Planning Sub Committee Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2024/2279 **Ward:** Noel Park

Address: 25-27 Clarendon Road N8 0DD

Proposals Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.

Applicant: Mr Richard Quelch, Q Square

Ownership: Private

Case Officer Contact: Valerie Okeiyi

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1. The redevelopment of a previously developed brownfield site with a high quality mixed use development responds positively to the emerging character of the area and is in line with Site Allocation SA23 (‘Clarendon Rd South’);
2. The proposal would provide 222 co-living studio units, the equivalent of 123 new dwellings based on the London Plan’s 1.8:1 multiplier, contributing positively to meeting housing need;
3. The provision (and part retention) of employment workspace, equating to 231 square metres of affordable workspace, which is welcomed;
4. The proposal would provide street scene improvements including a high quality new building with an active frontage and new and enhanced public realm;
5. Economic benefits in the form of construction jobs, an estimated 90 operational jobs and financial contributions towards infrastructure provision;
6. A positive contribution towards urban greening and biodiversity net gain

7. The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive levels of noise, light or air pollution.
8. The development would be ‘car free’ and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives;
9. The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as sustainable drainage
10. The proposed development will secure several obligations including a substantial Payment In Lieu (PIL) of affordable housing and other financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of a section 106 legal agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability that secures the obligations set out in the Heads of Terms below.

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

2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 07/03/2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary - Planning Application HGY/2024/2279 (the full text of recommended conditions/informative is contained in Appendix 1 of the report.

Conditions

1. Time limit
2. Approved Plans and Documents
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan and Waste Management
16. Cycle Parking
17. Basement Impact Assessment
18. Surface Water Drainage
19. Management and Maintenance
20. Piling
21. Thames Water Essential Infrastructure
22. Satellite Antenna
23. Restriction to Telecommunications apparatus
24. Architect Retention
25. Accessible Co-Living Accommodation
26. Noise Attenuation – Co-Living Accommodation
27. Restriction to Use Class
28. Energy Strategy
29. Overheating
30. BREEAM Certificate for ‘’Excellent’’
31. Living Roofs
32. Biodiversity Net Gain
33. Water consumption
34. Co-living Management Plan

Informatives

1) Co-operation
2) CIL liable
3) Hours of construction

4) Party Wall Act
5) Street Numbering
6) Sprinklers
7) Water pressure
8) Asbestos
9) Secure by design

Section 106 Heads of Terms - Planning Application HGY/2024/2279

1. Affordable housing Provision

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

2. Viability Review Mechanism

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

3. Affordable Workspace

- Affordable Workspace lease
- Affordable Workspace Occupier
- Affordable Workspace plan
- Affordable Workspace Rent
- Affordable Workspace Service Charge

4. Highways Improvements under Section's 38 and 278

5. Sustainable Transport Initiatives

- £4000 towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits.
- Car Club - five years free membership for all residents of each co-living unit and a credit of £100 per year/per unit for the first 2 years.
- £15,000 (fifteen thousand pounds) towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development.
- Residential Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total.
- Commercial Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total.

6. **Parking Management Contribution**

- £20,000 (twenty Thousand Pounds) to undertake a review of the current parking management measures on Clarendon Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.

7. **Carbon Mitigation**

- Be Seen commitment to uploading energy data.
- Energy Plan.
- Sustainability Review.
- Estimated carbon offset contribution (and associated obligations) of £152,475 (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.
- A single point Future DEN connection (and associated obligations)

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

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

8. **Monitoring Contribution**

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

2.5 In the event that members choose to make a decision contrary to officers' recommendations members will need to state their reasons. In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

- The proposed development, in the absence of a legal agreement failing to secure a financial contribution towards offsite affordable housing within the Borough. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.

- The proposed development, in the absence of a legal agreement securing 1) Section 38 and 278 Highway Agreement 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 infrastructure. 2) A contribution towards amendment of the local Traffic Management Order. 3) Two years free membership for all residents and a credit of £100 per year/per unit for the first two years. 4) A contribution towards a Construction Logistics and Management Plan. 5) Implementation of a Residential and Commercial Travel Plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. 6) A contribution towards current parking management measures on Clarendon Road and the surrounding roads. As such, the proposal is contrary to London Plan policiy T1, Development Management DPD Policies DM31, DM32 and DM48.

- The proposed development, in the absence of a legal agreement failing to secure onsite affordable workspace. As such, the proposals would be contrary to London Plan Policy E3, and DM DPD Policy DM 38.

- The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

- In the absence of a legal agreement securing the implementation of an energy strategy, including future connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA9.

- In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction

and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policy D14, Policy SP11 of the Local Plan and Policy DM1 of the DM DPD.

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

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

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed Development

3.1.1 Planning permission is sought for the demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision. The proposal can be broken down as follows:

Main Building

3.1.2 The proposed building is a 9 storey building made up of two irregularly shaped conjoined blocks. The building consists of 222 co-living studio units and 773 square metres of internal communal space and 231 square metres of commercial affordable workspace. Amenity space is provided within the communal internal space and the proposed 231 square metre podium/roof level external amenity spaces.

3.1.3 At ground floor level is commercial affordable workspace, a gym/fitness studio, games room, entrance lobby, reception, post room, office, laundry room, WC, plant room, bicycle store, bin store and electricity substation.

3.1.4 At first floor level are 15 studios, shared kitchen/dining/work space, a garden room, lounge, private dining room, two external terraces and a cinema room.

3.1.5 At second to seventh floor level are 30 studios together with 27 studios and a shared lounge located on the eighth floor level.

Access, Parking and Highways

3.1.6 The main accesses into the building are located on the south-east facing elevation. With independent accesses provided for the commercial affordable workspace and the co-living demise. Secondary access points are provided on the south, north and west elevations to facilitate independent access to service areas, the bicycle store and for means of escape. Following further discussions with transport officers a 12m long layby is proposed to provide 1 designated disabled bay and an electric charging bay. A 171 space secure and covered bicycle store is proposed at ground floor level.

Soft and Hard Landscaping and Public Realm

3.1.7 New public realm is proposed to the front of the building, to the south-east corner of the site and extending north adjacent to Clarendon Road. This includes ground cover drought tolerant flowering shrubs, perennials and cherry trees, direct routes to building entrances in bound gravel, seating spaces, lighting to assist wayfinding and discourage anti-social behaviour and integrated power sockets to facilitate exhibition.

3.1.8 The podium level terraces / amenity spaces will also be landscaped, incorporating a growing quadrant, potted planting, outdoor dining space, entertainment / activity space and lighting. Where feasible, the roofs of the building will be 'green roofs', consisting of scrub and wildflower planting.

3.2 Site and Surroundings

3.2.1 The site is located on Clarendon Road and is currently occupied by a part two, part single storey L shaped building in employment use. The Alevi Cultural Centre is located to the south, the Election Centre is to the north and the wooded railway embankment to the west. Turnpike Lane is to the south. Directly opposite the site to the east is the site known as Jessica Button (30-36 Clarendon Road off Hornsey Park Road). Immediately south is the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre) and the Council's Day Centre (the Clarendon Recovery College).

3.2.2 To the south-east of the site is the 6-7 storey residential block known as Westpoint Apartments. The Clarendon Square development /Alexandra Gate (St William) is to the north which was granted a hybrid (outline and full) planning permission (reference HGY/2017/3117) for a mixed use development up to 20 storeys in height. Further to the south is the Railway Approach development that ranges from 11 to 13 stories in height. Planning permission was recently granted for the Jessica Button site to the east, for a 2 to 11 storey mixed use building comprising 51 residential units and 560 sqm of commercial floorspace (reference HGY/2022/3846).

3.2.3 The public transport accessibility level (PTAL) is 4 which means the site has good access to public transport services. Two bus services are available within a 4-minute walk of the site, Turnpike Lane underground station is a 10 minute walk away and Hornsey National Rail station an 8 minute walk away.

3.2.4 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green Growth Area as identified in the Council's Local Plan 2017. The site is also located adjacent to a designated Ecological corridor. The site forms part of Site Allocation 23 of the Council's Site Allocations DPD: known as

Clarendon Road South which seeks to realign Clarendon Road and create employment-led mixed-use development to compliment the Clarendon Road Square development site to the north.

3.2.5 The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a Development Plan Document itself and is instead being subsumed into the emerging New Local Plan.

3.2.6 The site does not contain any statutory or locally listed buildings, nor is it located within a Conservation Area.

3.3 Relevant Planning and Enforcement history

3.3.1 There is no recent and relevant planning history in respect of the site.

3.3.2 Relevant and recent planning permissions in close proximity of the site include:

HGY/2017/3117 - The Clarendon Square development /Alexandra Gate (St Williams)

This hybrid planning application (part Outline, part Detailed) sought consent for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A5; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

The application was granted on 19/04/2018.

HGY/2022/3846 - 30-36 Clarendon Road off Hornsey Park Road known as the Jessica Button Site

This application sought demolition of the existing buildings and the construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.

The application was granted 14/06/2024.

