APPENDIX 1 – Planning Conditions and Informatives

Time Limit

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

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

Approved Plans and Documents

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

Documents

Materials

3. Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:

a) Detailed elevational treatment;

b) Detailing of roof and parapet treatment;

c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;

- d) Details of entrances, which shall include a recess of at least 115mm;
- e) Details and locations of rain water pipes; and

f) Details of key junctions including cills, jambs and heads of windows, balconies and roof parapet shall be submitted to and approved in writing by the Local Planning Authority. Samples of brick, windows, roof, glazing, should also be provided. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1of the Development Management Development Plan Document 2017

Boundary treatment and access control

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

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

Landscaping

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

Details shall include information regarding, as appropriate:

a) Proposed finished levels or contours;

b) Means of enclosure;

c) Hard surfacing materials;

d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and

Soft landscape works shall be supported by:

e) Planting plans;

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

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

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

i) Existing trees to be retained;

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

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

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

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

Lighting

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

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

Site levels

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

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

Secure by design accreditation

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

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

Secure by design certification

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

Reason: In the interest of creating safer, sustainable communities

Land Contamination

10 Before development commences other than for investigative work: a. Where remediation of contamination on the site is required, Using information already submitted in Phase 1 & 2 Desk Study & Ground Investigation with reference 22-009/P1&P2 prepared by AG Geo-Consultants Ltd dated 13th February 2024, completion of the remediation detailed in the aforementioned report shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

Unexpected Contamination

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

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

NRMM

12 a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

Demolition/Construction Environmental Management Plans

13 a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst

b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,

- x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <u>http://nrmm.london;</u>
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

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

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

Arboricultural Impact Assessment

14 The development hereby approved shall be constructed in accordance with the Arboricultural Implications Report prepared by SJA trees Arboricultural Planning Consultants dated January 2024 Ref. SJA air 23547-01c

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

Delivery and Servicing Plan

15 The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with <u>TfL guidance</u>.

The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020

Cycle parking

16 The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 55 long-stay, 2 short-stay residential, 1 long-stay, and 1 short-stay commercial approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

Reason: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).

Electric vehicle charging points

17 The proposed car parking spaces must provide 3 active electric vehicle charging points to serve the on-site parking spaces from the onset in line with London Plan 2021. The car parking spaces, once implemented, are to be retained thereafter.

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

Wheelchair accessible car parking spaces

18 The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 3 residential on-site car parking bays.

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

Car Parking Management Plan

- 19 The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:
 - 1) Wheelchair accessible units or residents with a disability with the need for a car parking space
 - 2) Family size units 4/3 bed units
 - 3) 2 bed four person units
 - 4) 2 bed 3 person units
 - 5) Any other units

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

Post-development culvert condition survey

20 The applicant shall carry out a post-development survey of the culvert to demonstrate the development has not caused any adverse impacts on the structural integrity of the culvert within 90 days of the completion of the works. A copy of the CCTV survey shall be submitted to the Local Planning Authority (LPA) within 30 days. Any defects identified shall be made good at the applicant's expense and to the LPA's satisfaction within a time agreed with the LPA, in conjunction with the Environment Agency.

Reason: This is to ensure the structural integrity of the culvert (Moselle Brook Culvert) thereby reducing the risk of flooding. This is in line with paragraph 173 of the National Planning Policy Framework (NPPF) and Policy DM28 of Haringey's Local Plan.

Remediation Strategy

- 21 No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing, by the local planning authority. This strategy will include the following components:
 - 1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
 - 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite
 - 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken
 - 4. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at, unacceptable risk from adversely affected unacceptable levels of water pollution in line with paragraphs 180, 189, and 190 of the NPPF and Policy DM27: Protecting and Improving Groundwater Quality and Quantity OF Haringey's Local Plan.

Investigative Boreholes

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of each phase of development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution in line with paragraph 180 of the National Planning Policy Framework

Verification Report

23 Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 180 of the National Planning Policy Framework.

Infiltration Drainage

24 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details. Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 180 of the NPPF.

Piling

25 Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: Having reviewed the aforementioned documents, we note that there is some contamination within the made ground on-site, namely lead and polycyclic aromatic hydrocarbons, including dibenzo(a,h)anthracene. However, it is deemed that no remediation is necessary in the submitted Phase 1 & Phase 2 Desk Study & Ground Investigation as there is no pollution risk to groundwater. While this may be true within the operation phase of the development, uncertainty regarding foundation techniques presented in the geotechnical element of the report means that a linkage may be activated during the construction phase should piled foundations be proposed. The geology beneath the site has not been assessed to a depth where the piles may extend to, and as such there is uncertainty regarding potential risks to groundwater due to piling; piling has the potential to create preferential pathways to aid the vertical migration of pollutants towards sensitive aquifers. We deem a Foundation Works Risk Assessment (FWRA) necessary should piling be selected as the preferred foundation method.

Additionally, this will ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection. A foundation works risk assessment will be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) available at the following website: [ARCHIVED CONTENT] (nationalarchives.gov.uk).

Surface Water Drainage

- 26 No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:
 - a) Calculations including the Network Diagram cross referencing drainage elements confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and

safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.

- b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
- c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.
- d) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.

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

Management and Maintenance

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

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

Crossrail 2

- 28 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:
 - (i) Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works,
 - (ii) (Accommodate ground movement arising from the construction thereof,

(iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail 2 railway within the tunnels and other structures,

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (ii) and (iii) of this condition shall be completed, in their entirety, before any part of the building[s] [is] [are] occupied.

Satellite antenna

29 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

Restriction to telecommunications apparatus

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

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

Architect retention

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

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

Wheelchair accessible dwellings

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

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

Commercial Units – Noise Attenuation

33 (a) No development at ground floor slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the commercial spaces and student accommodation have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between accommodation and commercial units, provide an internal noise insulation level for the accommodation of no less than 60 dB DnT,w + Ctr. (c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the student accommodation directly above the commercial space and shall be maintained thereafter.

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

Restriction to use class

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

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

Energy strategy

35 The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement – Rev H prepared by Irvineering (dated 5 Sep 2024) delivering a minimum 93% improvement (DEN connection scenario) and 68% improvement (ASHP scenario), on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies and communal ASHP as well as a single point site-wide connection for a future heat network, and a minimum 25 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 13% reduction;
- Details to reduce thermal bridging ;
- Measures to improve the Energy Use Intensity and space heating demand;
- the location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant;
- A metering strategy

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

monitoring equipment prior to completion and shall be maintained at least annually thereafter

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

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

DEN connection

- 36 Prior to commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:
 - Detail of the site wide heat network including pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised;
 - Further detail of how the developer will ensure the performance of the site wide heating system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
 - Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
 - A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
 - Details of the design for the primary DEN pipework from the energy centre to a point of connection at the site boundary including details of leak detection system, plans and sections showing the route for three 100mm diameter communications ducts and evidence that expansion/stress analysis has been undertaken, the route is fully coordinated with all other buried services and the point of connection is accessible by the area wide DEN,

- Details for the installation for the primary DEN pipework including testing of welds, pigging and drying of the pipe, how the pipework will be charged with nitrogen and how nitrogen levels and leaks will be monitored for a period of 5yrs.;
- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a containerised boiler plant capable of meeting the peak heat load to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
- Details of a how the containerised boiler can connect to the heat substation location .

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.

Overheating

- 37 The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis reported within the Energy & Sustainability Statement Rev H prepared by Irvineering (dated 5 Sep 2024:
 - Natural ventilation, with tilt and turn openings for GF providing at least 15cm gap
 - Glazing g-value of 0.45 for residential and 0.20 for commercial
 - MVHR with summerbypass 0.5ach
 - Hot water pipes insulated to high standards with maximum heat losses as modelled;
 - No active cooling

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

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

Living roofs

38 (a) Prior to the commencement of the development above ground floor slab level (excluding demolition), details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

i) A roof plan identifying where the living roofs will be located;

ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);

iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate

iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;

v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);

vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and

vii) Management and maintenance plan, including frequency of watering arrangements.

viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the

lifetime of the development in accordance with the approved management arrangements.

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

Biodiversity

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

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

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

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

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

INFORMATIVE: Based on the information given on the plans, the Mayoral CIL charge will be \pounds 90,397.35 (1305 sqm x \pounds 69.27) and the Haringey CIL charge will be \pounds 343,267.20 (1305 sqm x \pounds 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.

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

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

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

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

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

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

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . forms should be completed Application on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers: Groundwater discharges section.

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

INFORMATIVE: Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out

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

• on or within 8 metres of a main river (16 metres if tidal)

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

• on or within 16 metres of a sea defence

• involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert

• in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission For further guidance please visit <u>https://www.gov.uk/guidance/flood-risk-</u>activitiesenvironmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

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

INFORMATIVE: Transport for London is prepared to provide information about the proposed location of the Crossrail 2 tunnels and structures. It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.

INFORMATIVE: The dwelling(s) shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach. Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

Appendix 2 – Plans and images



<u>Aerial view</u>



Site location plan with neighbouring sites under construction (Clarendon Square development) and coming forward (Iceland scheme)



Key



Residential



Proposed site plan



Proposed ground floor plan



Proposed first floor plan



Proposed fifth floor plan



View from the site entrance



View from within the site facing west



View of the child playspace looking east



Proposed landscape proposal

- 3. Vehicle route
- 4. Commercial entrances
- 6. Blue badge parking
- 9. Defensible planting
- 10. Connection to Clarendon Estate

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Appendix 3 - Consultation Responses - internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Design	Thank you for asking for my comments on the above application, with which I am very familiar, having been involved in pre-application meetings and Quality Review Panels (QRPs) on the site from the start of its journey through the planning system.	Comments noted
	Site Location & Context	
	The site is located close to the centre of the Borough of Haringey, in the Wood Green neighbourhood that forms the commercial and civic heart of the borough and one of the main town centres of the suburbs of North London. The town centre is designated in the London Plan as one of seven Metropolitan Centres, but this site is just outside of the town centre. It is however just in the Haringey Heartlands Growth Area, also a London Plan designation, whilst also being right on the edge of an established residential area of Victorian two and three storey terraced houses, including those on Hornsey Park Road, off which this site is accessed.	
	curves, running in a north-east to south-westerly direction, meeting Mayes Road and the rear entrance to The Mall shopping mall, that forms the edge of the 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, some 300m away.	
	When the access roadway reaches the back of the neighbouring terraced houses' back gardens, the site spreads out to both sides, to form an irregular lozenge shape in plan, with its south-eastern edges formed by the neighbouring houses' back gardens and its north-western edges approximately following the course of the shallow culverted River Moselle.	
	Beyond the culvert, to the north of the site is the back of the car park to the Iceland supermarket on Mayes Road, whilst to the west is the former Hornsey Gasworks. Like the application site, but	

unlike the neighbouring houses, the Iceland and Gasworks sites form part of the Heartlands Growth Area. Both have recent planning extant permission for high density, residential and commercial mixed-use developments; in the case of the former gasworks, this development, known as Clarendon Square, is well underway, with one of its fifteen or so buildings, known as Block D4, currently under construction for a ten and eleven storey building containing an energy centre in the basement and ground, as well as a retail unit on the ground floor frontage, with residential above. Further nearby Clarendon Square plots include completed residential blocks of up to 14 storeys to the south west and planned higher-rise up to 26 storeys to the north west. The planning permission scheme for the Iceland site, including the store itself and all of its car park, up to the edge of this application site, is for four connected blocks of seven to nine storeys, the nearest being of eight, with commercial and town centre uses on the ground and first floor and residential apartments above. Both of these neighbouring major developments will be within less than 10m of the applications site at their nearest.

Planning Policy Context

The application site is Allocated in both the adopted Site Allocations DPD (adopted June 2017) as "SA21: Clarendon Square Gateway" (combined with the Iceland site and the site known as Bittern Place, to its north-west) and in the Draft Wood Green AAP (Preferred Option, Feb 2018) as "WG SA 19: Land R/O Hornsey Park Rd" (as this site alone, albeit with a slightly incorrect site boundary). The Draft Wood Green AAP has not been proceeded with by the council, but the work done so far has formed the basis for the relevant sections of the council's new Local Plan, now in its advanced stages of preparation for first consultation in the new year.

The adopted Site Allocation is for "Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential". Site requirements include "Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation. Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the Allocation. Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation in line with Policy DM55" (DM DPD policy on Masterplanning). However, the allocated site is completely split in two by the Iceland Site, which already has planning permission and effectively shields this

application from having any effect on the Bittern site and vice versa'. Nevertheless, the applicants have included, on page 43 of their Design & Access Statement, a site allocation wide masterplan demonstrating how this proposal fits well with neighbouring developments, in fulfilment of this requirement

Development Guidelines include "Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity", The Moselle River runs in a culvert under this 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" and "This site is suitable for car free development due to its good, and improving public transport access".

The Site Allocation for the draft AAP is a more tailored to the specific site: Comprehensive redevelopment creating new employment and residential uses and an improved pedestrian network", with further commentary "This site has recently been the subject of pre-application discussions regarding its redevelopment. It is considered that it has the potential to be more intensively used, creating new homes and jobs within an edge of town centre location. A new pedestrian route through to the centre of the Heartlands sub-area from Hornsey Park Road could also be created". Site requirements are: "area-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels on surrounding Allocations", "No buildings are required to be retained" Development should be mixed use with employment uses maximised, and residential above", "New employment floorspace will be sought on this site. This should be either Studio space or co-working SME office typology", "The Moselle runs in a culvert along the north edge of the site, and investigations around it's suitability for future use, and potential deculverting should be facilitated through any development", and "A pedestrian route through to the Clarendon Road site should be established".

Development Guidelines include "The principles of the Clarendon Rd Character Area should be used to guide development on this site", "This site is within an area considered to be generally less suitable for family housing within the AAP area", "Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed", "Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity" and "This site is suitable for car free development due to its good, and improving public transport access".
As well as the site allocations, the designation of Haringey Heartlands-Wood Green as a Growth Area and of the northern part of Heartlands as a Cultural Quarter are significant, establishing, in addition to the site allocations, that this application site is part of an area where a significant increase in both housing and employment has been agreed, alongside improvements to the quality of townscape, landscape, public realm and architectural design. This site sits on an edge of this Growth Area, that is not intended to be one of the main gateways into it, but should form a gentle transition from, and integration into, its existing context.

Streetscape Character & Pattern of Development

The proposals create a new street through the site, potentially eventually connecting Hornsey Park Road with Brook Road. Implementation of a through route would depend on agreement with the Iceland site, who's construction has not yet properly commenced. But it would be useful, not because there is an overwhelming need for a connection between Hornsey Park Road and Brook Road, but because the existing city block is a very large one, significantly contributing to poor permeability and a lack of integration between the existing residential neighbourhood and the newly emerging higher density mixed use Heartlands / Cultural Quarter.

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 planning permission for the Iceland Site has town centre uses on the ground and 1st 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 1st 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.

The Iceland site is planned with space around its western end, allowing a new link from this site through to Brook Road without changing their footprint. The ground level and space around this end of their development was left rather vague, as they were hoping to attract a health centre into this end of their proposed building, but it should be possible to incorporate a through route. There could even be the possibility that, if this development construction is completed before the Iceland site commences, access could be opened across the western end of the Iceland car park.

This is also the point where the Clarendon Square development's "Moselle Walk", a completed, intensively landscaped, richly biodiverse, path along the boundary between their development and the long back gardens of neighbouring houses along Hornsey Park Road, south-west of this application site. This provides a pedestrian link between the Clarendon Square developers' 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 their Block D4 nearest building, which contains an energy centre in its basement. A through route through this application site could therefore also easily open onto the northern end of their Moselle Walk.

Whether or not a through route is achieved, 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.

The more green, north-western side of the development is marked by private gardens to ground floor flats in Block A, and with a private communal, landscaped yard off the communal cycle store at the back of Block B, which together with the landscaped playspace at the north-western end of the street through the site, sit over the culverted River Moselle. This watercourse could be deculverted in the future, in combination with neighbouring sites such as Clarendon Square and Iceland, as well as those private residents of Hornsey Park Road under the bottom of who's gardens the culvert partly runs; provision is left in this development, as it has been in its neighbours, should the many missed drainage connections be resolved and the challenging levels of this deep watercourse be resolved, as part of a wider project, but in the absence of such a major, ambitious project, this has been considered acceptable in neighbouring developments, so should also be here.

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). Two residents' disabled parking spaces sit either side of the vehicular route, which finishes at a turning head with space for a servicing vehicle between the two residential and one 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 Iceland, besides a children's playground.

Form, Bulk, Height, and Massing

The form of the proposal seeks to mediate between the older, predominantly two-storey housing immediately to the south and east, and the eight to 30+ storey developments planned and under construction to the north and west, as detailed under "Site Location & Context" above. The two blocks start at four storeys to their south-east, closest to the back gardens to the two to three storey houses along Hornsey Park Road. The north-eastern block, Block B, then steps up to five storeys, with the south-western block, Block A, stepping further up to six storeys to the north-west of the site. Hence the greater height of the proposals will be where they will be closest to the taller newer neighbours, eight storeys on the Iceland Site and nine to ten storey Clarendon Square Block D4. It should be further noted that considerably greater height buildings are under construction, planned or likely on the next plots beyond; twelve to sixteen storeys under construction on Clarendon Square Blocks E1-3, twenty-two to thirty granted planning permission on Blocks H1-3 and it is expected similar heights on Bittern Place.

