceiling height of the commercial units. This will create a greater sense of presence and will make them more flexible and attractive to a wider variety of tenants.</p> <p>More generous head height may encourage artists or makers to the site. The frontages could also be designed as shopfronts with opportunities for spill-out, activating the public realm. However, this should be balanced with overheating, especially for the south-facing unit.</p>	<p>The applicant has confirmed that given the small-scale nature of the commercial space, the site's constraints as a result of its backland location and neighbouring residential uses a small office would be appropriate this would minimise impact on the public realm.</p> <p>QRP comments noted however the applicant has developed the design of the commercial unit following consultation with Stretton. It has been advised that it is likely there would be interest in the unit from a small accountancy, architecture or solicitors' firm given the surrounding residential use. Strettons also advised that prior to letting, the unit would need to be fully fitted with lighting, raised floors a w/c and kitchen facilities</p> <p>The applicant has designed the frontage with an activated public realm which will include a seating area that employees can use. The Carbon Officer is satisfied that the commercial spaces pass the overheating requirements for 2020s DSY1 and include a number of measures to pass the mandatory weather files.</p>
<p><b>Inclusive and accessible design</b></p>	<p>QRP support noted.</p>

<p>The revision to allow for a wider pedestrian pavement to one side of the public realm entrance route is welcomed. This is more inclusive than narrower pavements on both sides.</p> <p>The safety and security of the public realm requires interrogation once the landscape design has been settled. The panel suggests that public areas should be well lit, but with lighting that it is not too bright for residents at night.</p>	<p>The applicant has been in consultation with Secure by Design at the pre-application stage and will continue to inform the proposal through the project's development. Details of a lighting strategy is also secured via condition.</p>
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- 6.6.11 As set out above, the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate extent.

## **Assessment**

### *Form, Bulk, Height and Massing*

- 6.6.12 The form of the proposed development seeks to mediate between the older, predominantly two-storey housing immediately to the south and east, and the taller developments planned and under construction at the Clarendon Square site to the north and west. The proposed two blocks (A and B) start at four storeys to their south-east, closest to the back gardens to the two to three storey houses along Hornsey Park Road. Block B which is the northeast block then steps up to five storeys, with block A the south-western block stepping further up to six storeys to the north-west of the site. The Council's design officer notes that the tallest element of both blocks is sited closest to the taller neighbouring developments of the Iceland scheme at 8 storeys and building D4 of the Clarendon Square development which is 9 to 10 storeys. The Council's design officer further notes that considerably greater height buildings are under construction, planned or likely on the next plots beyond such as the buildings E1-E3 of 12 under construction and the recently approved blocks of phase 4 of Clarendon Square and similar heights are expected on Bittern Place.
- 6.6.13 The stepped form of the proposed blocks contribute to the development acting as a transition between the lower rise housing on Hornsey Park Road to the south-east and the higher rise developments to the north-west. This emulates the principle of the Clarendon Square blocks which also back onto the housing fronting

Hornsey Park Road. In addition to the gradual transition in height there would also be gaps between the proposed blocks creating glimpsed views through.

- 6.6.14 The asymmetrical, form and massing aids in making the development legible, expressing the difference of the ground floor, the internal street frontage and particularly the locations of entrances and circulation cores; expressed as recessed facades to the street and further recessed slots that extend beyond the roof for the circulation cores. Overall, the form, bulk, height and massing makes an important contribution to the sculptural elegance of the proposal and its compatibility with the surrounding context.

*Elevational Treatment, Fenestration, Balconies, Materials & Detailing*

- 6.6.15 The architectural design has elements of a contemporary reinterpretation of the late Victorian and Edwardian context, in terms of the use of bricks, the pattern and proportioning of fenestration, and in detailing with elements such as the stone surrounds to windows. A supporting palette of closely related, complementary, brick-based materials further support the overall form, massing, and elevational treatment.
- 6.6.16 The fenestration is orderly and carefully composed, with windows of vertical proportions stacked in rhythmic, composed, asymmetric disposition in support of the overall picturesque form of the development, with use of stone window surrounds to select windows to emphasise important facades and support this asymmetric composition. The fenestration also varies in support of the design's carefully controlled relationship to its immediate neighbours, with fewer, smaller windows closest to and most directly facing neighbouring buildings, and more fenestration into gaps and spaces around this constrained, high density development site. In contrast, and in support of the overall massing's indication of circulation cores, the fenestration is a contrasting wall of floor to ceiling frosted glazing using glass planks to further indicate circulation, giving them maximum light whilst preventing any loss of privacy from circulation, and supporting the development's sculptural composition.
- 6.6.17 The proposed materials palette is predominantly brick in three tones of related red brick. The darker red is proposed to the north-east half, mid-red to the south-western half and a lighter red to the base. The red brick provides a contrast with the pale beige reconstituted stone to the parapets and window surrounds and light grey powder coated finish to all the metalwork, including windows, balustrades, and rainwater goods. 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.