4. CONSULTATION RESPONSES

Quality Review Panel

4.1.1 The scheme has been presented to Haringey's Quality Review Panel (QRP) on two occasions. Following the latest QRP meeting in July 2024, set out in Appendix 4, the Panel was 'confident that the remaining issues can be resolved in collaboration with officers' and that the proposal would not need to return to the panel again with the summary from the report below:

Summary

The Haringey Quality Review Panel commends the significant improvements made since the last review, and is now largely supportive of the co-living and workspace development at 25-27 Clarendon Road. The panel urges the project team to address its remaining concerns, and to ensure that the intended level of quality is fully embedded in the design.

The panel asks that the massing of the two blocks is broken up more. This could be achieved by reducing the eastern block sufficiently and decreasing overall the number of units, or by increasing the height of the western block and decreasing the height of the eastern block, to create a clearer distinction between the blocks without adding more co-living studios. The enlarged public realm is welcome, and the panel encourages the project team to develop the landscape character of the pocket park, drawing on the site's industrial history. The external and internal amenity spaces relate well to one another. Further work on sunlight, shading and soil depths should inform the planting mix.

The panel thinks that the workspace and co-living uses can successfully co-exist, but that the internal layout should be refined. The circulation spaces should be more generous, especially around the ground floor entrance area and first floor shared amenity spaces. The panel suggests that an internal route to the bicycle store would feel safer and be more inclusive. The project team should investigate whether the upper floor layout can be reconfigured to create a simple 'L'-shaped corridor, to improve natural light. As the scheme evolves, neurodivergent needs could be considered through the provision of calmer, more intimate communal spaces, particularly as the typical studios are not wheelchair accessible. All communal facilities and entrances must be fully accessible.

Adjustments to the elevations may be required to meet the scheme's ambitious sustainability targets. A detailed overheating study should be carried out for each studio type and location. The architectural detail is not yet sufficiently developed. Studies should be completed to refine the expression of internal functions in the external façades, and the articulation of the bays.

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

4.2 Development Management Forum

4.2.1 The proposals were presented to a Development Management Forum in September 2024. The notes from the Forum are set out in **Appendix 5.**

4.3 Planning Committee Pre-Application Briefing

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

4.4 Application Consultation

4.4.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development.

Transportation

No objection raised, subject to conditions, S.106 and S.278 obligations.

Waste Management

No objection raised after further discussions with the waste management team subject to a condition which has been agreed by the applicant.

Building Control

No comment received.

Trees

No objection raised, subject to conditions.

Nature Conservation

No comment received.

Public Health

No comment received.

Surface and flood water

No objections, subject to conditions.

Carbon Management

No objections, subject to conditions and S106 obligations.

Lead Pollution

No objection, subject to conditions and informative.

Housing Policy and Strategy

The March 2024 adopted housing strategy does not identify a need for co-living housing. It is for the Local Planning Authority to determine how much weight should be attributed to it in the development management process.

EXTERNAL

Health and Safety Executive (HSE)

No objection “HSE is content with the fire safety design”

Thames Water

No objection subject to conditions.

Metropolitan Police Designing out crime

No objections, subject to conditions and informative.

National Health Service London Healthy Development Unit

To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £155,802 within the S106 agreement to be paid on commencement and indexed linked to building costs.

London Underground/ DLR Infrastructure Protection

No comment to make.

Inclusive economy

No objection

Transport for London

No objection

5. LOCAL REPRESENTATIONS

5.1.0 The following were consulted:

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

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

No of individual responses: 2
Objecting: 1
Supporting: 1
Others: 0

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

Comments in objection:

- Non compliance with the master plan
- Lack of public engagement
- Impact on light and the efficiency of installing solar panels on neighbouring buildings
- The proposal is contrary to Haringey's net zero ambitions
- The scale of the development and its impact on right to light
- Traffic disruption
- Security concerns
- Concerns about co-living policy

Comments in support:

- Economic benefits
- Need for co-living in the borough

5.1.3 The following issues raised are not material planning considerations:

- Right to light

  (Officer Comment: This is not a material planning consideration)

6. MATERIAL PLANNING CONSIDERATIONS

6.1 Statutory Framework

6.1.0 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

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

1. Principle of the development
2. Affordable Housing
3. Design and appearance
4. Residential Quality
5. Impact on Neighbouring Amenity
6. Parking and Highways

7. Sustainability, Energy and Climate Change
8. Urban Greening, Trees and Ecology
9. Flood Risk and Drainage
10. Air Quality and Land Contamination
11. Basement Development
12. Archaeology
13. Fire Safety
14. Social and Community Infrastructure
15. Conclusion

6.2 Principle of the development

National Policy

6.2.1 The current National Planning Policy Framework was last updated in December 2024 (hereafter referred to as the NPPF). The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing. The framework also sets out that planning should create conditions in which business can invest and that significant weight should be given to the need to support economic growth whilst encouraging applications to make best use of land and create beautiful places.

6.2.2 The NPPF highlights the importance of boosting housing supply across the country; whilst Paragraphs 60 and 63 note the importance of providing housing for specific groups. Paragraph 4.16.1 of London Plan Policy H16 states that large-scale shared living developments may provide a housing option for single person households who cannot or choose not to live in self-contained homes or HMOs. This policy also seeks to ensure that new purpose-built shared living developments are of acceptable quality, well-managed and integrated into their surroundings

Development Plan

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

London Plan

6.2.4 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance (LPG).

6.2.5 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.

6.2.6 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.

6.2.7 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.

6.2.8 Policy H4 of the London Plan requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.

6.2.9 Policy H16 of the London Plan sets out 10 criteria that large scale purpose built shared living development must meet. This includes achieving good quality design, contributing towards mixed and inclusive neighbourhoods, being well connected to services, employment and public transport, sufficient communal facilities and services, adequate functional living space, are suitably managed and let and that suitable contributions are made towards conventional C3 affordable housing.

6.2.10 Policy D6 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

6.2.11 London Plan Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in Local Plans.

6.2.12 London Plan Policy E3 states that consideration should be given to the need for affordable workspace.

6.2.13 London Plan Guidance (LPG) on large scale purpose built shared living (LSPBSL) was published by the GLA on 29 February 2024. The LPG sets out further detail on siting and developing such housing, including balancing it with other housing types. It provides space and facilities benchmarks and good practice advice to help ensure these developments are designed and managed to be of good quality, are safe, inclusive and integrated into their neighbourhood. The guidance is aimed at those designing LSPBSL schemes and decision-makers assessing them as part of the planning application process.

The Local Plan

6.2.14 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 01 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.

6.2.15 Haringey's Local Plan Strategic Policies 2017 sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.

6.2.16 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).

6.2.17 Policy SP1 also states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.

6.2.18 Policy SP2 of the Local Plan states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for

housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing.

6.2.19 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.

6.2.20 The Development Management Policies Development Plan Document 2017 (DM DPD) supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

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

6.2.22 Policy DM38 of the DM DPD sets out that the Council will support proposals for mixed use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. The site is not located within a Local Employment Area – Regeneration Area, however, all proposals for mixed use development must satisfy the requirements of Policy DM38.

6.2.23 Policy DM40 of the DM DPD supports proposals for mixed-use, employment-led development on other employment sites where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.

Site Allocation

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

6.2.25 The site forms part of Site allocation SA23 'Clarendon Road South' of the SA DPD which designates the site for the redevelopment of a mix use employment led scheme that compliments the Clarendon Road Square development site (figure 1). This site is located to the western side of the Site Allocation.

SA23: CLARENDON RD SOUTH

Address	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
Site Size (Ha)	2.18	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	West Indian Cultural Centre, commercial premises		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Heartlands development framework		
Planning designations	Wood Green growth area Ecological corridor Adjacent to: • Article 4 direction for Heartlands rail corridor • Area of Archaeological Importance		
Indicative Development Capacity	Net residential units	Employment m²	Other m²
	206	5,390	5,390

Figure 1 - SA23: Clarendon Rd South

6.2.26 Site allocation SA23 of the SA DPD has the following Site Requirements and Development Guidelines:

<u>Site requirements</u>

- Development proposals will be required to be accompanied by a site wide masterplan.

- No buildings need to be retained.
- Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Road across Turnpike Lane.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- Residential development may be suitable on site in order to increase the viability of new workspace.
- Alternative reprovision of the West Indian Cultural Centre will need to be agreed.
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with Policy DM38.
- The site adjoins north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development.

Development Guidelines

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

- Heights should be restricted where they adjoin the properties on Hornsey Park Road.
- Taller development will be acceptable on the west side of Clarendon Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application. This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place and where appropriate, a risk management and remediation strategy.
- Business uses should respect adjacent residential.

Masterplanning and Site Allocation

6.2.27 SA23 (Clarendon Road South) of the Site Allocations DPD 2017 requires development proposals 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. Policy DM55 of the DM DPD states that where developments form only a part of allocated sites a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.