Hence the stepped form off the proposed blocks contribute to the development acting as a transition between the lower rise housing on Hornsey Park Road and to the south-east and the higher rise developments on the Heartlands Growth Area to the north-west. Although many of those blocks are also stepped in form; for instance, the Clarendon Square blocks that line the Moselle Walk, Blocks D1-4, each contain one or two storey steps at their roof level, as well as sometimes lower wings and projecting lift overruns, the E blocks sit on a two-storey podium and contain a lower, ten storey and a higher wind of varied height. The form therefore acts as a more pleasing and gentle transition.

An important principle established in the original masterplan for Clarendon Square, that this application emulates, was not only the stepping form but also the narrower bulk of buildings closest to the backs of houses along Hornsey Park Road, so that as well as gradual transition in height there would also be gaps between blocks creating glimpsed views through. This development therefore also is designed as a similar mass to the most sensitive, neighbourly zones of Clarendon Square, when seen from the neighbouring houses and older residential hinterland to the south-east.

It is also noteworthy how the picturesque, 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, which is strongly supported by the QRP, make an important contribution to the sculptural elegance of the proposal and its compatibility with the surrounding context, as demonstrated by the applicants' several iterations of site models that tested various forms, aiding their achievement of a pleasing design.

Elevational Treatment, Fenestration, Balconies, Materials & Detailing

The architectural character and strategy for elevational treatment of the proposals are contemporary, but with elements of being a contemporary reinterpretation of the late Victorian and Edwardian context, in the use of bricks, in the pattern and proportioning of fenestration, and in detailing with elements such as the stone surrounds to windows. A supporting palette of closely related, complimentary, brick-based materials further support the overall form, massing, and elevational treatment.

Fenestration is orderly and carefully composed, with windows of pleasing, 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. 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, their fenestration is a contrasting wall of floor to ceiling frosted glazing using glass planks to further indicate circulation, give them maximum light whilst preventing any loss of privacy from circulation, and supporting the development's sculptural composition.

Balcony locations and designs are even more tightly controlled to avoid neighbouring buildings, whilst opening up to available surrounding space, and yet ensuring that all the proposed dwellings have access to spacious, good quality and sun lit external amenity space. Projecting balconies look south and east onto the central street through the development, onto Mosele Walk to the north-west and the Iceland site to the north-east (planned to be that development's external

amenity garden deck over its car parking); these have vertical metal plates for balustrades, providing a glimpse into the balcony from only directly facing and otherwise maintaining residents privacy and hiding any clutter. 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 still; these are either just circulation spaces, or they are roof terraces open to the sky above.

Three tones of related red bricks are proposed for the primary materials of this development: a darker red to the north-east half, mid-red to the south-western half and lighter red to the base (ground floor and part of the 1st onto the street). These are to contrast with pale beige reconstituted stone to parapets and window surrounds and light grey powder coated finish to all the metalwork, including windows, balustrades, and rainwater goods. This palette is demonstrated with samples in the Design and Access Statement and whilst it looks very promising, will be confirmed by requiring physical samples by condition.

Residential and Commercial Quality

All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected, with flat layouts having been further refined since the last QRP to alleviate any concern at any flats being too cramped. Similarly, all residential units are provided with private amenity space in compliance with London Plan and Mayoral Housing SPG requirements.

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. Where windows directly face neighbouring dwellings, they are never the only windows to those habitable rooms, and they are half obscured, below 1.774m, so they do not overlook or are overlooked by neighbouring dwellings but get higher ventilation and a view of the sky. Most flats are at least dual aspect; indeed some are triple aspect; just one, one-bedroom, flat in 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.

As noted above, all flats benefit from private outdoor amenity space in the form of private gardens, balconies or roof terraces, as well as a shared communal courtyard / street containing childrens play space and searing, 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. Overall, for a relatively high density, yet relatively low-rise development in a tightly constrained site surrounded by neighbours, the proposal is a truly impressive achievement for residential quality.

The small commercial unit is a simple proposition; just a simple space, with higher ceilings (through intelligent variation of ground floor levels), provision for amenities, 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 sites, 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. This should further help animate the street through the site, provide further variety in the development, and potentially contribute in a small way to the economy of the Creative Quarter at the heart of the Heartlands Growth Area

Daylight & Sunlight

Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:

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

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

The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings and the day and sunlight levels achieved in the proposed development. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2021), known as "The BRE Guide".

The assessment finds that the day and sunlight received by all neighbouring properties would largely meet the BRE recommended guidance. Over 80% of windows meet the strict criteria of the BRE Guide for Vertical Sky Component in both neighbouring existing and proposed developments, 91% meeting the GLA recommended levels for higher density development. All of those that do not meet the stricter test are in the proposed developments, none in existing houses, and those that do not meet the higher density development test being overwhelmingly in recessed balconies, all in cases where the room served is also illuminated by a window not so affected. 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.

The applicants' assessment also finds the habitable rooms in the proposals would achieve excellent levels of day and sunlight at or above the BRE Guide recommended levels. The proposed communal amenity space / play space within the centre of the development would also receive plentiful sunlight as defined in the BRE Guide.

As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, close to the full BRE Guide recommendations, is convincingly predicted to be achieved.

Conclusions

In all respects with regards to design, this proposal is an excellent, high-quality proposal. 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.

What is more, it promises to achieve this transition in a most appealing, picturesque, well composed, sculptural pair of buildings set around a potentially charming, human-scaled, pedestrian-friendly new local street connection that could help better stitch together and 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. Officers and the QRP appreciate the proposals and this opportunity to have worked closely with the applicant's team to achieve this high quality design.	
Transport	Transportation Planning Comments HGY/2024/0466, 157-159, Hornsey Park Road, London, N8 0JX Date: 26/07/2024 Proposal: Demolition of existing structures and erection of two buildings to provide residential units including (3 x studio, 12 x 1 bedroom, 13 x 2 bedroom, and 4 x 3 bedroom dwellings), Class E floorspace of (97 sqm) and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities. Description An application has been received seeking planning permission to demolish the existing structures and erect in its stead two buildings that will provide 32 residential units and Class E floorspace, with associated landscaping, a new pedestrian link through the site, car and cycle parking. Prior to March 2023 the site was used for purposes of light industrial (E-g-(iii). Given the commercial elements size it could employ 8 staff. Provision will be made for 3 residential disabled bays; these spaces will be supported with electric vehicle charging points. The applicant is proposing to provide 55 long-stay and 2 short-stay for the resident. At the same time, the commercial unit will only have 1 long-stay and 1 short-stay. The proposal would include a new walking route through the site that will connect to the other nearby new developments, the provision is required by the site allocation that describes a new link between Wood Green and Clarendon Square be established. The proposal site has a PTAL rating of 4 indicating that its access to public transport is good when compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car. The site is located within the Wood Green Inner CPZ that restricts parking to permits holder 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. The proposal has an existing vehicle access which fronts onto Hornsey Park Road which is	Observation s have been taken into account. The Recommend ed legal agreement clauses and conditions will be included in line with the planning obligations SPD

walk and 5-minute by cycle. Furthermore, Hornsey Rail Station is only a 13-minute walk and a 3-minute bike ride and a 10-minute bus ride.

Trip generation

Trip generation has been provided and has been submitted along with the transport statement. TRICS surveyed sites and 2021 Census data has been used to determine the proposed residential developments, with the example located in Neasden, Action, and Hayes, with the dwelling's numbers ranging from 74-107. This results in the following trips: 24 two-way trips in the AM peak and 19 in the PM peak, with most trips diverted towards public transport. The data does include those that work from home, though these trips cannot be considered as the resident are not leaving the site. Consequently, this decreases the trip to 16 AM peak two-way and 14 PM peak tow-way trips. Overall, the numbers are low, but the development is only providing 32 dwellings. The commercial unit will create a moderate number of with the following two-way trips 6 in the AM and 6 trip in PM peaks. We have considered that this will have no significant impact on local public transport links or services.

Car parking

Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 3 x studio, 12 x 1 bedroom, 13 x 2 bedroom, and 4 x 3 bedroom dwellings with a PTAL ranking of 4. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has a high PTAL. Given the high PTAL of the site the development proposal is permitted to have a maximum parking provision of 24. Consequently, the proposal is car free outside of the disabled bays therefore making it in accordance with this policy. This is further supported by Haringey Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking, where:

- There are alternative and accessible means of transport available.
- Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index.
- A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development.
- Parking is provided for wheelchair accessible units.

The published London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an

additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.

As part of our ongoing effort to ensure that this policy can be complied with LBH Transport Planning would require that, the applicant demonstrate from the outset that the full 10% of wheelchair accessible space can provided from the onset. The applicant has demonstrated that the development proposal will be able to provide the required number of 3 accessible parking spaces. All accessible bays associated with the development must be for resident use only, leased rather than sold, and be designated according to the design guidance BS8300vol.1.

The site would include a commercial unit, which will only have a floorspace of 97 sqm and employ only around 8 people. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that *'all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided'.* The developer felt given the size of the unit and that the third space provided within the site could be used by the worker of the unit. However, LBH Transport Planning will require these to be allocated to residents as it forms part of its provision. 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. Thus, it is believed they should be sufficient for future occupiers of the commercial unit because any individual with a blue badge can park in a disabled bay.

All of the above will be secured via planning conditions for both the provision of the 3 disabled bays and a car parking management plan to manage how they will be allocated.

Future parking demands

A parking stress survey was conducted, which utilised the Lambeth Methodology covering an area of 200m, utilised 5m vehicle lengths, and was completed over two weekday nights. On-street resident parking stress both averaged around at 61% and 62% respectively, although Hornsey Park Road itself did experience slightly higher levels of 74% and 70% parking stress which is still below the acknowledged 85% of concern where a street does not have spare capacity for further vehicle demand by new developments. Furthermore, both days showed between 43-45 vehicles parking on-street with spare capacity to be between 16-18. A 500m commercial survey was also conducted between the hours of 09:00-17:00, demonstrated that local business permit bay stress at its highest was at 55% against a total capacity of 31 bays, and resident bays had a height of 82%. Overall, the survey has shown that there is some on-street extra capacity for both elements of the development.

Cycle parking.

The sites total proposed cycle parking provision for both Use Classes was assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that

developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards. It would appear the developer/applicant has used B1 light industry to determine the amount of provision as the provision is set out as against the following guidance: 1 space per 250 sqm long-stay and 1 space per 100 sqm short-stay. This would mean that need 1 long-stay and 1 short-stay. Yet, LBH Transport Planning believes using B1 Office standards would be more appropriate given that would be considered a worst-case scenario given the higher provision in cycle parking that it provides, although the provision works out to be the same as what has been proposed. The residential element of the development would see the provision of 55 long-stay and 2 short-stay., this is in accordance with the London Plan 2021 Policy T5 Cycle.

Additionally, new information has been received on how access and security will work in relation to the residential cycle following early feedback given to the developer/applicant. This is because the bike store will be located at the most northern part of the site behind block b, and it was initially felt that given the sites openness and high amount of footfall through the site once the walking access is opened up it would create safety risks that could result in bike theft or antisocial behaviour. Consequently, as earlier mentioned new information has been provided that describes how security will work. This includes access to the store only via a locked gate accessed solely by residents, passive security provided by windows from block b, appropriately placed lighting mounted on the shelters and a CCTV strategy. Given the number of people walking through the site, additional passive security is to be installed. Finally, some detail has been given on the design of the resident's bike store, all spaces will be located within a sheltered structure that will utilise both Sheffield and two-tier racks, though the dimensions of which have not been specified.

Details relating to the bike store can be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's and the London Cycle Design Standards (LCDS), which must be submitted and approved before development commences on site.

Highways works.

The development does include some 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 developer/applicant has provided design response to the design. LBH, Transport Planning would require a further stage 2 RSA is completed during the design stage of any potential S.278 works and on the general internal layout. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant.

Car clubs

The applicant/developer has already been in contact with Zipcar who have provided advice with respect to this development. Zipcar have recommended that they would offer 3 years membership for dwellings and offer to manage/monitor enquiries from residents as part of any S106 agreement, this all would require a total contribution of £1,800 to be paid by the developer/applicant. The site does have good coverage in terms of car club bays near the site, one can be found on Mary Neuner Road some 10 min walk and one closer to the site on Parkland Road some 5 min walk from the site. The developer would be required to enter into a S106 agreement to provide five years membership with £100 credit for each resident of the dwellings. Given the area high connectivity to public transport and local car club coverage by Zipcar it should assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZs are not in operation. Therefore, the applicant/developer will be required to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will also be required to provide 5 years of car club membership for each residential unit, along with £100 driving credit for each resident.

Access

The Transport Statement does not include any Active Travel Zone (ATZ) assessment. Routes from the site to Wood Green High Street, Wood Green Underground Station, and Hornsey Station, and Coburg Road have seen highway improvements for pedestrians, cyclists, public realm, and the funding of bus routes into Haringey Heartlands. Further analysis around road safety via the provision of collision data would have been welcomed to best determine if the development would have any impact on the surrounding road network. This is because the developer/applicant has stated such analysis should only be provided where a development is providing more than 150 dwellings, although Transport for London's own guidance for the threshold of Transport Assessments and statements is guidance only and is not considered definitive. It is further explained within the document that an assessment may be more appropriate for a smaller development than what is stated within its thresholds, and this is the same for bigger developments and a statement.

The site itself will feature a walking route connecting Hornsey Park Road in the east with Brook Road west of the proposal site. This pedestrian route is part of a wider site allocation provision that must be brought forward with any new development which takes place in this location. Early feedback provided from LBH Transport Planning determined that a shared access with private road and a footway would not be supportive of a safe environment given the potential high footfall and no inclusivity for those with disabilities. This is because the lack of kerb height difference meant the footway would have been driven on by larger vehicles given the lack of width for the vehicle access. New information provided within the Transport Statement describes that the access to the west will be gated that will be open throughout the day, but then closed after duck to improve site security, though this is found to be detrimental it is reasonable to believe that once the site has been fully completed and opened up that this pedestrian route will informally 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 and making it a gated access could impede this openness.

We will need a public access management plan to ensure that the route remains open to pedestrians at all times and is managed and maintained to a high standard.

Electric vehicle charging

For the proposal to be in accordance with the published London Plan 2021 Policy T6.1 Residential Parking which requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. The submitted Transport Statement makes mention of all the disabled bays being supported through the inclusion of electric vehicle charging points. This is very much welcomed as it is higher than the 1 space supported with an active charger, which was required by policy. LBH Transport Planning will require a pre-commencement condition stipulating that a more detailed plan be submitted for approval showing 3 active vehicle charging points.

Service and delivery.

Trip information regarding service and delivery for both the residential and commercial uses of the site. The data for residents 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 unit is expected to only have 1-2 servicing trips per day with a dwell time of 15 minutes.

The application will have to be supported by a service and delivery plan to manage delivery access to the site and to limit the number or trips to ensure that the number of trips don't impact on residential amenity. **Construction and logistics**

An outline of the Construction and Logistics Plan, it currently does not contain much detail which elaborate on certain segments of the development will be built. Some trip information has been supplied that sets out daily and weekly trips during certain phases of the development. The site would see between 10 -12 peak vehicle trips during four phases of construction. An area of concern that has been identified and communicated to the developer/applicant is the means of access given the carriageways limited width and the parked vehicles on the road. This is already an existing issue local residents face, given the sites previous use and the levels of congestion Hornsey Park Road experiences. Some information has been provided on access and vehicle types with the largest vehicle being an 8m 7.5t lorry, though this does seem rather small

 for demolition, piling, and superstructure works. If larger vehicles are needed like a 26t cement mixer or a 16.5m HGV then these would need to be accompanied with swept paths drawings. A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP. A CLP draft should include the following: High provision of cycle parking should for workers for phases of construction to promote uptake of cycling to/from the site. Givens the sites excellent connectivity to public transport which is demonstrated through its high PTAL rating, and local parking restrictions no on-site car parking should be provided for workers. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school dop-off/pick-up times and peak road congestion. Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the sites location. LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a \$.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school dron off and collection periods the annicant will be required to avoid the critical school dron off and co	
adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site	
Recommendation	
There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations. Conditions	
1. Delivery and Servicing Plan and Waste Management	
The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval.	
The DSP must be in place prior to occupation of the development. The service and delivery plan must also	
include a waste management plan which includes details of how refuse is to be collected from the site, the	
plan should be prepared in line with the requirements of the Council's waste management service which	
must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day.	

It should demonstrate how the development will include the consolidation of deliveries and enable last	
mile delivery using cargo bikes.	
Details should be provided on how deliveries can take place without impacting on the public highway, the	
document should be produced in line with <u>TfL guidance.</u>	
The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed	
annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's	
authority.	
Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along	
the neighbouring highway and to comply with the TfL DSP guidance 2020	
2. Cycle Parking	
The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for	
55 long-stay, 2 short-stay residential, 1 long-stay, and 1 short-stay commercial approval. The quantity must	
be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design	
Standard. No Development (including demolition) shall take place on site until the details have been	
submitted and approved in writing by the Council.	
REASON: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must	
be in line with the London Cycle Design Standards (LCDS).	
3. Electric Vehicle Charging	
Subject to a condition requiring the provision of 3 active electric vehicle charging points to serve the on-	
site parking spaces from the onset.	
Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5	
Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.	
4. Disabled parking bays	
The applicant will be required to submit and provide plans showing 10% of all units having access to a	
wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any	
development commences on site. The spaces should be provided on-site. Furthermore, the plan will need	
to show a plan showing 3 residential car parking bays.	
REASON: to ensure the development is in accordance with the published London Plan 2021 16.5 disabled.	
5. Car Parking Management Plan	
The applicant will be required to provide a Car Parking Management Plan which must include details on	
the allocation and management of the on-site car parking spaces including all accessible car parking spaces	
(private and affordable housing) should be leased and allocated in the following order:	
6) Wheelchair accessible units or residents with a disability with the need for a car parking space	
7) Family size units 4/3 bed units	

8) 2 bed four person units 9) 2 bed 3 person units 10) Any other units S.106 obligations 1. Car-Free Agreement The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity. 2. Construction Logistics and Management Plan The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved: a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required. d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The undertaking of a highways condition survey before and after completion. f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard. g) The applicant will be required to contact LBH Highways to agree condition on surveys. h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.

i)

Swept path drawings.