*Streetscape Character & Pattern of Development*

- 6.6.18 The proposed development creates a new public route through the site that would provide permeability and integration between the existing residential neighbourhood and the newly emerging higher density mixed use development within the Heartlands Growth Area.
- 6.6.19 Brook Road itself will become a major pedestrian and cycle friendly street through the commercial heart of Heartlands, connecting the new market square at the northern end of the Clarendon Square development to Wood Green High Road via the proposed “east-west connection”. The extant planning permission for the Iceland Site has town centre uses on the ground and 1<sup>st</sup> floor; retail, workspace and a health centre, the blocks of the Clarendon Square development on all sides of their proposed square also have ground and 1<sup>st</sup> floor town centre uses, and when development comes forward for the “Bittern” site on the north side of Brook Road, also an allocated site, it will also be expected to have ground and first floor town centre uses on its Brook Road frontage.
- 6.6.20 The extant planning permission for the Iceland site is planned with space around its western end, and it should be possible to create a through route from this site through to Brook Road without changing their footprint. There is also that possibility that, if the proposed development is constructed before construction takes place on the Iceland site, access could be opened across the western end of the Iceland car park.
- 6.6.21 A public through route from the application site could also easily open onto the northern end of the Moselle Walk which forms part of the Clarendon Square development. The Moselle Walk is an intensively landscaped, richly biodiverse, path along the boundary of the Clarendon Square development and the long back gardens of the neighbouring houses along Hornsey Park Road, south-west of this application site. This provides a pedestrian link between Clarendon Square’s new public park to the south and Brook Road to the north, with gates at either end so that it can be closed at night, although the gates at the northern end are set well back to allow access to various services in Block D4 of the Clarendon Square development, which contains an energy centre within its basement.
- 6.6.22 The main public route into the site from Hornsey Park Road to the front doors to the residential blocks and commercial unit is a well-designed public realm, with thoughtfully designed, attractive, durable and appropriate surface finishes, clear demarcation of vehicular and pedestrian zones, clear separation of public and private space, clearly marked parking and delivery spaces that avoid visually dominating, and softening in appropriate places with attractive greenery.
- 6.6.23 The north-western side of the development takes into consideration that part of the site sits over the culverted River Moselle. This is marked by private gardens to the ground floor flats of block A, the private communal landscaped area off the communal cycle store to the rear of Block B and the landscaped playspace at the



north-western end of the street through the site. If the river was to be de-culverted in the future provision is left in this development and the neighbouring sites such as Clarendon Square, the Iceland site, as well as the rear gardens of the properties on Hornsey Park Road where the culvert partly runs.

- 6.6.24 The two blocks, Block A to the left (south-west) and Block B to the right (north-east) of the route, sit either side of the central route or street, which is a shared pedestrian and vehicle route from Hornsey Park Road to the centre of the site, albeit with a protected pedestrian pavement along the left-hand side (south-western side). The disabled parking spaces sit either side of the vehicular route, which finishes at a turning head with space for a servicing vehicle between the residential and commercial entrance doors, with the commercial unit's windows in Block B and those of the ground floor flats in Block A, as well as numerous residential windows above, providing passive surveillance to the street. Vehicles are prevented from going beyond by informally placed street furniture, and beyond that the new street continues as a path to a gate on the boundary of the Iceland site, besides the child playspace.

The small commercial unit will have a simple design with high ceilings, a front door and "shop window" facing south onto the heart of the internal street through the development directly where servicing and delivery access is sited, and secondary illumination from windows on its west and north sides, making an ideal space for a small office, light creative workshop or artists' studio. Outdoor amenity space is also provided. The commercial unit should further help animate the street through the site and provide further variety in the development.

### *Design Summary*

- 6.6.25 The proposed design of the development is considered to be a high-quality design On a challenging site, tightly constrained by existing neighbours and sensitive private amenity spaces, in a changing context of an intensifying, emerging expansion to Wood Green's Metropolitan Town Centre, Cultural Quarter and Heartlands Growth Area, yet on the edge of an established lower-rise "hinterland character" residential neighbourhood, this proposal is a convincing transition between these contrasts in scale and intensity. The proposed development promises to achieve this transition in an appealing, well composed, sculptural pair of buildings set around a potentially charming, human-scaled, pedestrian-friendly new local street connection that could help better integrate the two contrasting neighbourhoods, in design, proportions and materials that are contemporary yet compatible with its context. At the same time creating excellent quality new housing, a useful new small workspace unit and contributing to local landscaping and connectivity.

Given the above and the support from the QRP, the proposed development in design terms is therefore acceptable.