6.2.28 The applicant has provided an indicative masterplan that shows how the site meets the requirements of policy SA23 but does not compromise the co-ordination of development across the other sites within the allocation which includes 27-33 and 9-70 Clarendon Road, 30-36 Clarendon Road known as 'Jessica Button' the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre), the Council's Day Centre (the Clarendon Recovery College), London Alevi Cultural Centres, Civica Election Service, Virgin Media and Katerina House. The indicative masterplan demonstrates that the remaining part of the allocation could accommodate further commercial and residential units (figure 2 & 3).

6.2.29 Specifically, current immediate neighbours to either side are the Alevi Cultural Centre to the south and Civica Electoral Services to the north. Both are in active use for their respective community and business uses and have had recent investment in their building facilities. In accordance with the site allocation requirement for the applicant to engage in masterplanning consultations with neighbours, the applicants report that they both have every intention to continue their current use of their sites, with no current intention to redevelop their sites. Nevertheless, in accordance with policy requirements, the applicants have successfully demonstrated masterplan requirement compatibility by demonstrating their proposals to be compatible with either neighbour continuing in its current form and use, as well as a couple of possible redevelopment options similar to their proposals for their own site.

6.2.30 Further sites on the opposite side of Clarendon Road form the rest of the site allocation. These include the Virgin Media site, occupying most of the part of the site allocation east of Clarendon Road and north of the link road, which has similarly indicated no current plans for redevelopment. South of the link road, there are three separate land holdings; the West Indian Cultural Centre (WICC) is furthest to the south, with Clarendon Recovery College (CRC) and then 30-36 Clarendon Road directly opposite this application site. There have been a number of proposals taken well into the pre-application process for all three sites, but various concerns have led to them not being progressed so far, except for 30-36, for which a residential

and workspace development, rising to 12 storeys, and which was granted planning permission in June 2023 (HGY/2022/3846). It should be noted that in masterplanning discussions for this site alone and from when it was being considered as part of a development with its two southern neighbours, a strategy was agreed to rise up to a mini-landmark at the corner of Clarendon Square and the link road and a major landmark at the crossroads of the link road, Hornsey Park Road, Wightman Road and Turnpike Lane.

6.2.31 Adjoining the northern boundary of this Site Allocation, also the adjoining part of the Heartlands Growth Area, is the major development site known for the last fifteen years as Clarendon Square, but recently renamed as Alexandra Gate. This was granted planning permission, as a hybrid consent, in April 2018 (HGY/2017/3117) for around 2,800 homes as well as a large amount of workspace and other town centre and ancillary uses, in a stepped, college development of several blocks and plots. This innovative development has built out about half and is progressing apace, with pre-application discussions for what should be the final phase just commenced. Its completed southern quarters, closest to this application site, are characterised by stepped residential blocks of 4-12 storeys in interlocking L-shaped plans creating interlocking public pocket parks and built frontage along Clarendon Road (which changes name to Mary Neuner Road). A new public park between its southern and central quarters, completed before any of their blocks, means it makes a wider contribution to other neighbouring developments including this application, and its development pattern of pocket parks facing built frontages is particularly recognised as a successful feature that has been encouraged for subsequent developments including this application.

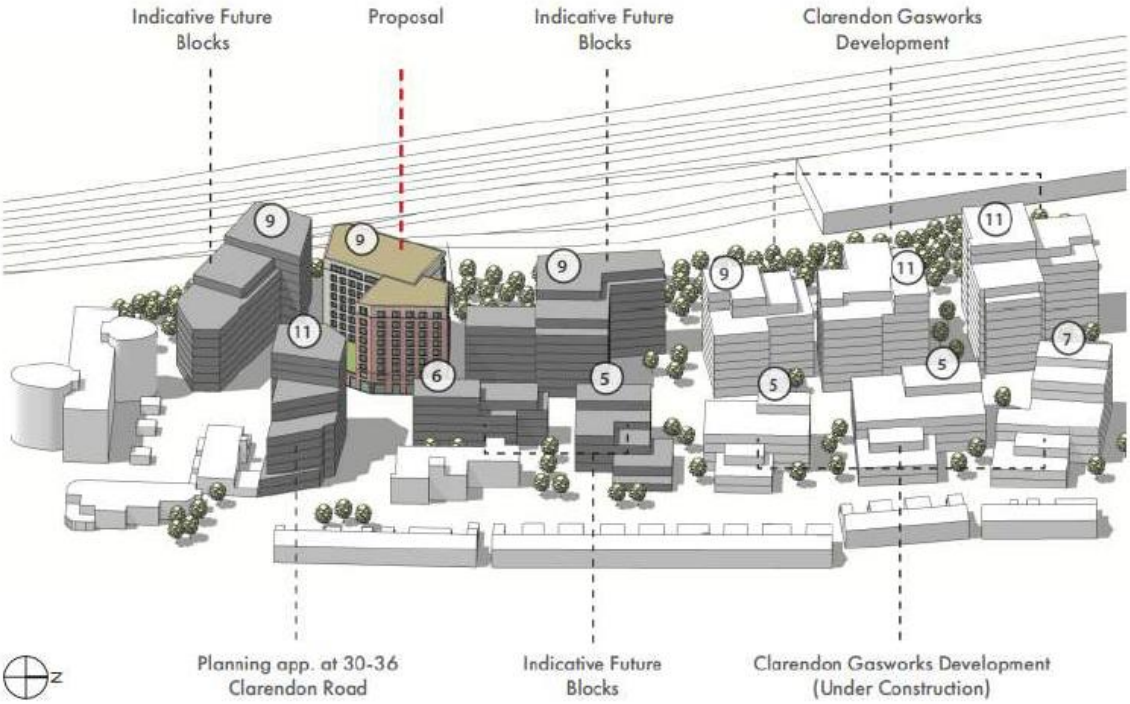

Figure 2: Illustrative masterplan showing how the proposal could fit within the wider site allocation delivering commercial and residential units.

Figure 3: Illustrative masterplan showing how the proposal could fit within the wider site allocation delivering commercial and residential units.

6.2.32 The site is located on the west side of Clarendon Road which is considered suitable for larger scale development. The proposal includes commercial floorspace alongside residential floorspace and ensures that the north-south ecological corridor adjacent to the rail line is retained. The site backs onto the rail line and is bound to the north and south by commercial/ community use buildings. The indicative masterplan is in keeping with the aspiration to provide a straight alignment from Wightman Road to the north and Turnpike Lane to the South.

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

Draft Wood Green Area Action Plan (AAP)

6.2.34 A draft Wood Green Area Action Plan (AAP) has previously been developed by the Council but is no longer being worked on. There has previously been an Issues and Options Consultation (February 2016), Preferred Option Consultation (February

2017) and lastly a Preferred Option Consultation #2 (February 2018). The Council is now embedding work that would have previously been in the AAP into the emerging comprehensive New Local Plan instead, which has only had an initial 'First Steps' engagement (November 2020). Therefore, the draft AAP is not part of the Development Plan and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

6.2.35 The site was designated as WGSA27 'Clarendon Road South' of the draft Wood Green Area Action Plan (AAP) (figure 4). This reiterated much of Site Allocation SA21 of the Site Allocations DPD 2017, albeit with a marginally smaller residential unit aspiration (201) larger employment floorspace (8,435 sqm), no other floorspace aspiration, a desire for the employment floorspace to be studio or SME space with a no net loss of employment floorspace and the provision of a new bus route.

Address	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
Site Size (Ha)	1.7	**PTAL Rating**	4
Timeframe for delivery	**2018-2023**	**2023-2028**	**2028 onwards**
Current/Previous use	West Indian Cultural Centre, Day Centre, Commercial Premises		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green growth area Ecological corridor Adjacent to: • Article 4 direction for Heartlands rail corridor • Area of Archaeological Importance		
Indicative Development Capacity	**Net residential units**	**Employment m²**	
	201	8,435	

Figure 4: Wood Grenn Area Action Plan Extract for WG SA 27 ' Clarendon Rd South'.

5 Year Housing Land Supply

6.2.36 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

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

Land Use Principles

6.2.38 The proposed development would replace the existing industrial building with a mixed use development comprising of new residential development in the form of co-living units and commercial affordable work space.

Proposed mixed use - Employment and Residential Uses

<u>Employment:</u>

6.2.39 Site allocation SA23 identifies the site for mixed-use development comprising employment and residential uses. The site allocation identifies an indicative capacity of 5,390 sqm of employment floorspace and 206 net residential units within the red line area of the allocation of which this application forms a part.

6.2.40 This site is also subject to the requirements of Policy DM40-Non-Designated Employment Land and Floorspace of the DM DPD.

6.2.41 On non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.A(a-f) which are set out below;

a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;

b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:

i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;

ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and

iii. Environmental quality of the site.

c. Make provision for an element of affordable workspace where viable;

d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;

e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and

f. Be designed to enable connection to ultra-fast broadband

6.2.42 The proposed development would provide 231 square metres of employment floorspace, this would result of a net loss of 866sqm. The Site Allocations DPD identifies a minimum development capacity of 5,390 square metres of employment floor space across the allocation as a whole. The site directly opposite at 30-36 Clarendon Road known as 'Jessica Button' recently received planning permission for 560sqm of employment floorspace (HGY/2022/3846). The proposal in conjunction with the Jessica Button development (HGY/2022/3846) would equate to 791 square metres of employment floor space across the site allocation. Whilst this would not deliver the full capacity identified in SA21 it would deliver a substantial increase in the overall employment floorspace within the site allocation. There are further sites within this same site allocation which are yet to come forward for development and will be able to contribute towards the delivery of the overall policy requirement of employment space as set out in SA23. It is also important to note that the African Caribbean Cultural Centre to the south of the site would need to re-provide the community centre to meet the indicative development capacity as part of this site allocation requirement.