Reason: To provide the framework for understanding and managing construction vehicle activity into and	
out of a proposed development in combination with other sites in the Wood Green area and to encourage	
modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics	
activity during the construction programme. To protect the amenity of neighbouring properties and to	
maintain traffic safety.	
3. Car Club Membership	
The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme,	
including the provision of adequate car club bays and associated costs, and must include the provision of	
five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for	
the first 5 years.	
Reason: To enable residential and student occupiers to consider sustainable transport options, as part of	
the measures to limit any net increase in travel movements.	
4. Commercial Travel Plan	
A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before	
occupation. As part of the travel plan, the following measures must be included in order to maximise the	
use of public transport.	
a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and	
appoints a travel plan coordinator who must work in collaboration with the Facility Management	
Team to monitor the travel plan initiatives annually for a period of 5 years and must include the	
following measures:	
b) Provision of commercial induction packs containing public transport and cycling/walking	
information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff,	
travel pack to be approved by the Councils transportation planning team.	
c) The applicant will be required to provide, showers lockers and changing room facility for the	
commercial element of the development.	
d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan	
for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.	
e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever	
is sooner.	
Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the	
Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.	
5. Residential Travel Plan	
Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the	
approved residential uses must be submitted to and approved by the Local Planning Authority detailing	

means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of active transport.

- a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
- b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.
- c) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per year for a period of five years. £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.
- d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

6. Highway Improvements

The applicant will be required to enter into agreement with the Highway Authority under Sections:

278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Hornsey Park Road for the reconstruction of the crossover and access to the site, the removal of on-street resident parking bays, and the reinstatement of the footway access from the public highway onto the new walking route through the site om Hornsey Park Road.

The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.

	The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site. Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network. <u>7. Public Access Management Plan</u> In line with the site allocation document and the development proposal the applicant will be required to provide public access across the site to provide access to the surrounding development proposal, the applicant must provide a public access management plan, which include, 24-hour site access, cleaning, CCTV, lighting, and maintenance, this plan must be reviewed annually and retained for the life of the development proposal. Reason: To ensure that public access is retained and always maintained, and to ensure public safety.	
Pollution	 Thank you for contacting the Carbon Management Team (Pollution), regarding the above application for the 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 at 157-159, Hornsey Park Road, London, N8 0JX and I would like to comment as follows. Having considered the relevant applicant submitted information including; Design and Access Statement with reference 2218-DS-00-ZZ-RP-A-P601, prepared by Stephen Davy Peter Smith Architects Ltd., dated February 2024; Phase 1 & 2 Desk Study & Ground Investigation with reference 22-009/P1&P2 prepared by AG Geo-Consultants Ltd., dated 13th February 2024 taking note of sections 2 (Phase 1 Desk Study), 3 (Phase 2 Site Investigation), 6 (Assessment of Contamination & Environmental Risks); Energy and Sustainability Statement prepared by Irvineering Ltd., dated 19th February 2024 taking note of the proposed use of air source heat pumps and solar PVs and Air Quality Assessment prepared by SRE Ltd., dated 16th February 2024, taking note of sections 3 (Air Quality Assessment), 4 (Air Quality Neutral) and 5 (Construction and Demolition), please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted. Land Contamination Before development commences other than for investigative work: a. Where remediation of contamination on the site is required, Using information already submitted in Phase 1 & 	Comments noted. Conditions/in formative included

2 Desk Study & Ground Investigation with reference 22-009/P1&P2 prepared by AG Geo- Consultants Ltd dated 13th February 2024, completion of the remediation detailed in the aforementioned report shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.	
 Unexpected Contamination If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework. 	
 NRMM a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ 	
Demolition/Construction Environmental Management Plans	

4	a. De Enviro by the	molition works shall not commence within the development until a Demolition onmental Management Plan (DEMP) has been submitted to and approved in writing local planning authority whilst	
	b. De	evelopment shall not commence (other than demolition) until a Construction	
	Enviro	nmental Management Plan (CEMP) has been submitted to and approved in writing	
	by the	local planning authority.	
	The fo	Ilowing applies to both Parts a and b above:	
	a) The Dust N	DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Management Plan (AQDMP).	
	b) The	DEMP/CEMP shall provide details of how demolition/construction works are to be	
	under	taken respectively and shall include:	
	xi.	A construction method statement which identifies the stages and details how works will be undertaken;	
	xii.	Details of working hours, which unless otherwise agreed with the Local Planning	
		Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on	
		Saturdays;	
	xiii.	Details of plant and machinery to be used during demolition/construction works;	
	xiv.	Details of an Unexploded Ordnance Survey;	
	XV.	Details of the waste management strategy;	
	xvi.	Details of community engagement arrangements;	
	xvii.	Details of any acoustic hoarding;	
	xviii.	A temporary drainage strategy and performance specification to control surface	
		water runoff and Pollution Prevention Plan (in accordance with Environment	
		Agency guidance);	
	xix.	Details of external lighting; and,	
	XX.	Details of any other standard environmental management and control measures	
	``	to be implemented.	
	C)	The CLP will be in accordance with Transport for London's Construction Logistics	
		Plan Guidance (July 2017) and shall provide details on:	
	I. 	ivionitoring and joint working arrangements, where appropriate;	
	II. :::	Site access and car parking arrangements;	
	III. i. /	Delivery booking systems;	
	IV.	Agreed routes to/from the Plot;	
	V.	with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and	

		The set of the set of the second standard in the set of the set of the second second set of the second se	
	VI.	I ravel plans for statt/personnel involved in demolition/construction works to detail	
		the measures to encourage sustainable travel to the Plot during the	
		demolition/construction phase; and	
	vii.	Joint arrangements with neighbouring developers for staff parking, Lorry Parking	
		and consolidation of facilities such as concrete batching.	
	d)	The AQDMP will be in accordance with the Greater London Authority SPG Dust	
		and Emissions Control (2014) and shall include:	
	i.	Mitigation measures to manage and minimise demolition/construction dust	
		emissions during works;	
	ii.	Details confirming the Plot has been registered at http://nrmm.london;	
	iii.	Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be	
		available on site in the event of Local Authority Inspection;	
	iv.	An inventory of NRMM currently on site (machinery should be regularly serviced,	
		and service logs kept on site, which includes proof of emission limits for equipment	
		for inspection);	
	V.	A Dust Risk Assessment for the works; and	
	vi.	Lorry Parking, in joint arrangement where appropriate.	
		The development shall be carried out in accordance with the approved details.	
		Additionally, the site or Contractor Company must be registered with the	
		Considerate Constructors Scheme. Proof of registration must be sent to the Local	
		Planning Authority prior to any works being carried out.	
		Reason: To safeguard residential amenity, reduce congestion and mitigate	
		obstruction to the flow of traffic, protect air quality and the amenity of the locality.	
		Informative	
	1	Prior to demolition or any construction work of the existing buildings an	
		asbestos survey should be carried out to identify the location and type of	
		aspestos containing materials. Any aspestos containing materials must be	
		aspesios containing materials. Any aspesios containing materials must be	
		removed and disposed of in accordance with the correct procedure phor to	
		any demolition or construction works carried out.	
Carbon team	Carbon Ma	anagement Response 13/06/2024	
	In preparing thi	s consultation response, we have reviewed:	
	 Energy 	v Statement prepared by Irvineering (dated 19 February 2024)	

StrategyPolicy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a100% improvement beyond Part L 2021). The London Plan (2021) further confirms this in Policy SI2.The overall predicted reduction in CO2 emissions for the development shows an improvement ofapproximately 78% in carbon emissions with SAP10.2 carbon factors, from the Baseline developmentmodel (which is Part L 2021 compliant). This represents an annual saving of approximately 26.0 tonnesCO2 from a baseline of 29.5 tCO2/year.London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 10. tCO2.Site-wide (SAP10.2 emission factors)Percentage savings (%)Percentage savings (%)Part L 2021 baseline 29.5Be Lean26.52.910%Be Clean26.52.910%Be Clean2.6.52.9.1CO2 savings (Tonnes CO2 / year)Percentage savings (%)CO2 savings (%)Percentage savings (%)CO2 / year)Percentage savings (%)CO2 / year)Percentage savings (%)CO2 / year)Percentag	Carbon offset contribution 10% management fee	£95 x 30 years x 3.7 tC £1,054.5	O ₂ /year = £10,545	
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	 Preliminary Econ Partnership (date BREEAM Pre-As Relevant support 	ed February 2024) ssessment prepared by T ting documents.	rinity International Propert	ies Ltd. (dated February

SAP10 emission actors)	Total regulated emission s (tCO ₂ / year)	CO ₂ saving s (tCO ₂ / year)	Percentag e savings (%)	Total regulated emission s (tCO ₂ / year)	CO ₂ savings (tCO ₂ / year)	Percentag e savings (%)
Part L 2021	28.7			0.8		
Baseline						
Be Lean savings	25.9	2.8	10%	0.6	0.1	17%
Be Clean savings	25.9	0	0%	0.6	0	0%
Be Green savings	2.9	23	80%	0.6	0.1	7%
Cumulative savings		25.8	90%		0.2	24%
Carbon shortfall to	2.9			0.8		

- COMMERCIAL ONLY - Please model all proposed floorspace as 'heated'.

Energy Use Intensity (EUI) / Space Heating Demand (SHD)

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

	Proposed Development	GLA Benchmark
Building type		Residential/ All other non-residential
EUI	kWh/m²/year	Meets/Does not meet GLA
		benchmark of 35/65/55
		kWh/m²/year
SHD	kWh/m²/year	Meets/Does not meet GLA
		benchmark of 15 kWh/m ² /year

Actions: • What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 35 and 55 kWh/m2/year for residential and non-residential respectively? Please submit the information in line with the GLA's reporting template. • What is the calculated space heating demand? How does this perform against the GLA benchmark of 15 kWh/m2/year? Please submit the information in line with the GLA's reporting template. Energy – Lean The applicant has proposed a site-wide saving of 2.9 tCO ₂ in carbon emissions (10%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This is equivalent to the minimum 10% reductions set in London Plan Policy S12, so this supported. However, it is recommended to explore further measures to increase on-site reduction using fabric first approach. The following u-values, g-values and air tightness are proposed: Floor u-value 0.10 W/m²K Window u-value 1.00 W/m²K Window u-value 1.00 W/m²K Window u-value 3 m³/hm² @ 50Pa Ventilation strategy - Residential MVHR Nuaire MRXBOXAB-Eco3 or equivalent to be insulated with 25mm insulation if less than 2m long or 50mm thickness for ducts over 2m long. Commercial: MVHR with SFP 1.0 W/l.s and 80% heat recovery efficiency: demand control depending on CO2 sensors The following u-energy lighting Residential: Low energy lighting Residential:	Methodology used	ТВС		
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lighting _ 00 lm/M or higher Lighting			.3 vv/m 2 of less; Efficacy of all fixed	

Heating system (efficiency / emitter)	Commercial: Luminaire efficacy 120 lm/W, constant illuminance, photoelectric control, occupancy sensors; metering with 'out of range' alarm Power Residential: Gas boiler, SEDBUK efficiency 89.5%, radiators, time and temperature zone control Commercial: ASHP with heating SCoP of 2.64; cooling SEER 7.0	
Thermal mass	TBC	
 Actions: Please specify the heating strate Lean scenarios (including the grownown of For residential application 89.5%. Currently, 90-92 Please identify on a plan where should be less than 2m away from the should be less than 2m away from the should be less than 2m away from the sensors for communal areas. What is the proportion of glazed Guide principles in façade desig The fabric efficiencies and therm If the air tightness of the scheme proposed to further reduce heat Set out how the scheme's therm heat loss from junction details, a What is the construction of the box 	egy and ventilation system assumed under the Baseline and oss efficiency figure(s)). ons the baseline should be a gas boiler with notional efficien % is modelled, please amend. the MVHR units will be located within the development. The om external walls. This detail can also be conditioned. mproved? Should consider daylight control and occupancy area? Consider following the LETI Climate Emergency Des n. hal bridging should be improved upon to reduce heat losses e is improved, mechanical ventilation with heat recovery cou- losses. hal bridging will be reduced. No measures are proposed to re- and it does not set out the what the proposed Psi (Ψ) value is building and what is the assumed thermal mass?	d Be ncy of e units sign uld be educe s.
Energy – Clean London Plan Policy SI3 calls for major de low-temperature heating system, with the connecting to a local existing or planned Management Document supports propose Energy Network (DEN) infrastructure. It is systems to examine opportunities to exter	evelopment in Heat Network Priority Areas to have a comme e heat source selected from a hierarchy of options (with heat network at the top). Policy DM22 of the Development sals that contribute to the provision and use of Decentralised requires developments incorporating site-wide communal er and these systems beyond the site boundary to supply energy	unal d nergy av to



 <u>Actions</u>: Please provide a Connection to the DEN scenario that shows the carbon reduction following the Energy Hierarchy, and state what carbon factor has been used. Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room layout and schematics. 	
Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.	
The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 23.1 tCO ₂ (78%) reduction of emissions are proposed under Be Green measures.	
The solar array peak output would be $25kWp$, the array of panels would be mounted on a roof area of 220 m ² , at a 15° angle, facing.	
The ASHP systems (min. SCOP of 4.0) will provide hot water and heating to the residential part of the development while ASHP system will provide heating and Instantaneous electric water heaters will provide the hot water to the non-residential part of the development.	
 <u>Actions:</u> Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes? What is the peak output of the PV array, how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? How will the solar energy be used on site (before surplus is exported onto the grid)? A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHP? 	
Energy – Be Seen London Plan Policy SI2 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites,	

reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.

The applicant should install metering equipment on site, with sub-metering by dwelling and commercial unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents and businesses.

- Please confirm that sub-metering will be implemented for residential and commercial units.
- What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage?
- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<u>https://www.london.gov.uk/what-we-do/planning/implementing-</u> london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stagewebform)

3. Carbon Offset Contribution

An indicative carbon shortfall of 3.7 tCO_2 /year remains. The remaining carbon emissions will need to be offset at $\pm 95/tCO_2$ over 30 years.

4. Overheating

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

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled 13 habitable rooms, and 8 KLD spaces under the London Weather Centre files.

Results are listed in the table below.

Domestic:	Predominantly naturally ventilated			
CIBSE TM59	Criterion A	Criterion B for		
	(<3% hours)	bedrooms (less than		
		33 hours)		
DSY1 2020s	8/8	13/13		
DSY2 2020s				

DSY3 2020s	
DSY1 2050s	
DSY1 2080s	
All 21 modelled rooms and spaces pass the overheating requirements for 2020s DSY1. In order to pass	
this, the following measures will be built:	
 Natural ventilation, with tilt and turn openings for GF providing at least 15cm gap 	
- Glazing g-value of 0.45 for residential	
- MVHR with summerbypass 0.5ach	
- No active cooling	
No future mitigation measures are proposed.	
The submitted events estimate the state of the state is	
The submitted overheating strategy needs rurther details.	
Actional	
Actions.	
weather files and if not please remodel with the LWC weather files, which will more accurately	
represent the urban heat island effect. Please follow the guidelines as per the Haringev's Key	
Overheating Planning Application Requirements	
- Please follow the cooling hierarchy in order and step by step, and first implement all passive	
measures to reduce the overheating risk and the cooling demand before introducing any	
mechanical form of cooling.	
- External shading features such as overhangs, Brise Soleil, etc) should be explored and proposed	
to reduce the cooling demand as much as possible.	
• Specify the shading strategy, including technical specification and images of the proposed	
shading feature, elevations and sections showing where these measures are proposed.	
Provide the technical specification and images of the proposed shading feature,	
elevations and sections showing where these measures are proposed.	
- Internal blinds cannot be used to pass the weather files but can form part of the delivered strategy	
to reduce overheating risk for occupants (as long as it does not compromise any ventilation	
requirements).	
- Submit an annotated plan specifying the ventilation strategy and overheating risk	
mitigation strategy.	
- Confirm that the habitable rooms facing the main road are not subject to adverse noise or	
air pollution. Specify the strategy to overcome any risk of crime or adverse air/noise	
pollution that will impact whether occupants can rely on natural ventilation, in line with the	
AVO Residential Design Guide). This should include specification of adapted windows and	
elevations demonstrating where these will be installed.	