## **6.7 Residential Quality**

### *General Layout*

- 6.7.1 The general layout of the site comprises of two blocks (Blocks A and B) with a public pedestrian route through the two blocks and across the site. Block A comprises of three ground floor flats with private rear gardens and three flats are located on each floor above. The flats on the upper floor have private balconies. Block B comprises of a commercial unit of 97 square metres, communal refuse store and plant rooms with residential flats on the upper floors. The flats on the upper floors have private balconies/terraces. There is a dedicated communal cycle store to the rear of block B and dedicated child playspace and a central courtyard. The blue badge parking bays are located either side of the public pedestrian route.
- 6.7.2 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.
- 6.7.3 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**

- 6.7.4 All proposed dwellings within Blocks A and B exceed minimum space standards including bedroom sizes, complying with policy. All homes would have private amenity space in the form of either private gardens, terraces and balconies that meets the requirements of the Mayor's Housing SPG. Due to the constraints of the site only one family unit benefits from a private garden located on the ground floor. However, the family units on the upper floors still benefit from private amenity space in the form of balconies and has easy access to shared amenity / playspace. All new homes would have access to a shared communal courtyard / street containing children's play space and seating, as well as a shared private yard off the shared private cycle store, suitable for outdoor creative/maintenance work, as well as pleasant, car-free, short walking access to nearby public parks and amenities given the site's constraints. All dwellings have a minimum floor to ceiling height of 2.5m. Considerable care has been taken in the layout of flats within blocks and in the layout of flats themselves to multiple aspect flats whilst preserving privacy to the proposed dwellings and existing neighbours. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. Most dwellings are dual aspect with some that are triple aspect. One of the 1-bedroom flats on each of the 1st, 2nd and 3rd floor

of Block B primarily relies on a southern aspect, with just a south-eastern, part obscured south-east facing in a 45° angle, and cross ventilation to its north facing bathroom and entrance, whilst two one-bedroom flats in each of three floors of Block A face north-east or south-west with just one similarly part-obscured south-east facing second living room window providing a second aspect.

### **Accessible Housing**

- 6.7.5 London Plan Policy D7 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.
- 6.7.6 All dwellings within Blocks A and B achieve compliance with Building Regulations M4 (2), and just under 10% of units (9.4%) achieve M4(3). Whilst this is marginally lower than 10%, the site is constrained space wise and there is potential for neighbouring sites within this site allocation to provide more wheelchair accessible homes and whilst it is marginally lower than the 10%, the rest of the dwellings achieve compliance with Building Regulations M4 (2). Block A comprises of one 3 bed 4 person, one 2 bed 3 person and one 1 bed 2 person wheelchair accessible home.
- 6.7.7 The proposed buildings provide step free access throughout and incorporate a passenger lift suitable for a wheelchair user. Three accessible residential car parking spaces are provided on either side of the public pedestrian route. The gradient and accessibility of the proposed public realm has been considered and complies with all relevant standards and ensures level access to each of the proposed buildings.

### **Child Play Space provision**

- 6.7.8 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.
- 6.7.9 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires a total of 86 square metres of play space for all age groups.

6.7.10 The proposed development includes 86 sqm of dedicated child play space which comprises of informal play space for 0-11 years olds. The playspace proposed will include play facilities and a playable landscape treatment incorporating a range of furniture and play elements for children aged from 0-11 years old. It is also expected that children will use the whole central courtyard space for play, including scooting and cycling. The child playscape including central courtyard space is significantly overlooked by the proposed windows and balconies of the proposed development to ensure natural surveillance is established. i. For older children (12-17) the site is also well served by parks and open spaces. The closest is Hornsey Park which is in close proximity to the site within a two-minute walk (138m), Wood Green Common is a seven-minute walk away (480sqm) and the large play area within New River Village and Alexandra Park are within walking distance.

6.7.11 The play space provision for younger and older children is policy compliant and is therefore acceptable.



Figure 4 - View of the child playspace facing east

### Outlook and Privacy

6.7.11 The proposed landscaped courtyard of the development provides sufficient separation of 8 to 19m between the two blocks. This distance would ensure a degree of privacy between the proposed dwellings given the tight constraints of the site. Notwithstanding this, the blocks have been carefully placed to ensure that primary aspects are directed away from one another.

6.7.12 The development incorporates windows and balconies with an outlook onto the communal amenity space, cycle store, public route and Moselle Walk and whilst also allowing passive surveillance and animation to the playspace.

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

### **Daylight/sunlight/overshadowing**

6.7.14 The applicants have provided a Daylight and Sunlight Report broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice" (3<sup>rd</sup> Edition, Littlefair, 2022), known as "The BRE Guide".