6.2.43 The proposed employment floorspace is in the form of flexible commercial floorspace (Use Class E) at ground floor level. The applicant has confirmed that affordable workspace provision is proposed and it will be provided at a discount of

25% less than the market rate. The quantum of proposed Class E floor space has been informed by the market demand report which states that the due to the current economic situation the amount of commercial floorspace proposed is what the applicant can viably deliver. Furthermore the quantum of employment floorspace is due in part to the ground floor having to also accommodate the requirements of the building including access, refuse/cycle stores, co-living amenity space, the required plant rooms and other ancillary co-living facilities.

6.2.44 The type of proposed Class E floor space has been informed by the market demand report which demonstrates that the co-working sector within a 2 mile radius of the scheme found only 10 such workspaces that offer shared or managed working, co-working or affordable workspace. This type of offer best suited the wider proposals for the scheme and would provide a product that would meet anticipated market demand and lease within a reasonable period of time. The evidence suggested that local demand is currently centred around micro businesses, freelancers and the self employed entities. The affordable workspace is designed with generous floor to ceiling heights and flexibly designed to a high quality fit out standard that will enable co-working but will also support a hierarchy of leasing opportunities if this is necessary in the future.

6.2.45 The proposal on this particular part of the site, subject to this application, would result in a net loss of 866sqm of employment floorspace on this particular site (not the overall site allocation). However, this loss must be assessed against the fact that the proposal would generate a greater number of job opportunities (90 jobs in the operational phase), and furthermore, the proposal would also provide 231 square metres of high quality affordable workspace. Therefore, the net loss of existing employment floor space on this part of the site is considered acceptable given the clear employment and affordable workspace benefits this would provide – this aspect of the proposal is therefore considered acceptable and would generally accord with site allocation DPD Policy SA23 and DPD Policy DM38.

<u>Co-living:</u>

6.2.46 The proposal includes 222 co living units that would contribute positively to meeting housing needs in the borough and the aims of Site Allocation SA23. Co-living can be described as follows:

- Co-Living is a form of modern managed living rental accommodation aimed primarily at single renters, a group who are generally poorly served by the rental market.

- Co-living Accommodation typically comprises private studios between 18-27 sqm, together with the use of large communal areas typically including facilities such as a co-working space, lounge areas, a gym, a screening room, communal kitchens and dining areas.
- Co-living residents (excluding students) are typically professional people working across the spectrum of occupations
- The largest age group in co-living is between 25-34 with an average age of around 30, however residents can be as young as 18 and much more mature at 60+.
- Co-living for renters comprises an all –inclusive price which covers energy, water, wifi and use of communal spaces

6.2.47 Paragraph 61 of the NPPF highlights the importance of boosting housing supply across the country, including housing for specific groups. Paragraph 4.16.1 of London Plan Policy H16 states that large-scale shared living developments may provide a housing option for single person households who cannot or choose not to live in self-contained homes or HMOs. This policy also seeks to ensure that new purpose-built shared living developments are of acceptable quality, well-managed and integrated into their surroundings. London Plan Policy H16 also sets out the following criteria for large scale purpose built shared living development, as follows:

"1) it is of good quality and design;

2) it contributes towards mixed and inclusive neighbourhoods;

3) it is located in an area well-connected to local services and employment by walking, cycling and public transport, and its design does not contribute to car dependency;

4) it is under single management;

5) its units are all for rent with minimum tenancy lengths of no less than three months;

6) communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least:

a) convenient access to a communal kitchen

b) outside communal amenity space (roof terrace and/or garden)

c) internal communal amenity space (dining rooms, lounges)

d) laundry and drying facilities

e) a concierge

f) bedding and linen changing and/or room cleaning services

7) the private units provide adequate functional living space and layout, and are not self-contained homes or capable of being used as self-contained homes

8) a management plan is provided with the application

9) it delivers a cash in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an: a) upfront cash in lieu payment to the local authority, or b) in perpetuity annual payment to the local authority

10) In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route set out in Policy H5 Threshold approach to applications, however, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review."

6.2.48 As set out in section 6.4 of this report, the proposed building is considered to be of good design quality. The proposal includes a mix of unit sizes and 10% of units are designed to be accessible. The proposal contributes positively to housing mix in the borough and creating mixed and balanced communities.

6.2.49 The site is located in an area with a PTAL rating of 4 and is 50 metres away from an area with a PTAL rating of 6a. The proposal is considered to be well located in respect to access to local services and employment by walking, cycling and public transport. The proposal would not contribute to car dependency.

6.2.50 The outline management plan submitted with the application confirms that the co-living units will be under single management and the units to rent will have minimum tenancy lengths of no less than 3 months. The proposal includes an appropriately sized communal kitchen, outdoor amenity spaces, indoor amenity spaces, a laundry room, a concierge and the provision cleaning services to communal areas. The units are considered to provide adequate functional living space. As set out in section 6.3 of this report, applicant proposes a financial contribution towards affordable housing, since the proposal is for less than 35% provision, an early stage review mechanism (within two years should the development not commence within this timeframe) will be secured by a legal agreement. As such the proposal is considered to accord with London Plan Policy H16.

6.2.51 London Plan Policy H1 sets as 10 year housing target of 15,920 dwellings for Haringey. Paragraph 4.1.9 in the post amble of the policy states that non-self contained communal accommodation should court towards meeting housing targets on the basis of a 1.8:1 ratio. The proposed 222 co-living units equate to a 123 dwelling contribution to the borough's housing land supply.

6.2.52 Whilst the Council's Housing Strategy 2024 (which is not an adopted development plan or guidance document but is material planning consideration) states that there is no identified need for co-living accommodation in the borough, the Council's emerging Strategic Housing Market Assessment (commissioned jointly between the Housing service and the Planning service to support the emerging new Local Plan) does identify opportunities for co-living. It states that as a policy led response to the increasing lack of housing for younger people, co-living schemes offer greater opportunities for groups such as recent graduates looking to establish themselves in Haringey as an alternative to living in HMOs. It also states that the scale of the student numbers in Haringey would suggest that there is a market for post-student self-contained units and that this is likely in turn to reduce the need for larger market properties to be converted to HMOs.

6.2.53 The applicant has also submitted a needs assessment the demonstrates a need for the proposed accommodation given local demographics and housing availability. Whilst the needs assessment has not been independently assessed, Officers are satisfied that the proposed development would contribute positively to housing choice and the creation of mixed and balanced communities and contribute positively to the borough's overall housing need.

6.2.54 To this effect, it is noted that co-living is generally recognised as relieving the pressure on demand for both conventional housing as well as HMO accommodation, with the latter being particularly pertinent. Based on an average of 4.5 sharers for example, the proposed scheme could free up the equivalent of 49 houses to revert back to family housing. Co-living also provides opportunities for persons who may not be able to afford the first rung on the housing ladder but whom still require an element of independent living. As above therefore, the proposal will help to balance the housing market by providing opportunities where they wouldn't otherwise exist.

Conclusion

6.2.55 The proposed development for the site would be in accordance with and contribute to the land use planning requirements of the site allocation as well as achieving the

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

6.3 Affordable Housing

National Policy

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

Regional Policy - London Plan

6.3.2 Policy H16 of the London Plan and the Mayor's LPG for Large Scale Purpose Built Shared Living (LSPBSL) states that co-living accommodation is not an affordable housing product as it does not provide stable, long-term accommodation suitable for most households in need of genuinely affordable housing, including families. Therefore, LSPBSL must provide an 'in lieu' financial contribution to the borough towards the provision of conventional affordable housing.

6.3.3 Criteria 9 of London Plan Policy H16 seeks payment in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an:

a) upfront payment in lieu to the local authority, or
b) in perpetuity annual payment to the local authority

6.3.4 Criteria 10 of London Plan Policy H16 states;

In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with London Plan Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All applications for large-scale purpose-built shared living schemes will be subject to the Viability Tested Route as set out in London Plan Policy H5 Threshold approach. However, developments

which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review

6.3.5 The Mayor of London Affordable Housing and Viability SPG (2017) states "The starting point for determining in-lieu contributions should be the maximum reasonable amount of affordable housing that could be provided on-site as assessed through the Viability Tested Route. The value of the in-lieu contribution should be based on the difference in Gross Development Value arising when the affordable units are changed to market units within the appraisal. This is to ensure that where the on-site component of market housing is increased as a result of the affordable contribution being provided as a cash in-lieu payment, this does not result in a higher assumed profit level for the market homes within the assessment which would have the effect of reducing the affordable housing contribution".