 Include images indicating which sample development were modelled and floorplans showing the modelled internal layout of development. Undertake further modelling: Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. 	
 modelled internal layout of development. Undertake further modelling: Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. 	
 Undertake further modelling: Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. 	
 Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. 	
design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan.	
extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan.	
risk should inform the future retrofit plan.	
 All single-aspect rooms facing west, east, and south; 	
 At least 50% of rooms on the top floor; 	
 75% of all modelled rooms facing South or South/West; 	
 Rooms closest to any significant noise and / or air pollution source, with windows closed 	
at all times (with cross reference to the Noise and the Air Quality Assessments to	
demonstrate the most sensitive receptors and the AVO Residential Design Guide):	
• Habitable communal spaces (e.g. communal living/dining rooms in care homes):	
 Communal corridors, where pipework runs through: 	
- Also undertake thermal dynamic modelling for the non-residential part of the development in line	
with TM52 with TM49 weather files.	
- Set out a retrofit plan for future and more extreme weather files, demonstrating how these	
measures can be installed, how they would reduce the overheating risk, what their lifecycle	
replacement will be, and who will be responsible for overheating risk.	
- Identify communal spaces (indoor and outdoor) where residents can cool down if their	
flats are overheating.	
- Confirm who will own the overheating risk when the building is occupied (not the	
residents).	
- This development should have a heatwave plan / building user guide to mitigate overheating risk	
for occupants.	
5 Sustainability	
Policy DM21 of the Development Management Document requires developments to demonstrate	
sustainable design layout and construction techniques. No Sustainability statement is submitted to set out	
measures to improve the sustainability of the scheme including transport, health and wellbeing, materials	
and waste water consumption flood risk and drainage biodiversity climate resilience, energy and CO2	
and waste, water consumption, nood risk and drainage, biodiversity, climate resilience, energy and CO2	
ernissions and landscape design.	
Action	
- Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green	
infrastructure bird boxes bat boxes etc to connect to the green spaces around the site living	
roofs living walls etc.)	
- What electric vehicle charging points are proposed? This allows the future-proofing of the	
development by ensuring the required power has been installed	

_		
	 How will the development increase staff uptake of active travelling (through cycle facilities) Specify the location and number of safe and accessible cycle parking spaces. A target (%) for responsible sourced, low-impact materials used during construction. Set out how any demolition materials can be reused. Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system. Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. Climate change mitigation should also be considered for the external spaces (shading, etc) and the impact of the increase in severity and frequency of weather events on the building structures. 	
	Non-Domestic BREEAM Requirement Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.	
	The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 57.66% is expected to be achieved, equivalent to 'Very Good' rating.	
	Targeting such a low score will risk not achieving 'Very Good' as a very minimum and does not demonstrate the ambition to deliver a more sustainable development.	
	 Actions: Please explore measures to improve the target score. A table should be submitted to demonstrate which credits will be met, how many are met out of the total available, under which category, which could be achieved and which will not be met. This needs to include justification where targets are not met or 'potential' credits (where they are available under the Shell and Core assessment). This will enable better assessment of which credits. 	
	Urban Greening / Biodiversity All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.	
	The Biodiversity Net Gain calculation shows a net gain of 164%, which is above the 10% requirement as set out in the Environment Act 2021.	

Actions: Please submit the Urban Greening Factor	
<i>Living roofs</i> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.	
The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.	
Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.	
 6. Planning Conditions To be secured (with detailed wording TBC) Energy strategy Overheating BREEAM Certificate Living roofs Biodiversity 	
 7. Planning Obligations Heads of Terms Be Seen commitment to uploading energy data Energy Plan Sustainability Review Estimated carbon offset contribution (and associated obligations) of £10,545 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. DEN connection (and associated obligations) Heating strategy fall-back option if not connecting to the DEN 	
Carbon Management Response 13/08/2024	
In preparing this consultation response, we have reviewed:	

٠	Energy & Sustainability	/ Statement prepared by Irvineering (data and statement prepared by Irvineering)	ated 10 July 2024)
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- BREEAM Pre-Assessment prepared by Trinity International Properties Ltd. (dated 21 June 2024)
- Relevant supporting documents.

1. Summary

The development now achieves a reduction of 68% carbon dioxide emissions on site, which is lower than proposed earlier. Some amendments are required in the energy modelling and clarifications must be provided with regards to Sustainability and Overheating Strategy.

This should be addressed prior to the determination of the application.

2. Energy Strategy

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 68% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This is lower to the previously proposed carbon reduction.

The reported carbon reduction is very high under Be Clean (80%) and emissions increases instead under Be Green (-25%). This is because DEN is modelled under Be Clean and ASHP under Be Green with its respective carbon factors. The applicant is required to submit a separate ASHP scenario and a DEN scenario.

	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savi (Tonnes	ings CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	29.2			
Be Lean	25.3	3.9		13%
Be Clean	1.9	23.4		80%
Be Green	9.3	-7.4		-25%
Cumulative savings	-	19.9		68%
Carbon shortfall to offset (tCO ₂)	9.3			
Carbon offset contribution	£95 x 30 years x 3.7 tC0	D_2 /year = £	26,505	
10% management fee	£2,650.50			
	Residential		Non-residen	tial

(SAP10 emission factors)	Total regulated emission s (tCO ₂ / year)	CO ₂ saving s (tCO ₂ / year)	Percentag e savings (%)	Total regulated emission s (tCO ₂ / year)	CO ₂ savings (tCO ₂ / year)	Percentag e savings (%)	
Part L 2021 Baseline	28.4			0.8			
Be Lean savings	24.7	3.7	13%	0.6	0.1	17%	
Be Clean savings	1.3	23.4	82%	0.6	0	0%	
Be Green savings	8.8	-7.5	-26%	0.6	0.1	7%	
Cumulative savings		19.7	69%		0.2	24%	
Carbon shortfall to	8.8			0.6			
 DEN Scenario: DEN should be modelled under Be Clean, and with Solar PV under Be Clean scenarios. ASHP Scenario: ASHP should be modelled under Be Green scenario with Sola PV. Please re-submit two full GLA's Carbon Emission Reporting Spreadsheet (in excel format) for DEN Scenario and ASHP Scenario. Please submit two sets of SAP sheets for a representative selection of dwellings for the Baseline, Be Lean and Be Green scenarios. (DEN and ASHP scenario) Please submit two sets of BRUKL sheets for the commercial units for the Be Lean, Be Clean and Be Green scenarios (DEN and ASHP scenario) 					ne, nd		
The proportion of glaze	ed area to ext	ernal wall	s proposed to	be 20% for B	lock A and 1	6.5% for Block B	
This includes the glazir	ng in commur	hai circulat	ion areas and	the commerci	ial element o	n Block B.	


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

3. Carbon Offset Contribution

An indicative carbon shortfall of 9.3 tCO₂/year remains. The remaining carbon emissions will need to be offset at \pm 95/tCO₂ over 30 years.

4. Overheating

The revised report has modelled 13 habitable rooms, 8 KLD spaces and 2 corridors under the London Weather Centre files. Results are listed in the table below.

Domestic:	Predominantly naturally vent	ilated	Corridors
CIBSE TM59	Criterion A (<3% hours)	Criterion B for bedrooms (less than 33 hours)	
DSY1 2020s	8/8	13/13	2/2
DSY2 2020s	8/8	4/13	2/2
DSY3 2020s	8/8	7/13	2/2
DSY1 2050s	8/8	4/13	2/2
DSY1 2080s	8/8	0/13	1/2

All 21 modelled rooms and spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation, with tilt and turn openings for GF providing at least 15cm gap
- Glazing g-value of 0.45 for residential and 0.20 for commercial
- MVHR with summerbypass 0.5ach
- No active cooling

The proposed future mitigation measures are as follows:

- Internal blinds
- External blinds or other forms of shading
- Hybrid cooling systems

Actions:

- External shading features such as overhangs, Brise Soleil, etc) should be explored and proposed to reduce the cooling demand as much as possible.
 - Specify the shading strategy, including technical specification and images of the proposed shading feature, elevations and sections showing where these measures are proposed.

Provide the technical specification and images of the proposed shading feature,	
elevations and sections showing where these measures are proposed.	
- Also, undertake thermal dynamic modelling 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.	
5. Sustainability	
The report fails to set out measures to improve the sustainability of the scheme, including transport, health	
and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate	
resilience, energy and CO2 emissions and landscape design.	
Action:	
- Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green	
infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living	
roofs, living walls, etc.)	
 What electric vehicle charging points are proposed? This allows the future-proofing of the 	
development by ensuring the required power has been installed.	
- How will the development increase staff uptake of active travelling (through cycle facilities)	
 Specify the location and number of safe and accessible cycle parking spaces. 	
- A target (%) for responsible sourced, low-impact materials used during construction.	
- Set out how any demolition materials can be reused.	
- Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system.	
- Set out how surface water runoff will be reduced, that it will be separated from wastewater and not	
discharged into the sewer.	
- Climate change mitigation should also be considered for the external spaces (shading, etc) and	
the impact of the increase in severity and frequency of weather events on the building structures.	
New Demostic DDEEAM Demuinement	
Non-Domestic BREEAW Requirement	
The applicant has revised the BREEAW Pre-Assessment Report for the commercial units. Based on this report on improved every of 60.47% is expected to be achieved, equivelent to 'Very Coed' rating, which is	
supported	
supported.	
Urban Greening / Biodiversity	
The Urban Greening Factor statement is missing	
Actions:	
- Please submit the Urban Greening Factor	
6. Planning Conditions	
To be secured (with detailed wording TBC)	
- Energy strategy	

Londor carbon tCO ₂ .	Plan Policy SI2 requires major developmen emissions, not covered by Building Regulati	t proposals to calculate and minimise unregulated ons. The calculated unregulated emissions are 21.3
2. The ov approx develo	Energy Strategy erall predicted reduction in CO ₂ emissions fo imately 93% (DEN scenario), or 68% (heat p pment model (which is Part L 2021 compliant	or the development shows an improvement of oump scenario) in carbon emissions, from the Baseline t).
The de dioxide must b	velopment achieves a reduction of 93% (DEI e emissions on site. Some clarifications are per e addressed prior to the determination of the	N scenario), or 68% (heat pump scenario) in carbon ending which were raised in the earlier response and application.
1.	Summary	
In prep • •	aring this consultation response, we have re- Energy & Sustainability Statement – Rev F BREEAM Pre-Assessment prepared by Trir Landscape Statement prepared by Turkingt Relevant supporting documents.	viewed: prepared by Irvineering (dated 19 Aug 2024) nity International Properties Ltd. (dated 21 June 2024) ton martin (dated January 2024)
Carb	on Management Response 30	0/8/2024
-	Energy Plan and Sustainability stages. DEN connection (and associated obligation Heating strategy fall-back option if not conn	s) lecting to the DEN
-	Estimated carbon offset contribution (and a 10% management fee; carbon offset contrib	ssociated obligations) of £26,505 (indicative), plus a pution to be re-calculated at £2,850 per tCO2 at the
-	Energy Plan Sustainability Review	Juliu
7.	Planning Obligations Heads of Terms	S
-	Biodiversity	
-	BREEAM Certificate	

	Total	CO2	Percentag	Total	CO2	Percentag
	regulated	savings	e savings	regulated	savings	e savings
	emissions	(Tonnes	(%)	emissions	(Tonnes	(%)
	(Tonnes	CO2/		(Tonnes	CO2 / year)	
	CO2 / year)	year)		CO2 / year)		
Baseline	29.2			29.2		
Be Lean	25.3	3.9	13%	25.3	3.9	13%
Be Clean	25.3	0.0	0%	25.3	0.0	0%
Be Green	2.1	23.3	80%	9.3	16.0	55%
Cumulative savings		27.2	93%	-	19.9	68%
Carbon shortfall to offset (tCO2)	2.1			9.3		
Carbon Offset Contribution	£95 x 2.1 x 30	= £5,985		£95 x 9.3 x 3	0 = £26,505	
Residential	DEN scenario			ASHP scena	rio	
	Total	CO2	Percentag	Total	CO2	Percentag
	regulated	savings	e savings	regulated	savings	e savings
	emissions	(Tonnes	(%)	emissions	(Tonnes	(%)
	(Tonnes	CO2/		(Tonnes	CO2 / vear)	()
	CO2 / year)	vear)		CO2 / year)	· · · , · · ,	
Baseline	28.4	,		28.4		
Be Lean	24.7	3.7	13%	24.7	3.7	13%
Be Clean	24.7	0.0	0%	24.7	0.0	0%
Be Green	1.5	23.2	82%	8.8	15.9	56%
Cumulative		27.0	95%		19.7	69%
savings						
Carbon shortfall to offset (tCO2)	1.5			8.8		
Non Decidential						
NOU-RESIDENTIAL		CO2	Porcentag	Total		Dorcontor
	regulated	CU2	reicentag	rogulatod	CUZ sovings	
	omissions	Toppos	C Saviliys	omissions	Javiliys	e savings
	Tonnes		(/0)	Toppes	(1011103)	(10)
	(1011103)			(1011103)		
Baseline	0.8	year j		0.8		
Re Lean	0.6	01	17%	0.6	0.1	17%
	0.0		11 /0	0.0	V. 1	11 /0

Be Clean	0.6	0.0	0%	0.6	0.0	0%
Be Green	0.6	0.1	7%	0.6	0.1	7%
Cumulative		0.2	24%		0.2	24%
savings						
Carbon shortfall	0.6			0.6		
to offset (tCO2)						
 Actions: The carbon inguidance, i.e. additional imsubmit the eadditional imsubmit the eoff For leaded then off Pleaded then off Carbon Off A deferred carbon of the DEN when this hold the DEN when this hold then off Scenario 1: Pleaded the off Scenario 2: Two carbon offset pathe commencement second scenarios with 	reduction reporte e. Be Lean – red approvement due energy report: DEN Scenario: I in Solar PV (along ase re-submit the N Scenario with DEN, nit two sets of SA Clean and Be G nit two sets of BF cenarios (DEN ar n oposes sub-mete consumption will bution system. fset Contribution has been built. Connection to th Heat pump (resid ayments will be deferred for	ed under DEN uction with imp to DEN andBe DEN should be with DEN) sh e GLA's Carbo carbon reduction Be Clean – re AP sheets for a Green scenarion RUKL sheets for a ASHP scen ering of energy be incentivise ion mechanism w e DEN scenar dual tCO ₂ over calculated. The and the different 10 years and	scenario shoul provement in b clean – additi a modelled und bould be model n Emission Re on under correct duction with DI a representative s. (DEN and A or the comment ario) / for both reside d by smart ele	Id be in line wit uilding fabrics, onal reduction er Be Clean, a led under Be C porting Spread ct energy hiera EN and Solar F e selection of c SHP scenario) cial units for th ential and com ctricity meters, scheme as it i D ₂ over 30 yea contribution fo et contribution dingly.	th the Energy A Be Clean – re with Solar PV nd not Be Gree Clean stage. Isheet (in exce rrchy stage i.e. PV. dwellings for th e Be Lean, Be mercial units a including Sol- s expected to o rs) r scenario 1 wi between the fi	Assessment duction with . Please re- en. And I format) for Be Clean – e Baseline, Clean and and low Share or connect to ill be due at irst and

	Carbon Offecting Contribution	Carbon Officiating Contribution
	(Alternative Heating Strategy scenario; tCO2)	(Connection to DEN scenario; tCO2)
Shortfall to	2.1	9.3
Carbon offset payment due	£95 x 2.1 x 30 = £5,985	£95 x 9.3 x 30 = £26,505
Carbon Offsettin	ng Contribution payment due at	£5,985
Deferred Carbon (+indexation) pa	o Offsetting Contribution yment due if not connecting to the	£26,505-£5,985=£20,520
4. Overheat Previous actions a Actions: - External sh to reduce t ⊙ Sp sh Pr	ting re pending copied below: hading features such as overhangs, Br the cooling demand as much as possib becify the shading strategy, including te ading feature, elevations and sections ovide the technical specification and in	ise Soleil, etc should be explored and propos le. echnical specification and images of the propo showing where these measures are propose nages of the proposed shading feature,

Action:	
- Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green	
infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living	
roofs, living walls, etc.)	
- What electric vehicle charging points are proposed? This allows the future-proofing of the	
development by ensuring the required power has been installed.	
- How will the development increase staff uptake of active travelling (through cycle facilities)	
- Specify the location and number of safe and accessible cycle parking spaces.	
- A target (%) for responsible sourced, low-impact materials used during construction.	
- Set out how any demolition materials can be reused.	
- Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system.	
- Set out how surface water runoff will be reduced, that it will be separated from wastewater and not	
discharged into the sewer.	
- Climate change mitigation should also be considered for the external spaces (shading, etc) and	
the impact of the increase in severity and frequency of weather events on the building structures.	
Urban Greening / Biodiversity	
The proposed development is estimated to have 0.405 urban greening factor, which is supported.	
C. Blanning Conditiona	
6. Planning Conditions	
To be secured (with detailed wording TBC)	
- Energy strategy	
- Overnealing	
- DREEAW Cellindale	
- Living tools	
- Diodiversity	
7. Planning Obligations Heads of Terms	
- 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 tCO2 at the	
Energy Plan and Sustainability stages.	
- DEN connection (and associated obligations)	
 Heating strategy fall-back option if not connecting to the DEN 	
Carbon Management Response 20/09/2024	

In preparing this consultation response, we have reviewed:

- Energy & Sustainability Statement Rev G prepared by Irvineering (dated 5 Sep 2024)
- Applicant response dated (10 Sep 2024)
- Relevant supporting documents.

1. Summary

The revised energy and sustainability have amended the carbon reduction reported under DEN scenario which is now in line with the Energy Assessment guidance. The revised overheating assessment now includes TM52 modelling for the non-residential part of the development.