6.7.15 The assessment for daylight has been assessed using the Target Daylight Factor approach. The report concludes that all assessed habitable rooms within the proposed scheme (blocks A and B) meet and exceed the minimum levels of internal daylight. To assess if this space will receive sufficient sunlight, the BRE guidance recommends it is assessed on March 21<sup>st</sup>. It is adequately sunlit if it receives 2 hours of direct sunlight over 50% of its area on that date. The report confirms that the new amenity space receives sunlight hours in excess of the BRE target (88.1%).

6.7.16 Overall it is considered the units would benefit from good levels of daylight.

### **Other Amenity Considerations**

6.7.17 Further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.13 of the report).

6.7.18 The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of the accommodation meets the relevant standards and recommends that condenser units are enclosed in louvres to suitably control plant noise emissions.

6.7.19 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 future occupiers of the development.

6.7.20 The communal waste store for both blocks is located in the ground floor of block B. The facility is accessed externally and does not provide internal access to the rest of Block B. The travel distance from the entrance of Block A is within 30m to the waste store entrance of block B. Waste collection will take place via the refuse

vehicle entering the site from Hornsey Park Road and reverse between the proposed blocks where it will stop and collect the waste before exiting in forward gear. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection for the residential component.

## **Security**

6.7.21 The applicants met with the Metropolitan Police Secured by Design (SBD) Officer at pre-application stage and discussed the design and layout of the scheme.

6.7.22 A new public pedestrian route from Hornsey Park Road to the west boundary of the site is proposed. Access through the western boundary will be gated that will be open throughout the day, but then closed after dark with fob-controlled access to improve the site's security. The cycle store is located within a secure gated area on the northwest part of the site with CCTV mounted. The site boundary fence will be 2.1m high with 300mm light rail above to prevent climbing. The new pedestrian route will be well lit using bollard lighting and column lighting together with creating natural surveillance with sensitively designed layouts and furniture to allow clear sight lines. CCTV cameras will be strategically placed to ensure adequate coverage as a deterrent to any anti-social behaviour. The commercial and residential frontages address the central courtyard space/child playspace and cycle store providing passive surveillance throughout all hours.

6.7.23 The main entrance to blocks A and B is located directly opposite the central courtyard. Access to blocks A and B is via dedicated communal entrances leading into a secure lobby. These spaces will be secured with access only provided to the residents of each respective core via key fob. Visitor access will be managed through a video call system. Access control and minimum audio system will be installed on the secured lobby door. Letterboxes are to be located within the secured lobby on both blocks. Access control on core staircase doors on each level and destination control on lift is to be installed on Block A.

6.7.24 The Secured by Design Officer does not object to the proposed development subject to conditions being imposed on any grant of planning consent requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

## **6.8 Impact on Neighbouring Amenity**

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

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

### **Daylight and sunlight Impact**

- 6.8.3 The applicant has submitted a Daylight and Sunlight Report to assess the effect of the proposals on relevant neighbouring buildings, prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (3<sup>rd</sup> Edition, Littlefair, 2022), known as “The BRE Guide”.
- 6.8.4 The Vertical Sky Component (VSC) has been calculated for each of the 201 assessed windows of 159A-171 Hornsey Park Road, 151-157 Hornsey Park Road, buildings D3, and D4 of the Clarendon Square development to the west currently under construction and the extant planning permission for the Iceland site to the north. Of those assessed, over 80% of windows meet the strict criteria of the BRE Guide for Vertical Sky Component, 91% meet the GLA recommended levels for higher density development. All of those windows that do not meet the stricter test are within the extant permission for the Iceland site and buildings D3 and D4 of the Clarendon Square development currently under construction. Those that do not meet the higher density development test are those flats that are designed with deep recessed balconies which means the windows have a narrow view of the sky.
- 6.8.5 The proposals would have no noticeable impact on the sunlight received to applicable existing or currently permitted neighbouring windows. All neighbouring gardens will not notice any loss of sunlight by the universally recognised BRE Guide methodology.

### **Privacy/Overlooking and outlook**

- 6.8.6 Concerns have been raised that the proposed development would result in a loss of privacy/overlooking issues particularly with regards to the properties on Hornsey Park Road. Given the 18.7- 20 metre distance between the main rear wall of the properties on Hornsey Park Road and that of the proposal, the proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants and the level of overlooking is considered acceptable within an urban environment.
- 6.8.7 The development also incorporates design measures to minimise loss of privacy, which include the use of obscure glazing to the lower part of the windows at first to third floor levels on the east elevation and first and second floor levels on the

south elevation of Block A, and first to third floor levels on the south and northeast elevations of Block B. The high-level part of the window would be standard glazing that would not provide an outlook.