Local Planning Policy

6.3.6 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the Local Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site, the availability of public subsidy, development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD states the off-site provision may be acceptable in the following exceptional circumstances where a development can: secure a higher level of affordable housing on another site, secure a more inclusive and mixed community or better address priority housing needs.

6.3.7 The Council's Planning Obligations Supplementary Planning Document (SPD) provides further guidance on where a cash in lieu payment may be suitable. This includes:

- Where no Registered Provider is identified, or the Council is not willing to take the units on;
- The size of the site is too small; or
- Practicalities of design and management.

Viability Assessment and Review

6.3.8 The applicant has submitted a Financial Viability Assessment, authored by Quod. The assessment concludes that the proposed development is not able to provide a financial contribution to off-site affordable housing provision. Notwithstanding the conclusion of the viability report, the Independent Viability Review commissioned by the Council found that the scheme could deliver a minimum £800,000 Payment in Lieu (PIL) contribution towards conventional C3 affordable housing.

6.3.9 The applicant has agreed to an early-stage review mechanism. Paragraph 3.56 of the Mayor of London Affordable Housing and Viability SPG (2017) states that ‘’To incentivise delivery both Fast Track and Viability Tested schemes should be subject to an early review which is triggered where an agreed level of progress on implementing the permission has not been reached after two years of the permission being granted or as agreed with the LPA, and the Mayor where relevant, on a site-by-site basis. This will follow substantial implementation, i.e. following the completion of all ground preparation works, the foundations for the core of the development, and construction of the ground floor. If the agreed level of progress has been made, the review will not be triggered. The Applicant has requested that a Late-Stage Review is not included as part of any grant of planning permission, which would otherwise allow the Council to ‘claw back’ any additional monies should a development commence in more favourable financial circumstances. Paragraph 3.61 of the Mayor of London Affordable Housing and Viability SPG (2017) states that ‘’ Viability Tested schemes should be subject to late reviews which will be applied once 75 per cent of homes are sold, or at a point agreed by the LPA. The benefit of this approach is that the review can be based on values achieved and costs incurred. The review takes place prior to sale of the whole development to ensure that the review and any additional contribution arising from this are enforceable. The outcome of this review will typically be a financial contribution towards off-site affordable housing provision. In return for omitting the Late-Stage Review, the Applicant has increased the amount of PiL to £1.25 million. The applicant has taken a commercial decision to provide more affordable housing monies than is viable on the basis that a late-stage review will not be required to provide certainty. This is accepted by officers as it is unlikely that a late-stage review would secure any greater provision of affordable housing monies. This contribution would be pooled to contribute towards the provision of affordable homes within Haringey.

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

Housing Mix

6.3.11 London Plan Policy H10 requires schemes to generally consist of a range of unit sizes. Policy H16 requires large scale purpose built shared living proposals to contributes towards mixed and inclusive neighbourhoods.

6.3.12 Local Plan Policies SP2 and DM11 require residential and mixed used developments to include a range of housing having regard to site specific circumstances, the need for affordable housing and the need to achieve inclusive and mixed communities.

6.3.13 The proposal seeks to provide range of co living studio room sizes between 18 and 27 sqm, including 10% of the 222 studios being accessible. The proposed co living rooms have been designed to meet the quality guidance contained within the Mayor of London Large-scale purpose built shared living LPG. The proposed co living use contributes positively to the existing and emerging housing mix in the locality, which is predominantly conventional use class C3 residential, broadening housing choice in the local area. The proposed room mix is considered appropriate for a co-living scheme and in accordance with London Plan Policies H10 and H16 and Local Plan Policies SP2 and DM11.

6.4 Design, Appearance and Heritage Impacts

National Policy

6.4.1 Chapter 12 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

6.4.3 The Town & Country Planning Act requires the council to pay ‘special attention’ to the desirability of preserving or enhancing the character or appearance of a Conservation Area. This requirement is echoed in national planning policy guidance. The NPPF requires the decision maker to consider whether the proposal sustains and enhances the significance of the heritage asset, making a balanced judgement having regard to the scale of harm or loss and significance of the heritage asset. Decision makers are required to give ‘great weight’ to any harm to the significance of a heritage asset.

Regional Policy - London Plan

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

6.4.5 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

6.4.6 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.

Local Policy

6.4.7 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Policy SP12 states that the council will conserve the historic significance of Haringey's heritage assets and their wider environment.

6.4.8 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

6.4.9 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. The policy continues to set out that the area around Wood Green Haringey Heartlands is suitable for tall buildings. The policy describes tall buildings as 10 storeys plus and

taller buildings as those that are above the prevailing height of the surrounding area and are lower than ten stories. Policy DM9 of the DM DPD states that proposals will be supported where they do not detract from the character and appearance of the conservation area and where the new proposal is compatible with the special characteristics and significance of the area.

6.4.10 The existing building currently occupying on the site is a part single, single storey 1970s industrial building finished in brick and metal profile cladding with white PVC windows. The building has no particular architectural merit and the demolition of the building is considered acceptable.

6.4.11 The surrounding area is characterised by functional low rise C20 light industrial units. The wider area is charactersed by Victorian Terraced dwellings and modern mixed use development to the north. Typical materials include buff and mid red brickwork. To the west of the site is the rail line and the Hornsey Water Works & Filter Beds Conservation Area, albeit that the townscape is largely modern, aside from some retained historic buildings.

6.4.12 The proposal comprises of a building with an east and west wing of 9 storeys in height adjacent to a single story cut out with roof terrace above. The proposed scale and architecture is in keeping with the emerging character along Clarendon Road, largely led by the Gasworks development to the north. The building is to be finished in red and buff brick with glazed brickwork to the ground and first floor and profile metal cladding to the top floor. The façade detailing includes brick banding and window surrounds, perforated metal cladding to windows (figure 5)

Figure 5: Visualisation of the proposed development when viewed from the south.

6.4.13 The scale of the building is in keeping with the emerging character of the area. The building has been designed and laid out to ensure an active frontage is retained at street level, fronting Clarendon Road. The contrasting materials palette for the east and west building creates visual interest and successfully articulates the building. The frontage aesthetically and functionally relates well to the open space to the front of the building that is well landscaped and provides an incidental amenity space in the locality which aligns with the emerging character of the area. The first-floor terrace and landscaping will also provide visual interest and a sense of activity to the frontage.

6.4.14 The landscape visual impact assessment concludes that proposed building would be a high quality addition to the townscape that would contrast with the existing low rise former light industrial buildings immediately to the north and south but would fit very well into the emerging townscape including the up to 11 storeys building recently consented at no.30 – 36 Clarendon Road. The presence of the proposed development in outward views over a largely modern landscape, and seen alongside other modern developments, would not affect the significance of the Hornsey Water Works & Filter Beds Conservation Area, or the ability to appreciate it.

6.4.15 The Council's Design Officer has reviewed the proposal and considers it to be appropriately scaled and designed with the landscaping and active frontage being particularly welcome additions to the streetscape.

Assessment

Quality Review Panel (QRP) Comments:

6.4.16 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on two occasions in 2024. The full Quality Review Panel (QRP) reports of the review can be found at Appendix 4. The Quality Review Panel's summary of comments is provided below:

Panel Comment	Officer Response

Height and massing	
The panel reiterates its view that the desire for the building to remain under 30 metres tall – at which point it would become referral to the Greater London Authority – is placing an artificial constraint on the scheme. While the panel appreciates the changes made to articulate the two blocks, it is still difficult to differentiate them. A greater contrast in height would help to break up the massing by creating two distinct volumes. The panel asks that the height of the western block overlooking the railway line is increased by a few storeys. If this is possible, then the eastern block should be decreased in height to ensure that more co-living studios are not added to the development, as the pressure on the shared amenity spaces is already high. Alternatively, the same result could be achieved by decreasing the eastern block sufficiently, reducing the number of co-living studios overall.	In response to the QRP comments, the applicant has further refined the elevations and undertaken studies of the base, mid and upper portions of the building; Both blocks are of the same overall height of nine storeys but avoid the concern of an appearance of merging into each other by using contrasting elevational treatment. The overall composition of the proposed building has been refined to ensure the proposed building is articulated appropriately, in line with QRP comments.
Landscape The panel welcomes the work to envision a wider future masterplan that this development could fit into. The idea of extending the pocket park	QRP comments noted.

across Clarendon Road is beneficial for the site opposite. The panel encourages the local authority to make this a requirement of any future scheme coming forward on that site. As the ground floor public realm space has been enlarged, it can now be considered a pocket park, and successfully continues the pattern of pocket parks established by the recently built Clarendon Road masterplan. While the pocket park is large enough to work, it is nevertheless constrained. The space along the eastern frontage of the building is too narrow to be usable. The project team is encouraged to find opportunities to increase the size of the pocket park further, perhaps by removing another metre or so from the gym. As the elevational details develop, care should be taken that the façade line does not intrude into the pocket park space. The panel encourages the project team to continue to develop a more meaningful character for the pocket park landscape design. This could draw on the site's industrial history, perhaps through a more natural planting palette. The lighting ideas for the pocket park are promising, but the public art screens may take up too much space. The panel suggests instead integrating public art into the lighting	As a response to QRP comments the applicant has developed the landscape plan to include a clear distinction between public, private, or semi-private areas on landscape plan, alongside a realistic management strategy for maintaining the proposed spaces. The proposed landscape strategy aims to help sympathetically bed the new building into its setting, create positive landscape spaces for the benefit of the new and neighbouring population, and contribute to urban greening and local ecology.