Appropriate planning condition have been recommended to secure the benefit of this development.

2. Energy Strategy

Revised carbon reduction as below:

Site-wide	DEN scenario			ASHP scena	rio	
	Total regulated emissions (Tonnes CO2 / year)	CO2 savings (Tonnes CO2 / year)	Percentag e savings (%)	Total regulated emissions (Tonnes CO2 / year)	CO2 savings (Tonnes CO2 / year)	Percentag e savings (%)
Baseline	29.2	,		29.2		
Be Lean	25.3	3.9	13%	25.3	3.9	13%
Be Clean	1.9	23.4	80%	25.3	0.0	0%
Be Green	2.1	-0.1	0%	9.3	16.0	55%
Cumulative savings	-	27.2	93%	-	19.9	68%
Carbon shortfall to offset (tCO2)	2.1			9.3		
Carbon Offset Contribution	£95 x 2.1 x 30	= £5,985		£95 x 9.3 x 3	0 = £26,505	
Residential	DEN scenario	1		ASHP scena	rio	
	Total regulated emissions (Tonnes CO2 / year)	CO2 savings (Tonnes CO2 / year)	Percentag e savings (%)	Total regulated emissions (Tonnes CO2 / year)	CO2 savings (Tonnes CO2 / year)	Percentag e savings (%)

Baseline	28.4			28.4		
Be Lean	24.7	3.7	13%	24.7	3.7	13%
Be Clean	1.3	23.4	82%	24.7	0.0	0%
Be Green	1.5	-0.2	-1%	8.8	15.9	56%
Cumulative		27.0	95%		19.7	69%
savings						
Carbon shortfall	1.5			8.8		
to offset (tCO2)						
· · · ·						
Non-Residential	DEN scenario)		ASHP scena	rio	
	Total	CO2	Percentag	Total	CO2	Percentag
	regulated	savings	e savings	regulated	savings	e savings
	emissions	(Tonnes	(%)	emissions	(Tonnes	(%)
	(Tonnes	CO2 /		(Tonnes	CO2 / year)	
	CO2 / year)	year)		CO2 / year)		
Baseline	0.8			0.8		
Be Lean	0.6	0.1	17%	0.6	0.1	17%
Be Clean	0.6	0.0	0%	0.6	0.0	0%
Be Green	0.6	0.1	7%	0.6	0.1	7%
Cumulative	-	0.2	24%		0.2	24%
savings						
Carbon shortfall	0.6			0.6		
to offset (tCO2)						

3. Carbon Offset Contribution

A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built as mentioned in the previous response.

4. Overheating

The revised overheating assessment have undertaken thermal dynamic modelling for the non-residential part of the development in line with TM52 with TM49 weather files for DSY1, 2,4 2020s and DSY 1 for 2050s and 2080s as below:

Pass / Fail	Pass	Pass								
Building average	-0.20	8.22	-0.21	9.05	-0.24	8.45	-0.10	6.30	-0.03	5.51
Commercial B-0-U2	-0.19	7.84	-0.22	8.90	-0.24	8.34	-0.09	6.05	-0.03	5.36
Commercial B-0-U1	-0.20	8.59	-0.21	9.21	-0.24	8.56	-0.10	6.56	-0.03	5.66
Zone	PMV	PPD								
Weather data	2020	DSY1	2020	DSY2	2020	DSY3	2050	DSY1	2080	DSY1

 All 21 modelled rooms and spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built: Natural ventilation, with tilt and turn openings for GF providing at least 15cm gap Glazing g-value of 0.45 for residential and 0.20 for commercial MVHR with summerbypass 0.5ach No active cooling 	
 The proposed future mitigation measures are as follows: Internal blinds External blinds or other forms of shading Hybrid cooling systems 	
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.	
5. Sustainability The Energy and Sustainability statement is required to be revised to include measures to set out measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design. This is conditioned.	
6. Planning Conditions	
To be secured:	
Carbon Management Response 27/09/2024	
<i>Summary:</i> Some of the planning conditions and Head of Terms are reworded as per the applicant request and to secure the benefit of the scheme.	
Energy – Be Clean	



Carbon Management Response 09/10/2024

In preparing this consultation response, we have reviewed:

- Energy & Sustainability Statement Rev H prepared by Irvineering (dated 3 Oct 2024)
- Applicant response dated (3 Oct 2024)
- Relevant supporting documents.

Summary:

The applicant has re-submitted the energy and sustainability statement with minor amendments in the carbon reduction summary and proposed u-value. These changes have been incorporated in the recommended conditions below.

Planning Conditions:

To secure:

Energy strategy

The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement – Rev H prepared by Irvineering (dated 5 Sep 2024) delivering a minimum 93% improvement (DEN connection scenario) and 68% improvement (ASHP scenario), on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies and communal ASHP as well as a single point site-wide connection for a future heat network, and a minimum 25 kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 13% reduction;
- Details to reduce thermal bridging ;
- Measures to improve the Energy Use Intensity and space heating demand;
- the location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant;

- A metering strategy	
The development shall be carried out strictly in accordance with the de	tails so approved prior to first
operation and snall be maintained and retained for the lifetime of the d	evelopment.
(b) The solar PV arrays and air source heat pump must be installed ar occupation of the relevant block. Six months following the first occupation solar PV arrays have been installed correctly and are operational shall the Local Planning Authority, including photographs of the solar array, generation statement for the period that the solar PV array has been in Certification Scheme certificate. The solar PV array shall be installed w completion and shall be maintained at least annually thereafter.	d brought into use prior to first ion of that block, evidence that the be submitted to and approved by installer confirmation, an energy astalled, and a Microgeneration with monitoring equipment prior to
(c) Within six months of first occupation, evidence shall be submitted t the development has been registered on the GLA's Be Seen energy m Reason: To ensure the development reduces its impact on climate cha on site in compliance with the Energy Hierarchy, and in line with Londo Plan (2017) Policies SP4 and DM22.	o the Local Planning Authority that onitoring platform. ange by reducing carbon emissions on Plan (2021) Policy SI2, and Local
 DEN connection Prior to commencement of construction work, details relating to the fut submitted to and approved by the local planning authority. This shall if Detail of the site wide heat network including pipe design, pipe of flow and return temperatures and diversification), insulation pipes in Watts, demonstrating heat losses have been minimise Further detail of how the developer will ensure the performance will be safeguarded through later stages of design (e.g. value construction and commissioning including provision of key information pipes in Volume CoP1 (e.g. joint weld and HIU commissioning cert Peak heat load calculations in accordance with CIBSE CP1 H the UK (2020) taking account of diversification. A before and after floor plan showing how the plant room can future DEN connection. The heat substation shall be sized to a The drawings should cover details of the phasing including an relocated and access routes for installation of the heat substation system, route for three 100mm diameter communications ducts and experience. 	ure connection to the DEN must be polude: a sizes and lengths (taking account and calculated heat loss from the ed; e of the site wide heating system engineering proposals by installers), ormation on system performance ficates, CoP1 checklists, etc.); eat Networks: Code of Practice for accommodate a heat substation for neet the peak heat load of the site. y plant that needs to be removed or ion; hergy centre to a point of connection plans and sections showing the idence that expansion/stress

 Details for the installation for the primary DEN pipework including testing of welds, pigging and drying of the pipe, how the pipework will be charged with nitrogen and how nitrogen levels and leaks will be monitored for a period of 5yrs.; Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals; Details of the location for the set down of a containerised boiler plant capable of meeting the peak heat load to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue: 	
 Details of a how the containerised boiler can connect to the heat substation location. 	
Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.	
Overheating The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis reported within the Energy & Sustainability Statement – Rev H prepared by Irvineering (dated 5 Sep 2024:	
 Natural ventilation, with tilt and turn openings for GF providing at least 15cm gap Glazing g-value of 0.45 for residential and 0.20 for commercial MVHR with summerby pass 0.5ach 	
 How memory pass of back Hot water pipes insulated to high standards with maximum heat losses as modelled; No active cooling 	
If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.	
Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.	
Living roofs (a) Prior to the commencement of the development above ground floor slab level (excluding demolition), details of the living roof must be submitted to and approved in writing by the Local Planning Authority.	
times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include: i) A roof plan identifying where the living roofs will be located;	

ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living	
roofs (varving depths of 120-180mm), and no less than 250mm for intensive living roofs (including	
planters on amenity roof terraces):	
iii) Roof plans annotating details of the substrate: showing at least two substrate types across the	
roofs, annotating contours of the varving depths of substrate	
iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature	
per $30m^2$ of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest	
structural support to provide a variation in habitat: semi-buried log piles / flat stones for	
invertebrates with a minimum footprint of $1m^2$ rope coils, pebble mounds of water travs:	
v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum	
$10 \mathrm{g/m^2}$) and density of plug plants planted (minimum $20/m^2$ with root ball of plugs $25 \mathrm{cm^3}$) to	
benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof	
spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not	
native).	
vi) Roof plans and sections showing the relationship between the living roof areas and	
photovoltaic array: and	
vii) Management and maintenance plan, including frequency of watering arrangements.	
viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation	
properties, and feasibility of collecting the rainwater and using this on site:	
(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and	
approved by the Local Planning Authority that the living roofs have been delivered in line with the details	
set out in point (a). This evidence shall include photographs demonstrating the measured depth of	
substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs	
have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies	
with the condition. The living roofs shall be retained thereafter for the lifetime of the development in	
accordance with the approved management arrangements.	
Reason: To ensure that the development provides the maximum provision towards the creation of habitats	
for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan	
(2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.	
Biodiversity	
a) Prior to the commencement of development, details of ecological enhancement measures and	
ecological protection measures shall be submitted to and approved in writing by the Council. This shall	
detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures,	
a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified	
ecologist, and how the development will support and protect local wildlife and natural habitats.	
(b) Prior to the occupation of development, photographic evidence and a post-development ecological field	
survey and impact assessment shall be submitted to and approved by the Local Planning Authority to	

	demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.	
	Development shall accord with the details as approved and retained for the lifetime of the development.	
	Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.	
	Urban Greening Factor Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.405 has been met through greening measures.	
	Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.	
	8.Planning Obligations Heads of Terms	
	 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 tCO2 at the Energy Plan and Sustainability stages Future 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) 	
Flood and Water Management	Thank you for re-consulting us on the above planning application for HGY/2024/0466 for the 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 at 157-159, Hornsey Park Road, London, N8 0JX Having reviewed the applicant's submitted:	Comments noted. Conditions included

	 a) Flood Risk Assessment and Drainage Strategy document reference number 7601-RGP-ZZ-00-RP-C-0500 dated February 2024 as prepared by RGP Consultant & b) The Runoff Calculations dated 11th March 2024 as prepared by RGP consultant (submitted via your email) c) A recent email correspondence dated 14th November 2024
	we are generally content with the overall methodology as used and mentioned within the above report, subject to following planning conditions to be implemented regarding the Surface water Drainage Strategy and it's management and maintenance plan.
	Surface Water Drainage condition
:	No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:
	e) Calculations including the Network Diagram cross referencing drainage elements confirming a full range of rainfall data for each return period for 7 days 24 hours provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.
	f) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
	g) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.
	 An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.

	Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.	
	Management and Maintenance condition	
	Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.	
	Reason: To prevent increased risk of flooding to improve water quality and amenity to	
	ensure ruture maintenance of the surface water drainage system	
Troop	Trop commonts dated 20 March 2024	Comments
11663	Thee comments dated 20 march 2024	noted.
	From an arboricultural point of view, I do have a few queries:	Conditions
	The site is 0.18hectares. The is no Conservation Area or Tree Preservation Order restrictions.	
	An arboricultural report has been submitted by SJA Trees Arboricultural Planning Consultant dated January 2024.	
	The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.	
	information slightly difficult.	
	An ecology report with biological net gain, Urban Green Factor, new street planting, and landscape plan have also been submitted.	

We require clarification on the following:	
 Incursion into the root protection area (RPAs) is significant for trees T1, T5, & T8. However, RPAs are notional, and this has not been offset with the culvert, existing foundations, and hardstand. Does the applicant want to review this and resubmit the figures? 	
 T5 is a hybrid Poplar and the shoot/ root ratio will be affected by being curtailed Would photographs of the trees please be forward to review the tree category classification 	
 The Tree Protection Plan drawing shows piling in the southwest corner of the proposal. Can foundation type be confirmed? 	
Until the above bullet points are addressed, I cannot make an informed decision or approve.	
Applicants response dated 9 th April 2024 Please see the responses from the applicants tree consultant below:	
• Incursion into the root protection area (RPAs) is significant for trees T1, T5, & T8. However, RPAs are notional, and this has not been offset with the culvert, existing foundations, and hardstand. Does the applicant want to review this and resubmit the figures? Without further detailed information, we have no evidence on which to base deviation from the notional circles. The anticipated impacts to trees is discussed in detail in the submitted report and is found to be acceptable. However, the report does note that there is likely to be some rooting resistance and as such the impacts assessed are likely to be less than shown.	
• T5 is a hybrid Poplar and the shoot/ root ratio will be affected by being curtailed. Our tree consultant has confirmed that in their view, topping does not alter the RPA of trees. It should also be noted that the tree is already in decline.	
 Would photographs of the trees please be forward to review the tree category classification Please see the following WeTransfer link that includes photos of the trees: <u>https://wetransfer.com/downloads/eac0531a1c95eff806aff81dc0b74de920240408083359</u> /8f147929a3cc9dd5a426276684410e5420240408083421/425d42 	

	• The Tree Protection Plan drawing shows piling in the southwest corner of the proposal.	
	Can foundation type be confirmed? The foundation design isn't available at this stage, as	
	it isn't a requirement for the planning application. Some foundation design has been	
	prepared in relation to the foundations close to the culvert which are set out in the	
	submitted 'Assessment of impact on the Moselle Brook Culvert' report saved here:	
	SE2053-ISS-XX-XX-RP-S-0001_P02.pdf	
	<u>3L2033-130-777-777-171-5-0001_102.put</u>	
	Tree comments dated 13" June 2024	
	Below answers have satisfied my raised question and concerns.	
	The 35% encroachment into T5 Poplar will be affected by the culvert, and T8 and T1 are	
	adjacent to existing foundations.	
	Iree comments dated 22 nd November	
	The tree report should be conditioned	
Wasto	The waste and recycling proposals for 33 residential units as outlined in the planning statement	Comments
Managamant	for this planning application, meet the requirements for a development of this size and type. There	notod
management	is sufficient separate storage space allocated for general waste, mixed recycling and food waste	noted.
	It should be noted that 260 litro bing are no longer used for feed waste, mixed and this volume should	
	It should be holed that 500 life bins are no longer used for 1000 waste and so this volume should be converted to 2 x 140 litre wheeling hims instead. The waste and recycling storage conceits here	
	be converted to 3 x 140 litre wheelie bins instead. The waste and recycling storage capacity has	
	been estimated on a weekly collection basis which is in accordance with our guidance. A swept	
	path analysis is included in the transport statement that demonstrates that a refuse vehicle can	
	safely turn on site.	
	I have included criteria from our guidance below as a reminder, as it wasn't obvious from the plans	
	if these were included:	
	 Wheelie bins must be located no further than 25 metres from the point of collection. 	
	• Bulk waste containers must be located no further than 10 metres from the point of	
	collection.	
	Route from waste storage points to collection point must be as straight as possible with no	
	kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth	
	and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.	

	 If waste containers are housed, housings must be big enough to fit as many containers as are necessary and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes. As there were pre-application meetings about this development and feedback has been incorporated into the planning application process, I have no other comments concerning the waste and recycling facilities. Containers should be ordered at least 4 weeks in advance of occupation and if access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. 	
Building Control	With regards to the fire statement for the proposed development at the above site, Building Control has no adverse comments to make. 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 full check under the Building Regulations 2010 (as amended) will be carried out when an application is submitted to Building Control.	Comments noted.
Public Health	I thought this is useful, I had a quick look at the play area and I thought no one of it was accessible. I know it is a small area and the concentration is around natural play, but I think there needs to be some thought to accessibility. Food for thought! <u>Accessible playgrounds: 'Disabled children are being left out of playgrounds' - BBC Newsround</u> <u>The playground where every child can play - BBC Newsround</u>	Comments noted.

EXTERNAL	

Environment Agency	Demolition of existing structures and erection of two buildings to provide	Comments noted
5	a new pedestrian route, car and cycle parking, and refuse and recycling facilities.	Conditions/ Informative
	Thank you for re-consulting us on the above application on 28 March 2024. As part of the consultation, we have reviewed the following documents:	included
	 'Initial Assessment of Impact on Moselle Brook Culvert', prepared by lesis Structures, dated March 2024 (Ref: SE2053-ISS-XX-XX-RP-S-0001); 'Phase 1 & Phase 2 Desk Study & Ground Investigation', prepared by AG Geo- Consultants Ltd., dated February 2024, (ref.: 22-009 HorsneyPkRd Phase1and2 GeoReport V5.docx); 	
	 'Flood Risk Assessment and Drainage Strategy', prepared by RGP, dated February 2024, (ref: 7601-RGP-ZZ-00-RP-C-0500). 	
	We initially had concerns for this site in relation to the location of the culvert (Moselle Brook) and the potential risk of the structural integrity of the culvert in the absence of an acceptable Flood Risk Assessment (FRA). We are now able to remove our previous objection as the existing buildings have been moved away from the top of the culvert and a 3m buffer zone has been provided. We are also happy to see a condition survey and a pile exclusion zone 3m from the Moselle Brook have been carried out.	
	Additionally, the previous land use at this site suggests it could potentially contain sources of contamination. Potential contaminants could be mobilised and impact on controlled waters, specifically groundwater in the underlying Lambeth Group and Thanet Sands Secondary A aquifers and the deeper Chalk Principal aquifer (thought to be in hydraulic continuity), due to the proposed redevelopment of the site. The site is located 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.	
	Environment Agency Position Based on a review of the submitted information, we have no objections to the proposed development subject to the inclusion of the following conditions on any	

grant of decision notice. Without these conditions we would object to the proposal in line with paragraph 173 and 180 of the National Planning Policy Framework (NPPF) because it cannot be guaranteed that the development will not pose any adverse impacts on the structural integrity of the culvert and that it will not put an unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution. As a result, we ask to be consulted on the details submitted for approval to your authority to discharge these conditions and on any subsequent amendments/alterations.