- 6.8.8 Notwithstanding this, the balconies have been carefully located and designed, with projecting balconies looking south and east onto the central street through the development, onto Moselle Walk to the north-west and the Iceland site to the northeast which is planned to be the extant development's external amenity garden deck over its car parking. The vertical metal plates for the balustrades provide only a glimpse through in order to ensure the safeguarding of privacy of the gardens and habitable rooms of properties on Hornsey Park Road neighbouring properties. The recessed balconies to the south-west, north-west and at parapets where the roof steps in have solid brick balustrades to give much greater privacy.
- 6.8.9 The development has also been designed to take account the potential impacts to the neighbouring developments at Clarendon Square and the Iceland site (HGY/2017/2886). Windows serving habitable rooms that face towards these developments are limited. There is also a substantial separation distance between habitable room windows on the proposed development and habitable room windows on the neighbouring schemes, ranging from 15m at the closest point, up to 31m.
- 6.8.10 Additionally, the windows at lower floor levels on Blocks A and B are significantly screened by boundary treatments and existing trees. The relationship between the development and the neighbouring schemes is therefore considered appropriate for an area that is undergoing significant regeneration and growth and certainly on a backland site that would establish appropriate distances between windows of the proposed development and the existing residential dwellings.
- 6.8.11 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account the urban setting of the site, its backland location and the established pattern and form of the existing neighbouring development, the proposal would not result in a material adverse impact on the amenity of surrounding occupiers and residents. Notwithstanding this blocks A and B have been carefully designed to step down on the southeast elevation at 5<sup>th</sup> and 6<sup>th</sup> floor level to ensure the massing responds to its context and does not appear visually intrusive when viewed from neighbouring properties. The gradual increase in massing ensures the outlook from existing residential properties is not unduly harmed.
- 6.8.12 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**



- 6.8.13 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.14 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.
- 6.8.15 It is anticipated that light emitted from internal rooms of the proposed buildings would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.8.16 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed requiring details and control over the demolition and construction methodology.
- 6.8.17 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current use of the site which previously operated as a joiners workshop and car repair garage and the current urbanised nature of the surroundings. A condition will be imposed ensuring a noise management strategy is provided.
- 6.8.18 Therefore, it is considered that the proposal would not have a material adverse impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

## **6.9 Parking and Highways**

- 6.9.1 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.
- 6.9.2 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.
- 6.9.3 The site has a PTAL value of 4, which is considered 'good' access to public transport services when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by public transport. The site has an existing vehicle access which fronts onto Hornsey Park Road which is an

adopted highway and has a width of c.7.5m, though this width is further decreased to c.5.3m by the on/off the kerb residential parking bays. The development is located near Wood Green Town Centre, which gives it convenient access to shops, services, and transport links. Wood Green Underground Station itself is only around a 10-minute walk and 5-minute bike ride from the site. Furthermore, Hornsey Rail Station is around a 13-minute walk, 3-minute bike ride and a 10-minute bus ride from the site. The site is located within the Wood Green Inner Controlled Parking Zone (CPZ) that restricts parking to permit holders Monday to Sunday 08:00 – 22:00. However, the site sits on the boundary line for Wood Green Outer which are parking restrictions are Monday to Saturday 08:00 - 18:30.

- 6.9.4 The Transport officer has been consulted and notes that in terms of trip generation, the numbers are low for the residential element of the scheme given only 32 dwellings are proposed. The commercial unit proposed will create only a moderate number of trips. Officers have considered that the development proposal will not significantly impact on local public transport links or services.

### **Access**

- 6.9.5 In terms of access arrangements, the applicant proposes a public pedestrian route which meets the site allocation requirement (SA21) connecting Hornsey Park Road to the east with Brook Road to the west of the proposal site. Access to the west will be gated that will be open throughout the day, but then closed after dark to improve the site's security. The public pedestrian route will form part of the borough's walking network and be used by local residents from neighbouring new developments west of the site for access to shops, transportation links, and services. The new pedestrian route through the site will rely on the Iceland site being developed. The new route would provide access onto Brook Road and also it will open onto the northern end of the Moselle Walk which forms part of the Clarendon Square development. The access route will be blocked off until the Iceland site is developed at which point the new route will be completed. The applicant will need to provide a public access management plan once the Iceland site, which has extant planning permission has been constructed (HGY/2017/2886). This can be secured by legal agreement.
- 6.9.6 The development includes some proposed works that will be needed to the access on Hornsey Park Road. The access will need to be modified, and parking bays are proposed to be removed on either side of the access to allow for improved visibility and better sight lines for approaching vehicles. A new continuous footway will need to connect with existing footways and onto the public highway. The design of the access and the proposed internal layout has already been subjected to a Road Safety Audit. The applicant will need to enter into the appropriate Highways Act Agreement to carry out these works.