design, and elevating it to frame the space while allowing for circulation and gathering. This strategy could be replicated on the podium garden level, linking the two spaces in street views	
A signage strategy should be developed, ensuring clarity on the different entrances, and that the hierarchy is coherent.	In terms of the public realm, the approach is to provide a positive contribution to Clarendon Road.
The project team should obtain advice on the distances of planting from façades. There could be issues for fire safety with planting so close to the façade on the podium level, and a sterile zone may be required in front of the substation at ground floor level.	The development would be designed to meet building regulation requirements in relation to fire safety. Final landscaping details will be secured by planning condition.
The panel enjoys the way the external and internal amenity spaces relate to one another. This will help to generate spill-out activity and ensure that the external spaces are well-used. The podium garden layout is well considered.	A south facing amenity terrace provides residents with opportunities to connect with nature and natural processes and find moments of reflection within a verdant setting. A small informal terrace space, with seating, decorative lighting and potted plants, further enhances the building's social amenity provision.
Soil depths, and structural implications, should be checked to ensure that trees are deliverable at podium level. The panel also recommends further work on sunlight and shading to inform the choice of plant species throughout the landscape design, ensuring that they will thrive in their location.	
The greenery of the scheme could also be improved by adding balustrade edge planting to the upper-	

level outdoor spaces. It may be possible to provide more diversity of species and to soften the edges of the parapets through planting that only requires a low depth substrate.	
Architecture The architectural detail is not sufficiently developed. Further detail is required to ensure that high quality results will be delivered, as some of the ideas described are not yet evident in the drawings. For example, careful should be given to the articulation of bays, and the brickwork where the two blocks meet. The scheme could also be improved by further work on how the internal functions are expressed in the external façades. Studies should inform a different architectural treatment for the base and top of the building where there are shared amenity spaces. The windows should be expressed differently where natural light is brought to internal corridors, and the entrances should be celebrated through their architectural treatment.	The architectural character and strategy for elevational treatment of the proposals are contemporary, but with elements of being a contemporary reinterpretation of mansion blocks and warehouses as has commonly and successfully been adopted in many growth areas such as this. Notwithstanding its simplicity, the elevations are carefully composed, with its regular grids of windows embellished and elaborated with deep reveals and projecting surrounds to avoid the appearance of small, repetitive windows, and these features along with the surrounding brickwork are varied in layers of patterns to model the elevations to create variation and pleasing composition.

6.4.17 As set out above, the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate extent.

Assessment

Form, Bulk, Height, and Massing

6.4.18 The form of the proposal is split into two contrasting blocks; the block closest to the street, and the block set back behind the pocket park / raised amenity garden. The rear block aligns with the rear of the site, the embankment to the railway depot, and beyond that the tracks, so that it forms an angle to the street, and the side of the front block makes a right angle with this, opening up the depth and width of the raised amenity space deeper into the site. The front block has a facetted corner to avoid an acute angle and further highlights the entrance and its general prominence.

6.4.19 Both blocks are of the same overall height of nine storeys, but avoid the concern of an appearance of merging into each other by using contrasting elevational treatment. The proposed height is therefore above the formal definition of a tall building at six storeys / 18m but is of modest height overall compared to approved schemes at 30-36 and Clarendon Square. However, Clarendon Square's block heights gradually step down from their tallest buildings completed so far, at 17 storeys, north of their public park, and higher still at 26 storeys in the most recently permitted reserved matters at the northern end of the site, to four to seven storeys at their southern end closest to the development, so this proposed height can be seen as a moderate intermediate between the southern end of Clarendon Square and greater height at the southern end of Clarendon Road South.

6.4.20 Medium and long views of this development have been considered, with views from Alexandra Palace Terrace, Hornsey Water Works, and several local viewpoints modelled. These find that the impact of the proposals will not be significant, with it being barely noticeable except close too and in general, considerably exceeded in height by taller neighbours, particularly 30-36 Clarendon.

6.4.21 The proposals are not particularly "modelled", especially when compared to the approved taller neighbours at 30-36 and Clarendon Square, which both have their mass broken down with several intermediate roof terraces providing a more pleasing, stepped form. This has been the subject of considerable discussion, but the simple, repetitive proposed form here reflects the simple, repetitive reality of co-housing, with every floor housing accommodation of similar small size, compared to the varied sizes of residential units proposed in those other developments. That this proposal is for a simpler, less modelled form can also be seen as reflecting its middle-of-the-block character, and that if, as is eventually expected, its other immediate neighbours come forward, it will to a considerable extent slip into the background when the neighbourhood as a whole, its heights and overall bulk and form are visible.

6.4.22 Not every building should strive to be a landmark, especially in a mid-street-frontage, mid-block location in the middle of a Growth Area. This site is one such, middling site, and as such, in design terms its fairly simple form, simplistic bulk and relatively modest height is considered appropriate in design terms.

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

6.4.23 The architectural character and strategy for elevational treatment of the proposals are contemporary, but with elements of being a contemporary reinterpretation of mansion blocks and warehouses as has commonly and successfully been adopted in many growth areas such as this. Notwithstanding its simplicity, the elevations are carefully composed, with its regular grids of windows embellished and elaborated with deep reveals and projecting surrounds to avoid the appearance of small, repetitive windows, and these features along with the surrounding brickwork are varied in layers of patterns to model the elevations to create variation and pleasing composition.

6.4.24 To the front block, the ground and first floors are treated as a two-storey base, with a darker brick and with surrounds of glazed red brick taken around ground and first floor openings, with light weight, bronze toned metal spandrel panels between them. The pattern of pairing windows with those above is repeated over the next six floors, forming a three-double-floor “middle”, and with the top floor a contrasting light-weight, profiled metal “top”. In contrast, the rear block “starts” a floor higher, over the single storey podium garden, so that its two storey base and paired middle floors are off-set in height form those on the front block, who’s elevational treatment nevertheless continues where it is side on to the raised podium, so that the front block’s base reduces to one storey for the majority of that side elevation.

6.4.25 The off-set floors of the rear block culminate in the top floor parapet, nevertheless in brick, unlike the front block’s light-weight profiled metal, finishing a little higher than the front block, giving greater subtle contrast between the two blocks, especially when seen from close range views. The elevational treatment continues in simplified forms along the flank elevations, where windows are mostly, apart from windows to corridors and some secondary windows, replaced with recessed brick panels. This will avoid reliance on getting daylight and air from narrow gaps of only a metre or two to neighbouring buildings at lower floors, and allow future development of neighbouring sites.

6.4.26 Fenestration manages really well to avoid small windows that are so often found on developments such as these. This includes the particularly generous near floor-to-ceiling glazing to communal amenity facilities, and tall broad windows to studio-bedrooms. It will be important to ensure this design feature is retained in implementation of the proposals. However, there has also been considerable thought undertaken by the applicants' architects of how to ensure solar shading and ventilation is achieved, which is encouraging.

6.4.27 As is to be expected in co-housing and similar alternative forms of residential provision, individual balconies are not provided. Instead, a generous amount of internal and external communal amenity provision is to be provided, including low first floor podium gardens, a ground floor residents' gym, a range of communal sitting, dining and kitchens off the front garden, a screening room off the rear garden and a top floor amenity room with views to the west over Alexandra Palace and Park.

6.4.28 The residential provision itself, the studio bedrooms, are simple and modestly sized, as is to be expected in accommodation of this new and rapidly emerging form, but is of a size, specification and quality far better than the early built schemes of this form, and fully in compliance with emerging GLA guidance. Corridors are inevitably long and somewhat repetitive but are enlivened with glazing at the ends of most corridors, in many cases in a widened space with a window seat, although it is understandable the short corridors at the ends of the astern wing cannot achieve this. Furthermore, where circulation runs alongside communal accommodation, it will, as much as can be achieved, include windows onto the corridor from the communal amenity facilities, avoiding as much as can be expected, the danger of anonymous, repetitive, soul-less corridors without natural light, animation and interest.

6.4.29 The proposed material palette has been extensively described above as it is integrated deeply into the elevational composition, but as can be seen is brick based, with several contrasting tones of brick, as well as stone and metal elements. All will be subject to material samples and large scale detailed drawings of key junctions and edges being provided by condition, as is routinely to be expected in major developments.

Streetscape Character & Pattern of Development

6.4.30 The proposal builds up to the street frontage over the northern half of the site, where it faces the opening of the link road, with a pocket park and recessed building line over their southern half, where it will face the closest part of the built form of the

approved scheme for the opposite site at 30-36 Clarendon Road, emulating the pattern of development and strategy of how to address the street of Clarendon Square, considered a very successful model. The Clarendon Square development has also renewed the street surfacing, pedestrian paving and street landscaping, to “take” the landscape features “across” the street, and the application in this instance proposes to do the same. Similarly, in the approved proposals for 30-36, significant streetscape landscaping along the link road are proposed.