Condition 1 – Post-development culvert condition survey

The applicant shall carry out a post-development survey of the culvert to demonstrate the development has not caused any adverse impacts on the structural integrity of the culvert within 90 days of the completion of the works. A copy of the CCTV survey shall be submitted to the Local Planning Authority (LPA) within 30 days. Any defects identified shall be made good at the applicant's expense and to the LPA's satisfaction within a time agreed with the LPA, in conjunction with the Environment Agency.

Reason

This is to ensure the structural integrity of the culvert (Moselle Brook Culvert) thereby reducing the risk of flooding. This is in line with paragraph <u>173 of the National Planning</u> Policy Framework (NPPF) and Policy DM28 of Haringey's Local Plan.

Condition 2 - Remediation Strategy

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing, by the local planning authority. This strategy will include the following components:

- 1. A preliminary risk assessment which has identified:
 - all previous uses;
 - · potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - · potentially unacceptable risks arising from contamination at the site.
- A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
- The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that the development does not contribute to, and is not put at, unacceptable risk from adversely affected unacceptable levels of water pollution in line with paragraphs <u>180</u>, <u>189</u>, <u>and 190 of the NPPF</u> and Policy <u>DM27</u>: <u>Protecting and Improving</u> <u>Groundwater Quality and Quantity OF Haringey's Local Plan</u>.

Advice relating to condition 2

The Phase 1 & Phase 2 Desk Study & Ground Investigation by AG Geo-Consultants Ltd. will suffice (1), (2), and the remediation method statement outlined in section 6.11.3 satisfies (3). A bespoke verification/validation plan will be required to satisfy (4).

Condition 3 – Unexpected Contamination

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

Reason

To ensure that the development does not contribute to and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraphs 180, 189, and 190 of the NPPF.

Advice relating to condition 3

The method presented under the "Unforeseen Contamination" heading (section 6.11.3) of the submitted Phase 1 & Phase 2 Desk Study & Ground Investigation by AG Geo-Consultants Ltd., including a watching brief, is an acceptable way of satisfying this condition.

We also note that further works are due to take place post-demolition with regards to Waste Acceptance Criteria (WAC) sampling. This would present a good opportunity to remove any identified contaminant hotspots, as opposed to the post-commencement method presented in the submitted Phase 1 & Phase 2 Desk Study & Ground Investigation. We also consider it prudent to incorporate further geotechnical investigation during this scheme to fully inform foundation design.

Condition 4 – Investigative Boreholes

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of each phase of development.

Reason

To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution in line with paragraph 180 of the National Planning Policy Framework.

Condition 5 – Verification Report

Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 180 of the National Planning Policy Framework.

Condition 6 – Infiltration Drainage

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 180 of the NPPF.

Advice relating to condition 6

Infiltration drainage can mobilise contaminants within soil via leaching. However, we note in the submitted Flood Risk Assessment and Drainage Straregy by RGP that infiltration drainage is not deemed feasible at this location, and us such is not likely to be implemented. We recommend contacting Thames Water in regard to sewer connections as early as possible; they may also give advice regarding piling near their abstractions.

Condition 7 – Piling

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason

Having reviewed the aforementioned documents, we note that there is some contamination within the made ground on-site, namely lead and polycyclic aromatic hydrocarbons, including dibenzo(a,h)anthracene. However, it is deemed that no remediation is necessary in the submitted Phase 1 & Phase 2 Desk Study & Ground Investigation as there is no pollution risk to groundwater. While this may be true within the operation phase of the development, uncertainty regarding foundation techniques presented in the geotechnical element of the report means that a linkage may be activated during the construction phase should piled foundations be proposed. The geology beneath the site has not been assessed to a depth where the piles may extend to, and as such there is uncertainty regarding potential risks to groundwater due to piling; piling has the potential to create preferential pathways to aid the vertical migration of pollutants towards sensitive aquifers. We deem a Foundation Works Risk Assessment (FWRA) necessary should piling be selected as the preferred foundation method.

Additionally, this will ensure that the proposed development does not harm groundwater resources in line with the <u>Environment Agency's approach to groundwater protection</u>. A foundation works risk assessment will be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) available at the following website: [ARCHIVED CONTENT] (nationalarchives.gov.uk).

Advice relating to condition 7

We have not been made aware of a finalised foundation method, and as a result piling cannot be ruled out. Foundation works risk assessments can be an expensive and time-

	I

consuming endeavour for smaller developments such as this, so to avoid it totally we recommend exploring the feasibility of shallower foundations as much as possible.	
Please also include the below informative for any permission granted.	
Informative - Flood Risk Activity Permit (FRAP) The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place: • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in a floodplain more than 8 metres from the riverbank, culvert, or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission. For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing environment-agency.gov.uk . The applicant should not	
assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.	
Advice to Local Planning Authority	
Competent persons The proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy, carried out by a competent person in line with paragraph 189 of the NPPF. The Planning Practice Guidance defines a "Competent Person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation."(http://planningguidance.planningportal.gov.uk/blog/policy/achieving- sustainable-development/annex-2-glossary/)"	
Advice to Applicant	
Water Resources Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.	
We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.	
Residential developments All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within <u>the Building Regulations &c.</u> (Amendment) Regulations 2015.	

	I

However, we recommend that in areas of serious water stress (as identified in our report <u>Water stressed areas - final classification</u>) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.

We also recommend you contact your local planning authority for more information.

Riparian responsibilities

As the Moselle Brook runs within the red line boundary, it is likely that you own a stretch of watercourse. This means you have riparian responsibilities. Responsibilities include (but are not limited to) the maintenance of the river at this location including the riverbank. Further information on this can be found here: https://www.gov.uk/auidance/owning-a-watercourse

Contaminated soil - Waste

Contaminated soil that is (or must be) disposed of is waste, therefore its handling, transport, treatment, and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991;
- Hazardous Waste (England and Wales) Regulations 2005;
- Environmental Permitting (England and Wales) Regulations 2016;
- The Waste (England and Wales) Regulations 2011.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12-month period, the developer will need to register with us as a hazardous waste producer. Refer to the <u>hazardous waste</u> pages on GOV.UK for more information.

Pre-Application Advice

Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at <u>HNLsustainableplaces@environment-agency.gov.uk</u>.

Further information on our charged planning advice service is available at; https://www.gov.uk/government/publications/planning-advice-environment-agencystandard-terms-and-conditions.

Final comments

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.

Should you have any queries regarding this response, please contact me.

Thames	Waste Comments	Comments			
Wator	There are public sewers crossing or close to your development. If you're planning significant work				
Valei	near our sewers, it's important that you minimize the risk of damage. We'll need to check that your				
	development doesn't limit renair or maintenance activities, or inhibit the services we provide in any				
	other way. The applicant is advised to read our guide working poor or diverting our pipes				
	$\frac{1}{2}$ https://eur02.safelinks.protection.outlook.com/2url=https//34%2E%2Ewww.thameswater.co.uk%				
	2Edevelopers%2Elarger scale developments%2Eplopping your development%2Eworking pear				
	our pipes&data=05%7C02%7CS				
	<u>our-pipesadata=05707002707005</u>				
	DevelopControl%4Ulbnaringey.mail.onmicrosoft.com%/Ce5dbaatd2a52464/aUt108dc3ddc2tb4				
	%/Cbddta/b08cd544a88e48d8ca48//31c3%/C0%/C0%/C638453263101699/68%/CUnkno				
	With regard to SUREACE WATER drainage. Thames Water would advise that if the developer				
	vvius regard to SURFACE WATER drainage, Thames vvater would advise that if the developer				
	Tollows the sequential approach to the disposal of surface water we would have no objection.				
	drainage of the London Dian 2021. Where the developments should follow Policy St. 15 Sustainable				
	urainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer,				
	phor approval from marines water Developer Services will be required. Should you require further				
	Information please refer to our website.				
nttps://euru2.satelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%					
<u>Zruevelopers%zriarger-scale-developments%zrpianning-your-development%zrworking-near-</u> our-pipes&data=05%7C02%7CS-					
	DevelopControl%40lbharingev mail onmicrosoft com%7Ce5dbaafd2a524647a0f108dc3ddc2fb4				
	DevelopControl%40lbnaringey.mail.onmicrosoft.com%/Ce5dbaafd2a52464/a01108dc3ddc2fb4				
	707 COUUIA7 000CU044800C40U0Ca407751C3%7CU%7CU%7C058453205101709530%7CUNK10				
wn%/CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTil6lk1haWwiLCJXVCI6					
WINU%3D%/CU%/C%/C%/C&sdata=J6Gy150l8NUnhqo1E9W8o3OapjyyAb%2FE9d5sHZ1%2					
	Ba3g%3D&reserved=0				
	We would expect the developer to demonstrate what measures will be undertaken to minimize				
	we would expect the developer to demonstrate what measures will be undertaken to minimise				
	groundwater discharges into the public sever. Groundwater discharges typically result from				
	construction site dewatering, deep excavations, basement inflitration, porenoie installation, testing				
	and site remediation. Any discharge made without a permit is deemed illegal and may result in				
	prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning				
	Authority be minded to approve the planning application, I hames Water would like the following				
	informative attached to the planning permission: "A Groundwater Risk Management Permit from				
	I hames Water will be required for discharging groundwater into a public sewer. Any discharge				
	made without a permit is deemed illegal and may result in prosecution under the provisions of the				

Water Industry Act 1991. We would expect the developer to demonstrate what measures he will	
undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thamas Water's Risk Management Team by telephoning 020 3577 0483 or by emailing	
trade effluent@thameswater.co.uk Application forms should be completed on line via	
https://eur02 safelinks protection outlook com/?url=http%3A%2F%2Ewww thameswater co.uk%2	
F&data=05%7C02%7CS-	
DevelopControl%40lbharingey.mail.onmicrosoft.com%7Ce5dbaafd2a524647a0f108dc3ddc2fb4	
%7C6ddfa7608cd544a88e48d8ca487731c3%7C0%7C0%7C638453263101716278%7CUnkno	
wn%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQljoiV2luMzliLCJBTil6lk1haWwiLCJXVCl6	
Mn0%3D%/C0%/C%/C%/C&sdata=G3tMDNoC%2FFdpsFYJ%2FWdsT%2Bzc81n0rcp8Udzj	
BESWYXQ%3D&reserved=0. Please refer to the wholesale; Business customers; Groundwater	
discharges section.	
The proposed development is located within 15 metres of our underground waste water assets	
and as such we would like the following informative attached to any approval granted. "The	
proposed development is located within 15 metres of Thames Waters underground assets and as	
such, the development could cause the assets to fail if appropriate measures are not taken. Please	
read our guide 'working near our assets' to ensure your workings are in line with the necessary	
processes you need to follow if you're considering working above or near our pipes or other	
https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Ewww.thameswater.co.uk%	
2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-	
our-pipes&data=05%7C02%7CS-	
DevelopControl%40lbharingey.mail.onmicrosoft.com%7Ce5dbaafd2a524647a0f108dc3ddc2fb4	
%7C6ddfa7608cd544a88e48d8ca487731c3%7C0%7C0%7C638453263101721800%7CUnkno	
wn%/CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTil6lk1haWwiLCJXVCl6	
MINU%3D%7C0%7C%7C%7C&sdata=UNIVRIWYTSQtU%2F%2FHRGIXDRD0DSKIgv03ZSjIJAW7	
Email: developer services@thameswater co.uk Phone: 0800.009.3921 (Monday to Friday. 8am to	
5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading,	
Berkshire RG1 8DB	
Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE	
IREATIVIENT WORKS INTRASTRUCTURE CAPACITY, we would not have any objection to the above	
ן אמווווווא מאאוויסמוטוו, אמפרע טוד גווב וווטווומנוטוו אוטיועבע.	

	Thames Water would 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. Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk% 2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near- our-pipes&data=05%7C02%7CS- DevelopControl%40lbharingey.mail.onmicrosoft.com%7Ce5dbaafd2a524647a0f108dc3ddc2fb4 %7CCddfa7608dc544a88e48dca487731c3%7C00%7C0%7C638453263101728857%7CUnkno wn%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6 Mn0%3D%7C0%7C%7C%7C%7C&sdata=ATBOv5DmVKJ6UHaNTwLELnkKYb53m3BrtDrVVmEIJx 8%3D&reserved=0 If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should t	
Secure by Design	With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see	Comments noted.

Appendices), including my knowledge ar	d experience as a Designing Out Crime Officer	Conditions/I
And as a Police Officer. Metropolitan Police Service Designing of service solely for the purposes of meet However, the Metropolitan Police Service developer to achieve the relevant BR application for Secured by Design ac application form should be emailed to submissions should be accompanied wi window specifications etc.	but Crime Group do not provide a consultation ng the BREEAM Security Needs Assessment. Ce Designing out Crime Group can assist the EEAM credit for Safety and Security via an creditation (SBD). A signed and dated SBD the above email address. Please note full th full product details – to include all door and	included
I can confirm we have met with the projec Prevention	t design team to review Safety, Security or Crime	
We have concerns around some aspects this point it can be difficult to design out f be mitigated against, as it does not fully r	of the design and layout of the development. At ully any issues identified. At best crime can only educe the opportunity of offences.	
of suitably worded conditions and an in mitigated early if the Architects ensur	formative. The comments made can easily be e the ongoing dialogue with our department	
continues throughout the design and bui Secured by Design conditions being appl request the completion of the relevant SE The project has the potential to achieve a is adhered to.	Id process. This can be achieved by the below ied (Section 2). If the Conditions are applied, we D application forms at the earliest opportunity. Secured by Design Accreditation if advice given	
Section 2 - Secured by Design Condition Should planning consent be granted for conditions and informative:	s and Informative: this application, we would request the following	
A. Prior to the commencement of ab building, details shall be submitt Planning Authority to demonstrate achieve 'Secured by Design' Ac	ove ground works of each building or part of a ed to and approved, in writing, by the Local that such building or such part of a building can creditation. Accreditation must be achievable Secured by Design guide lines at the time of	
 above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details. B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained. Reason: In the interest of creating safer, sustainable communities 		
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The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via <u>docomailbox.ne@met.police.uk</u> . Section 3 - Conclusion:		
We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.		
Yours sincerely, Ian Waylen 1973CO Designing Out Crime Officer Metropolitan Police Service		
This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.		

Appendix 1: Concerns and Comments
In summary we have overall site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations based on the available plans from the architect and local authority planning portal.
Site specific advice may change depending on further information provided or site limitations as the project develops:
This list is not exhaustive and acts as concerns raised during consultation with the architects pre- application.
To be utilised in further discussions with the appointed developer at a later stage.
 Boundary Treatment Ideally side and rear boundary onto the public realm should be 2.4m (potentially 1.8m with 600mm trellis or 2.1m with a 300mm trellis). Any vertical transom (support) should be inward facing Metal fabrication, should be robust, have an unfinished top rail (exposed tops), to deter loitering, sitting and climbing. We recommend 358 gauge weld mesh fence panels If fencing is constructed of wood material, ensure panels are vertical with no support beams allowing climbing opportunities. Panels to be mechanically secured in place to prevent lift removal All perimeter railings to have a maximum 50mm spacing centre to centre, be set flush to the front of any wall. If strengthened with mid rail must be designed to deter climbing
met.police.uk



METROPOLITAN POLICE MORE TRUST CRIME STANDARDS	
 Premises information box (PIB) typically used to store site specific documentation such as communal access routes, fire risers etc. PIB is generally located behind the primary security layer and is intended for LFB use only (Refer to current Homes guidance) If the cause and effect of a fire over ride switch (FOS) activation poses a crime risk consideration to a Drop Key Protection Box should be made The project fire consultant should be made aware of any Part B Security v's Safety conflicts. 	
Doors	
 External communal door set/s should be flush with the building line to prevent any recesses. Any recesses should not exceed 600mm. Doorset/s should be UKAS certified to: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SRB or Equivalent certification Fabricator 3rd party UKAS certification We recommend that customer / communal entrances have a secure lobby area to provide adequate security for staff / customers. The secondary lobby door set/s that are required to be dual certified to the following minimum standards: LPS1175 issue 7 SR2 (or LPS 1175 Issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SRB or Equivalent certification Fabricator 3rd party UKAS certification PA5242:022 (Subject to crime risk assessment) for the door All locks are to be part of the accredited PAS24:2022 specification. Residential front doors allowing direct access to the individual units should be tested and certificated to a minimum standard of PAS 24:2022. If the residential doors are required to be for/smoke rated doors, Police recommend triple certificated from a manufacturer. This will ensure the fire performance in relation to your needs, and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire. 	
Mindeue	
 All easily accessible windows (anything under 2m from another surface treatment) should be UKAS certified to either: PAS24:2022 with BS EN356:2000 min.P2A glazing STS204 Issue 6:2022, STS202 Issue 7:2016 Burglary Rating 1 LPS1175 Issue 7.2:2014 Security Rating 1 or LPS 1175 Issue 8:2018 A1 Security Rating 1 or LPS 2081 Issue 1.1:2016 Security Rating A. Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether walkway accessed through secure door or not) Any window within 2m of an accessible surface should have key operated locks 	
met.police.uk	





- · Where windows form an escape route, Part B (Fire) compliance should be adhered to
- All ground floor, vulnerable and accessible windows must have a lockable window restrictor to prevent unauthorised access
- Where curtain walling systems are proposed these should be certificated to either:
 LPS1175 SR2
 - BS EN1627 RC3. (With minimum of BS EN356:2000 P4A Glazing)
 - PAS24:2022 with BS EN356:2000 min. P2A glazing (consider P3A). Commercial windows to have a minimum of P4A glazing.