### **Parking**

- 6.9.7 The Transport officer notes that the proposal would be a car free development with the residents not being able to attain a parking permit, therefore there would be no need to increase on-street parking bays as no new demand will be generated from the development. The proposals provide 3 residential blue badge car parking spaces. The proposal also includes a commercial unit of 97 square metres with no disabled parking bay provision however a parking stress survey for the commercial unit was conducted over two days which demonstrated that there was ample availability of existing disabled bays on Hornsey Park Road which should be sufficient for future occupiers of the commercial unit as any individual with a blue badge can park in a disabled bay.

### **Car Free**

- 6.9.8 A 'car-free' development is proposed and parking permits would not be allocated to residents of the new properties or for on-street parking. Due to the site's public transport accessibility level (PTAL) (4 - 'good' access to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

### **Future parking demands**

- 6.9.9 To mitigate against any potential displacement in parking demand resulting from the residential and commercial, the on-street surveys have shown that there is some on-street extra capacity for both elements of the development. A car parking management plan will need to be submitted to manage how car parking will be allocated. This can be secured via the imposition of a condition. To further mitigate any potential parking impacts, a car club facility is required for the development. This can be secured by legal agreement.

### **Electric Vehicle Charging**

- 6.9.10 The Highway Authority would request that full provision of an active charging point is provided from onset for the disabled parking space to maximise the support of electric vehicle travel to/from site in the future. This can be secured by the imposition of a condition on any grant of planning permission.

### **Cycle Parking**

- 6.9.11 In terms of the residential component of the proposal, 55 long stay spaces and 2 short stay spaces are proposed. One long-stay and 1 short-stay cycle parking spaces are proposed for the commercial units in accordance with the London Plan 2021 Policy T5 Cycling.
- 6.9.12 Long stay cycle parking spaces are located within the cycle store located at the northern part of the site. Access to the store is via a locked gate accessed solely

by residents. The cycle store will have appropriately placed lighting mounted on the shelter and CCTV. All spaces will be located within a sheltered structure that will utilise both Sheffield and two-tier racks. The two short stay cycle parking spaces are provided externally in the form a Sheffield stand. The details of cycle parking in line with the London Plan and the London Cycle Design Standards (LCDS) can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.9.13 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.

6.9.14 As such, the cycle parking is acceptable subject to the relevant condition/legal agreement being imposed in respect of proposed cycle parking arrangements.

### **Service and Delivery**

6.9.15 The Transport officer notes that trip information regarding service and delivery for the residential use of the site shows that two-way LGV movement is expected to be only 6 trips between the hours of 09:00 and 19:00, and the commercial use is expected to have only 1-2 servicing trips per day with a dwell time of 15 minutes. The Waste Management team have confirmed that the proposed refuse and recycling arrangement is satisfactory as set out in the previous section of the report. A Delivery and Servicing Plan is required to manage delivery access to the site and to limit the number of trips to ensure that the number of trips don't impact on residential amenity. The Transport Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

### **Travel Plan**

6.9.16 A residential and commercial travel plan will need to be submitted to enable residential and commercial occupiers to consider sustainable transport options. The applicant will need to enter into a legal agreement to monitor the development proposal. This can be secured by a S106 agreement.

### **Construction Logistics and Management**

6.9.17 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished Construction Logistics Plan. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by a legal agreement.

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

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

- 6.10.1 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.
- 6.10.2 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. 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 at the top). 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.
- 6.10.3 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.
- 6.10.4 The development guidelines within Site Allocation SA21 'Clarendon Square Gateway' state that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area. London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.
- 6.10.5 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

### **Carbon Reduction**

- 6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. 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.

- 6.10.7 The development achieves a site-wide reduction of 93% (DEN connection scenario), or 68% (heat pump scenario) carbon dioxide emissions over Building Regulations Part L 2021, with high fabric efficiencies and communal Air Source Heat Pump (ASHP) as well as a single point site-wide connection for a future heat network, and a minimum 25 kWp solar photovoltaic (PV) array. This represents an annual saving of approximately 27.2 tonnes of CO<sub>2</sub> (DEN scenario) and 19.9 tonnes of CO<sub>2</sub> from a baseline of 29.2 tCO<sub>2</sub>/year. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy, details relating to the future connection to the DEN and overheating strategies which can be dealt with via condition.
- 6.10.8 The applicant has proposed a saving of 3.7 tCO<sub>2</sub> in carbon emissions (13%) for the residential element, and a saving of 0.1 tCO<sub>2</sub> (17%) (DEN and ASHP scenario) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This exceeds the minimum 10% and 15% reduction set respectively for residential and non-residential developments in London Plan Policy SI2, this is supported by LBH Carbon Management.
- 6.10.9 In terms of the installation of various renewable technologies, the report concludes that solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. If the development does not connect to the DEN, communal ASHPs are the most viable solution. A total of 23.1 tCO<sub>2</sub> (78%) reduction of emissions are proposed under Be Green measures.
- 6.10.10 The Carbon Officer notes that the carbon reduction reported under DEN scenario is in line with the Energy Assessment Guidance. Under Be Clean the development has explored options to connect to the Council's district energy network, which will provide heating and hot water to the proposed dwellings. The Council's Carbon Officer is satisfied that further details relating to the future connection to the DEN can be secured by condition.
- 6.10.11 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution based on the DEN scenario is £5,985 plus a 10% monitoring fee, will be subject to change during the detailed design stage. A deferred carbon offset contribution mechanism will apply to this scheme if the scheme does not connect to the DEN. This figure would be secured by legal agreement.