6.4.31 This is to be hugely welcomed and represents a way to significantly improve the value to be gained from this application’s small pocket park, as well as integrating the development into its surroundings, especially into Clarendon Square. Nevertheless, the translation of the park across the street will need to be secured by condition. The pocket park contribution is in two parts; a small street-level, public park; and a large, raised to 1st floor private communal amenity space, opening off the main communal internal amenity spaces of the development, yet with strong visual connections to the lower park. The balustrade will be low and visually permeable, to promote the visual connection, whilst the public park provision is realistic.

6.4.32 The proposal’s ground floor frontages to the street provide a very good, high level of vibrant active frontage. The sub-station requires a street frontage, has been designed with the shortest possible frontage which is considered to be contextually appropriate. The ground floor frontage to the back of the pocket park is to be wholly taken up by windows and doors onto the proposed public co-working space, so will provide a vibrant active frontage during the day, and in spill-out activity likely form co-working space to further animate the proposed public pocket park. The ground floor will also have higher floor to ceiling heights. Fenestration to the ground floor active frontage is proposed to be large windows in deep reveals with low cills that act as window seats, further animating the street frontage.

Design Summary

6.4.33 The proposals are for a major development, and of a height that takes them over the surrounding low to medium high existing context, but in height and form are far from out of context of the rapidly emerging context that includes taller and more ostentatious, landmark-character buildings close by, to the north, immediately to the east and it is expected, eventually to the south of this development site. Therefore, it can be seen as a normal, middle-of-the-block proposal, in the wider scheme of things.

6.4.34 Nevertheless, the proposals should look interesting from the street, enlivening the street frontage with excellent active frontage, and most impressive of all, a pocket park encompassing landscaping public realm improvements to and across the street itself. This provides a continuation of the very successful development pattern pioneered in the nearby Clarendon Square development, but with subtle modifications more appropriate to this more working focussed Clarendon South neighbourhood, itself reinforced with the co-working space proposed for this development. The landscaping has been simplified and made more robust since the last QRP, and promises to be beneficial, albeit details of this too will be subject to condition.

6.4.35 The proposed co-living accommodation has been intensively interrogated by officers and the QRP, and has been demonstrated to be humane, meet real needs and to have been designed with thought, to provide pleasant accommodation and attractive whilst functional communal servicing and amenities. Overall, the architectural treatment is refined and elegant, promising an attractive and yet robust detailing and palette of materials supporting a realistic expression of the internal accommodation and a pleasing external appearance.

6.5 Residential Quality

6.5.1 London Plan Policy H16 states that large scale purpose built shared living development must provide communal facilities and services that are sufficient to meet the requirements of the intended number of residents and provide adequate functional living space and layout. The Mayor's London Plan Guidance (LPG) on Large-scale purpose built shared living (2024) provides guidance on how these policy requirements can be met, including what is considered to be sufficient facilities and services and adequate function living space and layout.

6.5.2 Local Plan Policies SP2 and DM12 seek to ensure that new developments provide a high quality living environment for future occupiers.

6.5.3 The proposed development has been designed to meet/ exceed the design quality requirements set out in the Mayor's LPG on Large-scale purpose built shared living (2024). Notably, the proposal includes a range of studio sizes from studios between 18 and 21sqm, premium studios at 23-26 sqm and accessible studios at 27sqm. Each studio would have an ensuite shower/WC, kitchenette and have a window that provides adequate light and outlook. 773 square metres of internal amenity space is provided, equating 3.48 sqm per studio and exceeding the guidance minimum figure of 766 sqm. 231 sqm of external communal space is provided at podium and roof levels. This exceeds the benchmark figure of 222 sqm. A large communal

kitchen is proposed at first floor level along with internal and external dining spaces. A gym, cinema room and affordable workspace is proposed at ground floor level.

6.5.4 In terms of adopted policy standards governing room sizes, the proposed room sizes of the co-living accommodation exceed those standards and therefore provide adequate quality living accommodation for future occupiers in line with London Plan Policy H16, Local Plan Policies and SP2 and DM12 and London Plan Guidance on Large-scale purpose built shared living (2024).

Accessible Housing

6.5.5 London Plan Policy H16 requires large scale purpose built shared living development to contribute towards mixed and inclusive neighbourhoods. London Plan Policy D7 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.5.6 The proposal includes 23 accessible studios that have been designed to accommodate wheelchair users. The communal spaces have been designed to be inclusive. The proposal provides step free access to communal and private areas. Accessible parking bays are proposed to the front of the site. The proposal complies with London Plan Policy H16, D7 and Local Plan Polices SP2 and DM2.

Outlook and Privacy

6.5.7 All studio units are served by at least a single opening with corner units being dual aspect. Given the difference in scale and separation between the proposed building and neighbouring buildings, the proposed units would have a good quality outlook and level of privacy. The indicative masterplan suggests that even with the development of the neighbouring sites, the occupiers would maintain an acceptable level of privacy and outlook.

Daylight/sunlight/overshadowing

6.5.8 The daylight and sunlight assessment that accompanies the application shows that all 222 rooms will be served with a window that passes the BRE's spatial daylight autonomy and sunlight exposure tests. The proposed studios will receive good

levels of daylight and sunlight. The indicative masterplan suggests that even with the development of the neighbouring sites, the occupants of the building would retain adequate levels of natural light.

Other Amenity Considerations

6.5.9 The applicant's noise assessment sets out that the primary noise sources impacting the site are the railway, commercial plant and vehicular noise. The report establishes an acoustic baseline and appropriate limits for internal noise and plant noise targets. The report suggest that noise mitigation will be required to achieve acceptable limits, notably enhanced glazing and mechanical ventilation. Given no specific details have been assessed, it is recommended that conditions are imposed securing appropriate acoustic insulation, plant and plant mitigation. This will ensure that the future occupiers will have a suitable noise environment and that the proposed plant would not harm neighbour amenity.

Security

6.5.10 The building has been designed to be secure. Notably passive measures have been employed to reduce ease of access, opportunity to hide around the site and opportunity to see into secure areas. Further measures such as door specifications, access control details and CCTV can be secured by condition. The Secure By Design Officer raised no objection to the development.

6.5.11 Lighting is proposed to the pocket park and outdoor terrace areas, details of which will be secured by planning condition to ensure there is no material adverse impacts on future occupiers of the development.

6.6 Impact on Neighbouring Amenity

6.6.1 London Plan Policies D3 and D6 outline that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals shouldprovide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts

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

and detriment to amenity ofneighbouring residents. Policy DM7 sets out that the development proposals for infill development must safeguard privacy, amenity and ensure no loss of security.

Daylight and sunlight Impact

6.6.3 The submitted daylight sunlight assessment only considers light entering the proposed studio units. Notwithstanding this, when considering the east-west movement of the sun through the sky, the most affected neighbouring buildings would be the buildings immediately to the north and east. Given the separation distances between the proposed building and then neighbouring buildings it is considered that the proposal would not have an unacceptable impact on neighbour amenity with respect to daylight and sunlight impacts.

6.6.4 A neighbour objection was received on the grounds that the proposed building would reduce the efficiency of a potential solar panel installation on a neighbouring building. Whilst the proposal may result in harm in this regard, the public benefits of the proposed development are considered to outweigh the harm.

Privacy/Overlooking and outlook

6.6.5 The neighbouring commercial buildings south, north and east have windows that face towards the application site. The proposal introduces additional upper floor windows and a first floor level terrace which would increase the degree of overlooking of the neighbouring sites and their windows. However, given the distance of the windows to those of the proposed building, the proposal is not considered to materially harm neighbour amenity with respect to privacy and overlooking. The proposed building would change the outlook from these neighbouring windows from one of a low rise commercial building to a larger more domestic block, however, this change is not considered to be harmful to amenity.

<u>Other Amenity Considerations</u>

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

6.6.7 The submitted Air Quality Assessment (AQA) concludes that the development would not give rise to unacceptable air quality impacts.

6.6.8 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers. Similarly, it is envisaged that the use of the

terrace would not give rise to unacceptable neighbour amenity impacts with respect to noise and disturbance.

6.6.9 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed a detailed construction management plan which would seek to appropriately manage amenity impacts during construction

6.6.10 Overall, it is considered that the proposed development would have an acceptable impact on neighbour amenity.

6.7 Parking and Highways

6.7.1 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

6.7.2 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

Trip generation

6.7.3 The Transport Assessment submitted in support of the application predicts over a 12-hour period that 578 two-way person trips will be created by the site. Given that the area/environment is currently lacking in road safety and accessibility for pedestrians LBH Transport Planning require the developer to enter a s278 agreement to enable improvements to the public realm and to improve road safety for pedestrians at this location.