Note: Curtain wall systems are non-structural cladding systems for the external walls of buildings. Typically curtain wall systems comprise a lightweight aluminium frame onto which glazed or opaque infill panels can be fixed. These infill panels are often described as 'glazing' whether or not they are made of glass.

Compartmentation

- Access control layers apply to both residents via fob and visitors via controlled access Meet and Greet is NOT an option
 - Block A Communal Entrance
- Layer one Secure communal area with UKAS LPS1175 issue 7 SR2 or equivalent doors at either end to create a secure the space leading up to the main communal entrance. Fob A/C with audio and visual control panel for visitors.
- Layer Two Key fob only for residents to enter ground floor stair core door, with push to
 exit. Fob only onto the residential threshold from stairs. Residents should only be able
 to access the threshold they reside on.
 Separate control Audio control panel to control lift destination to each floor with CCTV in lift.

Block B Communal Entrance

- Layer one Secure lobby area with fob for residents and A/V control for visitors for both commercial and residential.
- Layer Two create a secure lobby door to in front of lift with key fob and A/V access
 control panel. Key fob only for residents to enter ground floor stair core door, with push
 to exit. Fob only onto the residential threshold from stairs. Residents should only be
 able to access the threshold they reside on.
 CCTV in lift.

Vehicle entrance – Install protective boundary to separate and secure pedestrian path from vehicle access.

Refuse Storage

- · Ideally should not allow access into the building from the refuse store
- · Street access doors to be single leaf and either
 - LPS1175 SR2 or
 - STS202 BR2/B3
- Doors to be single leaf (available up to 1500mm that facilitate 1100cc bins in LPS and STS), self-closing and self-locking with access control, ideally using magnetic locks to the previous documented standard. (2 x 500kg resistance (1200lbs/psi) positioned 1/3 from the top and 1/3 from bottom)

MORE HIGH POLICE TRUST CRIME STANDARDS	
 If louvre doors are used, these should be of robust construction (ideally steel) supported with a layer of steel mesh to the rear to prevent unauthorised access to the locking mechanism and prevent general misuse A suitable level of lighting to be present within store, ideally low level at times of inactivity and full level illumination when in use. To compliment any CCTV. External lighting to be Dusk to Dawn covering door set No external signage identifying the refuse store CCTV should cover the refuse store and avoid positions that would restrict coverage. Note: Single leaf doors are available up to approx. 1500mm to and will facilitate 1100cc bins in LPS and STS. This will eliminate the weakness of the passive leaf manually operated locking system which leaves double doors more vulnerable.	
Cycle storage	
 Internal access doors to be ether: LPS1175 issue 7 SR2 (or LPS 1175 issue 8 B3) or STS202 Issue 3:2011 BR 2+ or LPS2081 SRB or Equivalent certification Must be single leaf, self-closing and self-locking with access control ideally using magnetic locks Cycle storage lighting is required in all stores. In areas of no natural light or hours of darkness, a constant level of lighting is required for illumination. Connected lighting to provide low level lighting during inactivity and higher light levels when motion is detected Mo external signage CCTV must be installed in cycle stores. Should have unhindered views of the racking at all times and should be vandal resistant There should be 3 locking points for cycles on the racks/stands provided. Cycle racking should be secured with anti-tamper fixings Cycle store doors should allow light spill from with-in, either a small obscured viewing panel or robust louver (as part of the door set) Internal signage should ideally be placed inside the store to reinforce importance of securing cycles If timber storage/sheds are to be used, then these must be of robust construction and designed to the SbD guidance (Sec 64). Requires at least 2 points of locking on the main door. If items of value are to be stored within the shed then a security anchor should be low level and shaped like the letter 'm', to deter people from sitting on them. The stands must be located in an area with good natural surveillance and tamper proof fixings used, to mitigate against theft or criminal damage. 	
CCTV / Alarm Any alarm installed should meet BS EN 50131 (as minimum) CCTV systems should conform to BS EN 62676: 2014 - video surveillance systems.	
CCTV should complement other security measures, not replace them. As a minimum police recommend coverage of the following areas: Entrance & exit points including secondary coverage of call points Foyer / Lobby areas 	
met.police.uk	











New buildings should therefore be resilient to all of these threats.

Paragraph 3.11.3

Measures to **design out crime**, including counter terrorism measures, should be integral to development proposals and considered early in the design process, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.... This will ensure development proposals provide adequate protection, do not compromise good design, do not shift vulnerabilities elsewhere, and are cost-effective. Development proposals should incorporate measures that are proportionate to the threat of the risk of an attack and the likely consequences of one.

Paragraph 3.11.4

The Metropolitan Police (Designing Out Crime Officers and Counter Terrorism Security Advisors) should be consulted to ensure major developments contain appropriate design solutions, which mitigate the potential level of risk whilst ensuring the quality of places is maximised.

Paragraph 3.12.10

Fire safety and security measures should be considered in conjunction with one another, in particular to avoid potential conflicts between security measures and means of escape or access of the fire and rescue service. Early consultation between the London Fire Brigade and the Metropolitan Police Service can successfully resolve any such issues.

DMM4 (Policy DM2) Part A(d) "Have regard to the principles set out in 'Secured by Design'"

DMM5: Para 2.14 - "Proposals will be assessed against the principles of secured by design'. The latest published guidance in this respect should be referred."

An Independent Sustainability report by AECOM on Tottenham area action plan states: "Crime is high in Tottenham with many residents concerned about safety, gang activity and high crime rates. Issues are particularly associated with Northumberland Park and Tottenham Hale".

12.3 of same report states:

- Crime rates are relatively high across the borough and crime is particularly prevalent in Northumberland Park. There is a need to design schemes in order to reduce levels of crime, fear of crime and anti-social behavior. Since unemployment is strongly correlated with acquisitive crime, there may also be a link to wider economic development.
- There are no references to crime in the overarching policies, although it is recognised that
 housing and economic polices aim to support a very significant level of regeneration in the area.
 This could indirectly lead to reduced crime / fear of crime in the medium term through creating
 more high quality environments and more stable communities. AAP 06 includes requirements on
 urban design and character and seeks to maximise opportunities to create legible
 neighbourhoods, which may assist in creating safe, modern and high quality places.
- There are no references to crime in the neighbourhood area sections; however they do set out key objectives which include considerations for safe and accessible environments. Furthermore, as noted above, the scale of regeneration proposed should indirectly lead to reductions in crime and fear of crime. Crime is particularly high in Northumberland Park and Tottenham Hale, hence this issue might be explicitly addressed in these sections; however, it is recognised that DM Policies DPD includes Borough wide requirements in this regard. Also, AAP 06 sets out the





Council's commitment to preparing Design Code Supplementary Planning Documents (SPDs) for Tottenham's Growth Areas, where opportunities for secure by design principles can be investigated.

 In conclusion, the plan is likely to result in positive effects on the crime baseline if there is large scale regeneration (including jobs growth) and robust implementation of safer streets and other measures to design out crime in Tottenham, including particularly in Northumberland Park where crime levels are highest.

The Supplementary Planning Documents 'Designing Safer Places' and 'Landscaping' provide further additional guidance supporting the recommendations.

Section 17 of the Crime and Disorder Act 1988 states "It shall be the duty of each Authority
to which this section applies to exercise its various functions with due regard to the likely effect
of the exercise of those functions on and the need to do all it reasonably can to prevent Crime
and Disorder in its area", as clarified by PINS953.

The National Planning Policy Framework (NPPF)

"Planning policies and decisions should aim to ensure that developments create: Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion."

Appendix 3: Crime Figures

The crime figures provided below are publicly available on the Internet at http://www.met.police.uk/. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life issues.

Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It currently has crime figures above average for the London Boroughs and suffers from high levels of crime and disorder to its residents and business communities.

The following figures relate to recorded crime data from Police.uk for the below area:









Bicycle theft: Includes the taking without consent or theft of a pedal cycle. Burglary: Includes offences where a person enters a house or other building with the intention of stealing. Criminal damage and arson: Includes damage to buildings and vehicles and deliberate damage by fire. Drugs: Includes offences related to possession, supply and production. Other crime: Includes forgery, perjury and other miscellaneous crime. Other theft: Includes theft by an employee, blackmail and making off without payment. Possession of weapons: Includes possession of a weapon, such as a firearm or knife. Public order: Includes offences which cause fear, alarm or distress. Robbery: Includes offences where a person uses force or threat of force to steal. Shoplifting: Includes theft from shops or stalls. Theft from the person: Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, mobile phones) but without the use or threat of physical force. Vehicle crime: Includes theft from or of a vehicle or interference with a vehicle. Violence and sexual offences: Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences. This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to. We strongly advise that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their door sets in relation to your needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire

Transport for London	Thank you for consulting TfL Spatial Planning. Given the location which is away from TLRN and the nature of the application, TfL Spatial Planning has no specific comments to make. We would of course support Haringey Council to secure any contributions to support local connectivity to mitigate the impact of a net increase of 154 trips over the course of a day in line with London Plan policies T2 and T4.	
Crossrail 2	I am advised that as the site falls within the Crossrail 2 Limits of Safeguarding in the event that the borough were to grant planning permission TfL/Crossrail 2 would recommend the following Crossrail 2 condition be attached to the decision notice:	
	C1 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:	
	 (i) Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works, (ii) (Accommodate ground movement arising from the construction thereof, (iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail 2 railway within the tunnels and other structures, 	
	The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (ii) and (iii) of this condition shall be completed, in their entirety, before any part of the building[s] [is] [are] occupied.	
	Informative:	
	Transport for London is prepared to provide information about the proposed location of the Crossrail 2 tunnels and structures. It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the construction and use of the tunnels. Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.	

Stakeholder	Questions/Comments	Response
NEIGHBOURIN		While it is
G PROPERTIES	Land Use and housing	that there would
		be no onsite
	- Lack of affordable housing	housing, the
		council consider
		in this instance
		contribution
		would better
		benefit the
		could be more
		effectively used
		as part of Haringey's own
		house building
		programme –
		report
		-
		The scheme
		low number of
	- Concerns with the number of studio flats	studio flats
		compared to the
		proposed. In
		addition the
		studios exceed
		standards
		including
		including private
		amenity space
		Which meets the
		the Mavor's
		Housing SPG
		Standard 26

- Excessive number of dwellings proposed	The flats proposed on this site are considered to maximise the sites density and make an efficient use of land
- Concerns with the employment floorspace proposed	A small office is considered appropriate on the site given the surrounding residential land uses
 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 	Officers consider the design of the development is considered to be a high quality design. The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would not appear out of keeping with the surrounding area
Impact on neighbours - Close proximity to the boundaries of adjoin residential properties	The proposal is not considered to result in an unacceptable impact on local

 Overlooking/loss of privacy Loss of daylight and sunlight Loss of outlook 	amenity – covered in the report Nearby residential properties would not be materially affected by the proposal in terms
	of loss of privacy/overlooki ng– covered in the report
Parking, Transport and Highways	The Council's Transportation team are satisfied that the scheme is car free that restricts
- Parking pressure	future residents of the development from applying for a no street parking permit
- Traffic congestion	In terms of trip generation, a development of the scale proposed will not generate a significant number of vehicle trips on the highway and public transport networks.

- Road safety concerns	The transportation team has considered highway and pedestrian safety
- Concerns with delivery and servicing vehicles	during demolition, and construction phase A delivery and Servicing Plan is secured via condition to manage delivery access to the site and to limit the number or trips to ensure that the number of trips don't impact on residential amenity
 Site access concerns Vehicle access should be from Brook Road 	The Council's Transportation team are satisfied with the provisions for vehicle/pedestria n access for the development and they have considered the potential parking and public highway– covered in the report

- Construction vehicle concerns	A construction logistics plan will be secured by a legal agreement to manage construction
 A new high-quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site 	vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area A public access management plan will be secured by a legal agreement to ensure that public access is retained and always maintained, and to ensure public safety
Environment and Public Health	The project team was in discussions with
- The culverted Moselle Brook should be restored	the Councils Flood and Water Management lead at pre- application stage to discuss de- culverting the Moselle
	The Environment Agency were consulted on the proposed development and

- Failure to respect the Blue Ribbon	raised no
	objection subject
	to conditions
	to conditions
	The Council's
	Tree Officer has
	been consulted
	on the proposal
	does not raise
	any objections
- Impact on existing trees	subject to
	adherence with
	the Arboricultural
	report submitted
	Any dust and
	noise relating to
	demolition and
	construction
- Noise and disturbance from on-going construction	works would be
	temporary
	nuisances that
	are typically
	controlled by
	non- planning
	legislation.
	the demolition
	and construction
	methodology for
	the development
	would be
	controlled by the
	imposition of a
	condition
	The increase in
	noise from
	occupants of the
 Noise and disturbance from the employment floorspace 	employment
	floorspace 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
	The scheme would provide CIL payment towards local infrastructure.
- Pressure on existing infrastructure	
	The site is designated as Site Allocation SA21:
- The site should be turned into green space	'Clarendon Square Gateway' in the Council's Site Allocation
- Lack of open space	Development Plan Document (DPD) which seeks the
	the site with a
- Impact on natural environment	development.
	The development achieves an urban greening factor of 0.41 which exceeds the minimum target set out in the London Plan.
	Which is a significant

	improvement to the current situation as the site is mostly hardstanding
	The biodiversity net gain (BNG) of the development is covered in the report
 Impact on quality of life Air pollution 	Officers are satisfied with the Air quality report submitted - – covered in the report
- Lack of street trees	The scheme includes new tree planting – covered in the report
 Anti social behaviour Security concerns 	The proposed development enhances security through the design and layout of the building and public realm. The Secure by Design Officer does not object to the proposed development subject to standard
	standard conditions requiring details of and

- Refuse provision insufficient The Council Waste - Refuse provision insufficient arrangement - Others Section 6.2 (the officer is the policy or supply evidence of compliance - Failure to comply with policy or supply evidence of compliance Section 6.2 (the officers sets the policy or section agenda enshrined in planning legislation - Failure to respect the localism agenda enshrined in planning legislation A site wide master plan should be provided - A site wide master plan should be provided - A site wide master plan should be provided		compliance with the principles and practices of the Secured by Design Award Scheme
Others Section 6.2 of the officers reports sets the officers reports sets the policy of apply policy applicable to a 'Small site/backland' development Section 6.2 of the officers reports sets the policy of applicable to a 'Small site/backland' development - Failure to comply with policy or supply evidence of compliance A site wide masterplan h been provide and is covern the report - A site wide master plan should be provided -	- Refuse provision insufficient	The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection and provision
- A site wide master plan should be provided	 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 	Section 6.2 of the officers reports sets out the policy context A site wide masterplan has been provided and is covered in the report
	- A site wide master plan should be provided	

Appendix 4 QRP Reports

CONFIDENTIAL



London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: 157 - 159 Hornsey Park Road

Wednesday 29 March 2023 Room 0:M5, Clockwise, Greenside House, 50 Station Road, London N22 7DE

Panel

Peter Studdert (chair) Phil Armitage Marie Burns Jonas Lencer Ann Sawyer

Attendees

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

Apologies / report copied to

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

Confidentiality

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

1. Project name and site address

157-159 Hornsey Park Road, London N8 0JY

2. Presenting team

Stephen Davy	Stephen Davy Peter Smith Architects
Hélia Ramos	Stephen Davy Peter Smith Architects
Andrew Milliken	Velocity Transport Planning
James Fox	Trinity Group

3. Planning authority briefing

The site is located to the rear of Hornsey Park Road with the entrance between two end of terrace houses. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings of one to two storeys in height, considered to be of no architectural merit. The buildings are neither listed nor located within a conservation area.

The site is identified as a Strategic Area for Regeneration in the London Plan 2021 and is inside the Haringey Heartlands Growth Area, as well as within the boundary of the draft Wood Green Area Action Plan (2018). It forms part of a designated site allocation – SA21 Clarendon Square Gateway. The site allocation requires redevelopment of the site with a mixed-use employment-led scheme that creates a new link between Wood Green and Clarendon Square. It should be noted that the Iceland site, which falls within the same site allocation, is under separate ownership and has planning permission (HGY/2017/2886) for a major mixed-use development up to nine storeys. There is a policy requirement to investigate de-culverting of the Moselle River which runs under the site. Officers will require a clear understanding of any methods used as this may have sustainable urban drainage implications.