### **Overheating**

- 6.10.12 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 for the residential spaces with TM49 weather files. The report

has modelled the following using London Weather Centre files: 13 habitable rooms, 8 Kitchen/Living/Dining spaces and 2 corridors. All 21 modelled rooms and spaces pass the overheating requirements for 2020s DSY1.

6.10.13 The applicant has undertaken a dynamic thermal modelling assessment for the non-residential part of the development in line with TM52 with TM49 weather files for DSY1, 2, 3 2020s and DSY 1 for 2050s and 2080s. Both commercial spaces pass the overheating requirements for 2020s DSY1.

6.10.14 In order to pass the mandatory weather files, the following measures will be built:

- Natural ventilation, with tilt and turn openings for Ground floor providing at least 15cm gap
- Glazing g-value of 0.45 for residential and 0.20 for commercial
- Mechanical Ventilation and Heat Recovery (MVHR) with summer bypass 0.5 air changes per hour (ac/h)
- No active cooling

6.10.15 External shading features such as overhangs, Brise Soleil etc should be explored and proposed to reduce the cooling demand as much as possible. External blinds and other forms of shading are proposed as future mitigation measures, while this is one of the high priority passive mitigation measures as per the Cooling hierarchy. Therefore, it is recommended that this is incorporated in the design at the earliest stage rather than as a retrofitting mechanism. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

## **Summary**

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

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

### **Urban Greening Factor**

6.11.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.

6.11.2 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The proposed scheme includes, roof

planting, flower-rich perennial planting, permeable paving wherever possible, native hedges as defensible planting and climbers, extensive green roof and standard trees.

- 6.11.3 The scheme would have an Urban Greening Factor of 0.41 which exceeds the minimum target set out in the London Plan. It is considered that the proposed development in terms of urban greening is acceptable. Details of landscaping can be secured by the imposition of a condition to secure a high quality scheme with effective long-term management.

### **Trees**

- 6.11.4 The NPPF (Para. 136) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.
- 6.11.5 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.
- 6.11.6 A total of 5 trees will be retained and pruned onsite. The proposal involves the removal of two individual trees and one group of trees. All trees for removal are category C trees - trees of low quality. Six new trees will be planted in addition to the retained trees. The Landscape Statement includes details of the species of the trees proposed that will be planted at ground level along the rear boundary of the houses at 159a, 161 and 163 Hornsey Park Road, within the communal central courtyard space/child playspace and along the western boundary of block A. Therefore, there will be a net increase of 3 trees on site.
- 6.11.7 The Council’s Tree Officer has been consulted on the proposal and does not raise any objections subject to adherence with the Arboricultural Impact Assessment and the tree protection plans (TPP) and they are satisfied with the net gain of trees and proposed species. An aftercare programme to be planted to establishing independence of the trees and planting will need to be submitted. Details of the aftercare programme can be secured by the imposition of a condition.

### **Ecology**

- 6.11.8 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain
- 6.11.9 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.



- 6.11.10 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.
- 6.11.11 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.11.12 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.11.13 The applicant's Biodiversity Net Gain Assessment sets that the site has a Habitat Baseline value of 0.14 habitat units. This is due to the developed nature of the site which is mostly hardstanding or other built surfaces. The proposal includes a green roof, grassland, shrubs and green wall, native tree planting and landscaping which results in a 164% net gain of area-based habitat units. This is greatly in excess of the mandatory 10% net gain required.

## **6.12 Flood Risk and Drainage**

- 6.12.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seeks to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located in close proximity to a main river, Moselle Brooks and falls within Flood Zone 1, which has the lowest risk of flooding from tidal and fluvial sources. The site boundary falls within an Inner Source Protection Zone (SPZ1) associated with a Thames Water public abstraction approximately 350m west of the site (Hornsey Filter Beds). The London Clay between the Made Ground and the sensitive controlled water receptors is thought to be of substantial thickness.
- 6.12.2 The applicant has submitted a Flood Risk Assessment, Drainage Strategy and the Runoff Calculations. This has been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied with the overall methodology and the impacts of surface water drainage, and its management and maintenance plan can be adequately addressed at a later stage, and as such this matter can be secured by condition. The Environment Agency is satisfied that the proposed buildings have been moved away from the top of the culvert and a 3m buffer zone has been provided. They are also satisfied that the condition survey and a pile exclusion zone 3m from the Moselle Brook has been carried out. The Environment Agency recommends imposing a condition regarding post development survey, remediation strategy, unexpected contamination, investigative boreholes, verification report, infiltration drainage and piling. The Environment Agency recommends imposing an informative regarding flood risk activity permit (FRAP).