Officers support the principle of a mixed-use development; however, the level of employment floorspace is significantly less than designated for this portion of the site. A through route across the site has been included. The project team has been advised to engage with the owners of the neighbouring sites regarding access to ensure the success of this route. Public/private definition of the new through route and the nature of this public realm space also require further work. Officers consider the height and massing to be appropriate for this transitional site, but are yet to be convinced of the composition and how the buildings meet the ground. Officers are assured that daylight and sunlight impacts on neighbours are minimal, but this also needs to be investigated for the units and outdoor amenity spaces within the scheme.

Officers asked for the panel's comments, in particular, on the amount of employment space proposed and the success of the public realm.

Report of Formal Review Meeting 29 March 2023 HQRP133_157-159 Hornsey Park Road [=

4. Quality Review Panel's views

Summary

The panel welcomes the proposals for 157-159 Hornsey Park Road and thanks the project team for coming to review early enough for the panel to have meaningful input. This is a tight site with a challenging brief that requires employment space, a public through route and housing. The project team has made a strong start, but the brief needs more strategic thought to develop what this site can reasonably achieve to a high standard.

As public permeability will already be provided by Moselle Walk immediately to the west, at least during the day, the panel is not convinced that the additional through route in this scheme is necessary. It is likely to invite antisocial behaviour and feel unsafe, especially at night. The project team should work closely with London Borough of Haringey to consider whether the through route meets public needs and creates a successful place, or if it detracts from the creation of high quality housing. The requirement for employment space should also be reconsidered, as this will only work if the through route goes ahead. If both are removed from the brief, the public realm could work well in the character of a mews development. More homes could then be provided instead of commercial space.

The proposed heights help the transition between the existing two storey context, and emerging nine to eleven-storey buildings. The proposed massing is well articulated to reduce the scheme's impact in key views, but should be rationalised to optimise form factor. The east-facing flank walls of both blocks should be softened to create a more positive outlook for houses on Hornsey Park Road. Duplex typologies should be tested so bedrooms can be removed from ground floor level. The panel recommends that the two-bed house is removed, and the space used for refuse collection, deliveries and/or disabled parking within the site. The loss of this unit could be compensated for elsewhere. The sustainability strategy should be developed as soon as possible so that it can become an integral part of the design. This should include consideration of fabric-first Passivhaus standards, existing materials on site that could be reused, the response to microclimate on all elevations, and energy generation.

Place-making - through route and uses

- Based on the requirements of the brief, the project team's proposal is
 reasonable and fits a great deal on a constrained site. However, in the panel's
 view the requirement to provide a public through route and employment space
 places significant pressure on this tight site, detracting from the scope
 available to create high quality housing.
- A new strategic landscape corridor is already planned in the form of Moselle Walk to the west of the site. Aside from access at night, when Moselle Walk is closed, it is not clear what need this additional through route will satisfy.
- While the panel supports increased permeability of the public realm, it has concerns that this through route will attract anti-social behaviour at night,

encourage motorbikes and e-scooters to cut through during the day. It asks too much of residents that they should constantly 'marshall' the route.

- The panel is also concerned that without the consent of both the St. Williams scheme to the west and the Iceland scheme to the north, the new route will not be able to go ahead. The scheme therefore runs the risk of being designed around a key element which may not be possible.
- It is strongly recommended that the project team works closely with London Borough of Haringey to develop the placemaking and access principles behind the site allocation requirements, to determine whether the through route will create the best possible scheme for the site. The outcome of these discussions will unlock the whole narrative of the scheme, determining the character of the public realm and enabling the project team to resolve the design issues accordingly.
- The panel thinks that the height of the scheme can still be justified without the through route because it is also based on the contextual transition in scale.
- If the route is removed, however, the public realm should be redesigned to create a mews environment. The street should be designed to create a more protected environment for residents.
- If this is the outcome, then the panel suggests that the employment space is also removed, as it would only makes sense in combination with the through route and would feel out of place in a mews development.
- Without the through route and employment space, the scheme could potentially accommodate an additional accessible flat. It could also be rearranged to create more direct access to the cycle store in Block B, through the communal lobby to the south.

Site layout

- The panel is concerned that the public realm as currently proposed will not be safe and welcoming, especially at night. There are many nooks and crannies that appear likely to create issues for Secured by Design, such as the entrance to Block A and the route to the bicycle store at the back of Block B (if the landscaping proposals on the neighbouring site do not come forward).
- The lack of clear sight lines at ground floor level may also interfere with wayfinding, attracting anti-social behaviour. Further work should therefore be carried out on visibility. The panel suggests that the commercial space in Block B and the one bed flat in Block A could be swapped to improve the views of the through route and make better use of the area currently labelled as 'defensible space' next to the flat.
- The strategy of refuse collection on Hornsey Park Road with bins along the northern wall of the entrance passage is unrealistic. This road is too

congested to take any additional activity, and the panel anticipates that the bins will create an eyesore at the scheme's entrance and create conflict with the neighbouring property.

- The panel is not convinced that the two-bed house will provide a high-quality home that will be popular with buyers. It has no private garden, no defensible space, and looks onto parking spaces. While the desire to frame the public realm is understood, the panel thinks that this area would be better used as space for disabled parking or refuse collection.
- In the panel's view, the scheme must be able to absorb its own activity
 including refuse collection, deliveries and disabled parking, and must be
 designed to accommodate these activities properly. There is therefore a
 strong argument for removing the proposed two-bed houses to reduce
 pressure from these site constraints. A better-quality home could be added
 elsewhere to compensate for the loss of this house, perhaps by adding
 another storey to one of the blocks.
- The panel asks for a clearer demarcation between the vehicle and pedestrian areas in the site layout. If possible, the disabled parking spaces should also be moved closer to the edge of the public realm.
- The cycle store occupies a significant amount of ground floor space. While this
 makes sense in terms of meeting cycle parking standards, the panel questions
 how well it will be used. Some space might be better used to provide amenity
 for residents to enjoy.
- The entrance to the site from Hornsey Park Road is a long narrow passage that cannot be expanded. The panel recommends exploring a lighting strategy to create an inviting entrance route. This should be sensitive to neighbours, considering glare at night.

Residential layout

- The panel is pleased to see all but one of the bedrooms in the ground floor units look onto private gardens, rather than street frontages.
- However, the project team should explore whether duplex layouts would work in Block A. This would remove the need for defensible space to protect bedrooms at ground floor level. It would also help to activate the public realm as duplexes would create front doors along the internal street.
- The panel also notes the private undercroft amenity space for a one bed, ground floor flat in Block A. This does not seem likely to create high quality outdoor space, and should be reconsidered.

Massing

- The panel finds the scale of development appropriate for this site. The height
 and massing work well to mediate between the two storey Victorian terraces
 along Hornsey Park Road, and the nine to eleven storey buildings in the
 emerging context to the north and west.
- While the articulation of the massing works well generally to reduce the scheme's impact in key views, the panel is concerned about the impact on residents of Hornsey Park Road. From the rear of these houses, residents will look onto largely blank, four-storey flank walls of Blocks A and B.
- The panel advises that the façades facing these houses are humanised for a less aggressive outlook. It is understood that it may not be possible to add more windows due to overlooking issues, but the massing could be articulated through rotation or by stepping from three storeys to four. It could also be softened with climbing plants.
- Elsewhere in the scheme, the fragmentation of the massing would benefit from rationalisation to optimise form factor and construction costs, without compromising the positive appearance of the scheme in its setting.

Inclusive design

- The panel does not think that it is feasible for the disabled parking spaces to be located on Hornsey Park Road. This road is already extremely busy and it would be too tight for residents in wheelchairs to get out on the pavement side. The disabled parking spaces should be provided within the site.
- The panel notes that it is now best practice to provide electric charging points with the parking. This possibility should be investigated.
- The panel acknowledges that while it is desirable to have fully accessible flats on a choice of levels rather than only at ground floor, it may not be practical for a scheme of this size as a second lift would be required.

Sustainability

- The panel understands that the scheme is in fairly early stages of development but asks that a sustainability strategy is developed as soon as possible so it can be meaningfully integrated into the design.
- In terms of fabric standards, London Borough of Haringey and the London Plan both have ambitious targets that are close to Passivhaus. These will not be met unless they are accommodated at the outset as they include the form factor, materials, and wall thicknesses.

- This is not to say that the massing of the scheme cannot be articulated. The
 panel recognises that the site's constraints call for a creative response and
 that this helps the scheme to sit comfortably in its context.
- The proposals currently miss the opportunity to respond differently to the conditions on all elevations in terms of microclimate. For example, there are bedrooms on the south side of the buildings. These may be sensitive to overheating, which could be addressed through external shading.
- The panel is concerned about the amount of massing to the south which may overshadow the external amenity spaces, especially in the winter months, making them unattractive to users.
- It would also like to see thinking on how materials from the existing buildings can be reused on the site, seeing them as a potential kit of parts.
- The project team should consider where best to locate photovoltaic panels on the roofs. There have been instances where panels have been considered a fire risk when combined with arid 'brown' roof planting. These issues can usually be resolved with green roofs, separation or irrigation.
- The panel recommends a deeper investigation of heat rejection from the heat pumps. There is evidence that careful planning of the location can create a significant reduction in energy use.
- The culverted River Moselle should also be explored as a potential source of heat exchange. It is unlikely to provide enough capacity to tie into the energy centre in the neighbouring St. Williams scheme, but could generate enough for the scale of this development depending on how seasonal the flow rate is.

Next steps

The panel would welcome a further opportunity to review the proposals like once progress has been made on the public through route and the sustainability strategy.


London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 157-159 Hornsey Park Road

Wednesday 1 November 2023 Woodside Room, George Meehan House, 294 High Road, London N22 8JZ

Panel

Peter Studdert (chair) Ann Sawyer

Attendees

 Rob Krzyszowski
 London Borough of Haringey

 Robbie McNaugher
 London Borough of Haringey

 John McRory
 London Borough of Haringey

 Valerie Okeiyi
 London Borough of Haringey

 Kirsty McMullan
 Frame Projects

 Bonnie Russell
 Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Bryce Tudball	London Borough of Haringey
Tania Skelli	London Borough of Haringey

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Report of Chair's Review Meeting 1 November 2023 HQRP133_157-159 Homsey Park Road

1. Project name and site address

157-159 Homsey Park Road, London N8 0JY

2. Presenting team

Stephen Davy	Stephen Davy Peter Smith Architects
Laura Dimont	Maddox Planning
Tara Fitzpatrick	Maddox Planning
Victoria Osunkoya	Maddox Planning
James Fox	Trinity Group
Theodora Kyrtata	Stephen Davy Peter Smith Architects
Kevin Chitty	Trinity Group

3. Planning authority briefing

The site is located to the rear of Homsey Park Road, with its entrance between two end-of-terrace houses. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings of one to two storeys in height, considered to be of no architectural merit. The buildings are neither listed nor located within a conservation area.

The site is identified as a Strategic Area for Regeneration in the London Plan 2021 and is inside the Haringey Heartlands Growth Area, as well as within the boundary of the draft Wood Green Area Action Plan (2018). It forms part of a designated site allocation, 'SA21 Clarendon Square Gateway'. This allocation requires redevelopment of the site with a mixed-use employment-led scheme that creates a new link between Wood Green and Clarendon Square. The Iceland site, which falls within the same site allocation, is under separate ownership and has planning permission (HGY/2017/2886) for a major mixed-use development up to nine storeys.

The scheme proposes 32 homes (over two blocks of between four and six storeys) and approximately 193 square metres of commercial floorspace, together with associated landscaping and delivery of a new pedestrian route.

Officers support the uses proposed on this site which will aid the council's strategic need for employment in the area. The increased quantum of employment floorspace is therefore welcomed and now considered sufficient. The through route, intended to increase permeability and social integration, remains a requirement of the site for officers, notwithstanding the panel's previous concerns. However, officers wish to ensure the simplicity, robustness, legibility and attractiveness of this route. The heights of both Blocks A and B are now considered to be appropriate.

Officers asked for the panel's comments on architectural character, servicing, and landscaping, including public and private amenity space, legibility, demarcation of the public realm and pedestrian safety.

Report of Chair's Review Meeting 1 November 2023 HQRP133_157-159 Hornsey Park Road

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4. Quality Review Panel's views

Summary

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 project team 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 semi-private, 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.

Place-making - through route and uses

- 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.
- 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.
- However, discussions with London Borough of Haringey have concluded that the policy requirements must be delivered. In light of this, the project team is commended for its work to resolve these challenging issues.

Report of Chair's Review Meeting 1 November 2023 HQRP133_157-159 Homsey Park Road



Public realm landscaping

- 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.
- 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.
- 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.
- The panel suggests that vehicles should only be allowed into the site as far as the western comer 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.
- The panel understands that the scheme will be gated at night using an automatic timer. The project team 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.

Plant room building

- 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.
- 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.
- While the move to create seating around the base of the drum is wellintentioned, 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.
- Due to the possibility of unobserved loitering immediately behind, the panel does not think it appropriate to have 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.

Report of Chair's Review Meeting 1 November 2023 HQRP133_157-159 Homsey Park Road

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 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.

Architecture

- 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.
- The project team 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 Homsey Park Road from their rear windows.
- The project team should rework 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.
- 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 project team could take cues
 from the emerging nearby St Williams development, which uses high quality
 bricks and has robust detailing.
- 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.

Servicing

- 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 project team is encouraged to engage with highways and transport
 officers as soon as possible to ensure that the servicing strategy will be
 supported and deliverable.
- 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.

Report of Chair's Review Meeting 1 November 2023 HQRP133_157-159 Hornsey Park Road



Commercial space

- 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.
- 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.
- 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.

Inclusive and accessible design

- 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.
- 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.

Next steps

The panel is confident that the issues outlined in this report can be resolved in consultation with planning officers. 157-159 Hornsey Park Road does not need to return for another design review.

Appendix 5 Development Forum Minutes

- The culvert should be investigated
- Concerns the developer has not thought through the scheme properly
- Daylight/sunlight concerns
- Loss of privacy/overlooking concerns
- Concerns the refuse proposed is in close proximity to neighbouring houses
- Concerns the development would cause structural issues to neighbouring properties
- Oppressive development
- Excessive height/scale the scale should be reduced
- Nuisance from construction work in addition to existing on-going construction work
- Parking congestion
- The scale of the scheme should be reduced
- Close proximity to neighbouring properties
- Environmental concerns
- Impact on quality of life
- Council's failure to plan for Wood Green
- More development is not needed in the vicinity
- High density development
- Access from Hornsey Park Road will be a serious issue for construction vehicles
- The Clarendon Square site under construction s not allowed access from Hornsey Park Road

Appendix 6 Pre-application Committee minutes

9. PRE-APPLICATION BRIEFINGS

The Chair referred to the note on pre-application briefings and this information was noted.

10. PPA/2024/0002 157-159 HORNSEY PARK ROAD, N8 0JX

Planning Officer, Valerie Okeiyi proposed the report for redevelopment of the site to provide 32 residential units and commercial floorspace with associated disabled parking, landscaping and access. The following was noted in response to questions from the committee:

- In terms of the commercial space, it would sit within the site allocation for mixed use and there was a quantum of commercial space to be provided across the whole area. At the QRP they felt that it would be preferable as a residential led scheme. There were merits in that as it was a small site which sat behind other residential units. However, there was a desire for a link through the scheme and the planners felt that there was an ability to tie in commercial activities. The size of the commercial unit being 1.1 square meters would be suitable for a smaller business.
- The 2017 site allocation document had largely come to fruition in terms of planning
 permissions. The demand for workspace was high and there was not anything in terms
 of material planning considerations that would necessarily steer officers away from
 that.
- Site access would only be from Hornsey Park Rd, but there would be a construction
 management plan that would be put forward with the application to detail how the
 works would be managed. The applicant had dealt with sites with tighter access than
 this. It would equally come down to the sizes of the vehicles and also the method of
 construction used; those things could be mitigated. Surveys could also be carried out
 for residents.
- All of the flats would have kitchens. There would only be dual aspects within the scheme. The applicant had worked to mediate between houses on Hornsey Park Road therefore did not believe these homes would look out of place. The shared ownership would be roughly 55% of private sale value. A 2-bedroom flat would estimate around £300,000.
- The applicant had not looked at opening the Moselle and turning it into an open river. This would create issues with adjoining properties if opened and then closed. This could create a weak spot; the boundary of the site ran down the middle of the Moselle therefore this would have to be in conjunction with the other adjoining landowners.
- Initially, affordable housing was going to be situated within block B. Currently, the scheme was showing 6%-14% affordable offering. It had proven difficult to put social housing in with private housing as housing associations preferred not to mix due to their own costs. The applicant was in the early viability stage and was reviewing with the external consultant; this would be an opportunity to look at the committed sum. The team hadn't yet discussed the community space but were predominantly looking at class E use.
- The site would be adjacent to the Clarendon site but also next to the other houses, the
 applicant was looking to create a transition between the two. There had been
 extensive discussions with the QRP and chairs review and following on from that
 changes have been made to the design.
- Following on from the recent viability studies, there would be potential for a maximum
 of 4 affordable units provided and minimum of 2. Once the applicant had confirmed the
 number of units and the Council agreed, there could then be further discussions
 around a Council offering.
- Class E commercial space could be shops, restaurants, cafes, offices, nurseries, creches or a small health centre. Due to the location of the site and size there was not an expectation of a large business expressing interest; however, the applicant would be open to flexibility.