6.12.3 Thames Water raises no objection with regards to wastewater network, sewage treatment works, water network and water treatment infrastructure capacity. With regards to surface water drainage, Thames Water raises no objection if the developer follows the sequential approach to the disposal of surface water. Thames Water recommends imposing an informative regarding groundwater discharge and underground wastewater assets. Thames Water would also recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. The recommended informative will be included on any grant of planning permission.

### **6.13 Air Quality and Land Contamination**

6.13.1 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 future residents. The development is not anticipated to result in any additional traffic other than from vehicles using the Blue Badge parking or introduce any onsite combustion, as such transport and building emissions are considered to be below the development specific benchmarks. 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.

6.13.2 The proposed development is considered to be air quality neutral given the lack of development generated emissions. The Council's Lead Pollution Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

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

#### **Land Contamination**

6.13.4 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.

6.13.5 The Phase 1 & 2 Desk Study states the previous land use at this site suggests it could potentially contain sources of contamination. A detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use is secured by condition, the Council's Pollution Officer and Environment Agency raise no objection.

## **6.14 Fire Safety**

6.14.1 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. This application is not subject to Fire Safety Gateway 1 and therefore the Health and Safety Executive (HSE) is not required to be formally consulted as Block A, which is up to 6 storeys (15.7m in height), and Block B, which is up to 5 storeys (12.6m in height) would be below the 7 storey and 18 metres threshold which would trigger the need to consult with the HSE.

6.14.2 The Fire Statement submitted with the application sets out that the following measures will be incorporated within the scheme: fire appliance access is provided via Hornsey Park Road; warning fire detection and alarm systems; sprinkler protection to limit fire growth and spread; and natural smoke control within common escape routes. The façade design follows appropriate guidance, and a focus is placed on using appropriate materials to help prevent fire spread and falling debris via the external walls of the building.

6.14.3 Haringey Building Control has been consulted on this application and has confirmed that they are satisfied with the proposals. The existing access road width, leading to the new blocks, should be confirmed to demonstrate that a fire vehicle can access the site. Also, confirmation as to whether the road will be gated should be provided. A formal detailed assessment will be undertaken for fire safety at the building control stage.

## **6.15 Employment**

6.15.1 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 Supplementary Planning Document (SPD) requires all major developments to contribute towards local employment and training.

6.15.2 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 and those set out in the Heads of terms at the top of the report, would be secured by legal agreement.

6.15.3 As such, the development is acceptable in terms of local employment and skills provision.

## **6.16 Conclusion**

- The proposal would redevelop a brownfield site, with a high-quality mixed-use development which responds appropriately to the local context and would fulfil and meet the requirements of Site Allocation SA21 'Clarendon Square Gateway'.
- The proposal would provide a public 'through' route to create a new link between Wood Green and Clarendon Square which is a requirement of Site Allocation SA21 'Clarendon Square Gateway'.
- The development would provide 97sqm of quality flexible commercial floorspace that would potentially generate 8 jobs, an uplift over the existing 5 jobs.
- The development would provide a total of 32 residential dwellings, contributing towards much needed housing stock in the Borough.
- The scheme would include a financial Payment in Lieu (PiL) contribution towards offsite affordable housing within the Borough.
- The size, mix, tenure, and quality of residential accommodation is acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The proposal provides good quality public realm improvements together with hard and soft landscaping.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location. The site's location is highly accessible in terms of public transport routes with a Public Transport Accessibility Level (PTAL) rating of 4 and the scheme is also supported by sustainable transport initiatives.
- The development would achieve a site-wide reduction of 93% (DEN connection scenario), or 68% (heat pump scenario) carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain of 164% (BNG) improvements which is greatly in excess of the mandatory 10% net gain required .
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

## **7.0 COMMUNITY INFRASTRUCTURE LEVY**

Based on the information given on the plans, the Mayoral CIL charge will be £90,397.35 (1305 sqm x £69.27) and the Haringey CIL charge will be £343,267.20 (1305sqm x £263.04). These rates are based on the Annual CIL Rate Summary for 2024, which will increase if the decision notice is issued in 2025 in accordance with the published Annual CIL Rate Summary for 2025. 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 RICS CIL Index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions subject to conditions in Appendix 1 and subject to section 106 Legal Agreement.