Access

6.7.4 The site is accessed via Clarendon Road, an 8 metre wide two way road with footpaths that is accessed via Turnpike Lane and Mary Neuner Road. The site is located in an area with a Public Transport Accessibility rating of 4, but is within 50

metres of an area with a PTAL rating of 6a. The site is within 350 metres of Hornsey Station and 650 metres of Turnpike Lane Station, providing access to overground and underground rail services to a range of destinations across London and beyond. The nearest bus stop is 100 metres to the south, on Turnpike Lane, offering 70 services per hour to destinations across London. The site is located within Wood Green Outer Controlled Parking Zone which restricts on street parking between the hours of 8am and 6.30pm Monday- Saturday. The site is well located in respect of access to local services and facilities with a supermarket, GP surgery, post office and pharmacy located within 800 metres of the site. The nearest car club space is 350 metres to the west.

6.7.5 LBH Transport Planning have examined the application submission and cross referenced the access arrangements with collision data from Transport for London's (TfL) Road Danger dashboard and raise no objection to the application on these grounds.

Parking

6.7.6 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, 222 x single bedrooms with a PTAL rating 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 good PTAL. Given the PTAL of the site and its proximity to public transport links the development will be designated as car free/car capped to be in accordance with Haringey's Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking.

6.7.7 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.

6.7.8 Following further discussion with the applicant/developer has agreed to install an off-street layby similarly to the ones found further north of the site on Mary Neuner

Road. This will comprise a disabled parking bay with electric charging point and an off street layby and be secured by virtue of a s278 agreement. The transportation team are satisfied that the quantum and type of parking proposed is acceptable given the nature of the development and the accessible nature of the site.

6.7.9 The site would include workspace/commercial floorspace with an area of 231 sqm, though the number of potential employees is not known. 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'.* Consequently, given the relatively small size of the commercial unit and its possible uses, anyone with a blue badge will be able to use the general disabled bay that would be provided on Clarendon Road as part of this scheme.

6.7.10 The transport statement submitted with the application includes a parking stress survey that states that local parking stress is at 88-90% which is above the threshold of 85%. It is therefore recommended that a contribution is sought towards parking management measures to ensure that those areas outside of the Wood Green Inner control parking zone do not suffer from any displacement in parking demand generated by the proposal.

Cycle Parking

6.7.11 The proposal includes a 171 space secure bicycle store for the co-living units. This comprises 118 two tier stands, 26 Sheffield spaces, 8 larger adaptive spaces, 18 Brompton bike lockers and 1 Sheffield short stay space. The proposed provision falls marginally short of the London Plan guidance for large scale purpose built shared living. However, the site is capable of accommodating an alternative means of parking space and the Council's Transport Planning Team raise no objection to the scheme subject to the imposition of a condition requiring further details of cycle parking.

Service and Delivery

6.7.12 A draft service and delivery plan has been received as part of the application. All deliveries are proposed to take place on the highway, there are no current loading bays located near to the site. Overall, some information has been provided within submitted documents regarding trip information sourced from TRICS survey data. It has been demonstrated that existing daily two-trips are around 10 HGV a day. The proposal could generate around 12 trips associated with the co-living space; these deliveries would more than likely be undertaken via a transit van. The site could see

a high number of deliveries undertaken by bike or moped to fulfil either takeaway or online deliveries. The commercial use is only expected to generate 1 trip per day. Vehicles servicing the site are expected to utilise existing on-street parking bays located near to the site. Refuse collections are proposed to take place the same way that they are currently. A 10.2m refuse vehicle will pull alongside the kerb on Clarendon Road and the council operatives will collect the bins from the stores which can be accessed from the footway. It is currently envisaged that the council will make collection from the site rather than a private refuse company. Most of the bins will be 1,100 litre euro bins.

6.7.13 The above issues can be addressed via the submission of a service and delivery plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network.

Travel Plan

6.7.14 The transport statement estimates that the proposed development will generate 90 AM peak movements, 58 PM peak movements and a total of 633 daily movements. The majority of which are anticipated to be made by train, bus and by foot, with 23 movements per day anticipated by private vehicle. This is estimated to reduce the AM and PM peak vehicular movements from the site by 1 and 2 movements respectively.

6.7.15 The transport assessment assumes that the development will generate 53 two way rail and 21 two way trips by bus in the AM peaks and 33 two way rail and 13 two way bus movements in the PM peak, which equates to at most 2 additional passengers per serves at peak times which would not materially impact the operation of the public transport network.

6.7.16 Overall, LBH Transport Planning finds the currently drafted travel plan to be lacking in effective measures and coverage of the proposal's entire uses. Therefore, a Travel Plan Monitoring Fee per year for the first 5 years will be sought separately for the commercial and co-living residents. Additionally separate travel plans will need to be submitted for each use. These matters can be secured and covered as of a S.106 obligation.

Construction Logistics and Management

6.7.17 An outline construction logistics plan has been submitted with the application that sets the minimum standards and procedures for managing and minimising noise and other disturbances during construction. The plan states that the principal

contractor will manage the site and achieve formal certification under the Considerate Constructors Scheme. The Pollution Team raised no objection to the development subject to conditions, including the submission of a detailed demolition/construction/ logistics management plan and air quality and dust management plan.

6.7.18 Similarly, LBH Transport Planning have requested that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, and have confirmed that this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the 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 site's construction activities.

6.8.1 **Sustainability, Energy and Climate Change**

6.8.2 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. London Plan Policy SI2 sets out that major development should be net zero-carbon within the energy hierarchy and a minimum on site reduction of at least 35% of which 10% should be achieved through energy efficient measures for residential uses and 15% for commercial uses. The GLA Energy Assessment Guidance (2022) sets out that energy assessments should demonstrate how the net zero carbon target for new residential development will be met, with at least a 35% on-site carbon reduction beyond Part L 2021. The policy also sets out that where there is a shortfall in achieving the zero carbon target, the shortfall should be provided either through a cash in lieu contribution to the carbon offset fund or provided offsite.

6.8.3 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy. London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Building Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

6.8.4 Local Plan Policy SP4 promotes and requires all new developments to take

measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

6.8.5 Local Plan Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

6.8.6 Policy DM1 states that the council will support design led proposals that incorporate sustainable design and construction principles. DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

6.8.7 The development guidelines within Site Allocation SA23 'Clarendon Rd South' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area.

Carbon Reduction

6.8.8 The proposed development seeks to achieve a BREEAM Excellent Rating. The proposed development adopts a fabric first approach to energy reduction including high levels of insulation and air tightness, utlising natural ventilation and passive solar gain to minimise active heating and cooling requirements and the use of energy efficient fixtures and fittings. The development includes a communal air source heat pump and a 40kWp photovoltaic system The proposed measures are envisaged to achieve a 56.1% reduction in carbon emissions against building regulation requirements which represents an annual saving of approximately 66.3 tonnes of CO2 from the baseline of 119.80 tCO2/year. This is achieved through be lean savings through improved energy efficiency standards in key elements of the build. In terms of be clean measures,

the proposal will safeguard a potential future connection to the Wood Green Energy Centre (table 1 and 2). Be green measures include a 40kWp solar array on the roof. Be seen measures include a demand side response to reduce energy demand by the use of controllable equipment, energy storage, limiting demand and the installation of smart metres which enable monitoring.

	Total regulated emissions (Tonnes CO_2 / year)	CO_2 savings (Tonnes CO_2 / year)	Percentage savings(%)
Part L 2021 baseline	112.3	-	-
Be lean	95.8	16.5	14.7
Be clean	95.8	0.00	0.00
Be green	50.1	45.7	40.7
Cumulative	-	62.2	55.4

Table 1: Residential emissions factors for the proposed development.

	Total regulated emissions (Tonnes CO_2 / year)	CO_2 savings (Tonnes CO_2 / year)	Percentage savings(%)
Part L 2021 baseline	6.85	-	-
Be lean	5.68	1.17	17.0
Be clean	5.68	0.00	0.00
Be green	2.23	3.45	50.4
Cumulative	-	4.62	67.4

Table 2: Non-residential emissions factors for the proposed development.

6.8.9 Despite the adoption of the ‘Lean’, ‘Clean’ and ‘Green’ measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic and non-domestic uses. Overall, the amount of carbon to be offset (once connected to the proposed DEN) would be 52.3 tonnes per year. Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to £149,062 (or £163,968.20 including a 10% management fee). It is recommended that s106 planning obligations secure this sum (including 10% monitoring fee).

Overheating

6.8.10 The applicant’s overheating assessment sets out that the development is designed to minimise the need for energy intensive air conditioning systems through the incorporation of large insulated openable panels, solar controlled glazing, external shading fins and heavyweight thermally massive structure. Since the noise assessment requires openings to be restricted at night and the commercial space will have higher internal gains than the typical use modelled mechanical ventilation is required to the units that have night time opening restrictions and within the

communal areas in the commercial space. The assessment sets out that the installation of blinds could further reduce solar gain.

Water Consumption

6.8.11 The energy and sustainability statement confirms that the residential component of the building has been designed to achieve the higher water efficiency standard of 105 litres or less per head per day.

6.8.12 The Council's Carbon Officer is satisfied that the proposal accords with the development plan policies relating to sustainability subject to conditions relating to a revised energy strategy, the installation of the solar array, been seen monitoring, overheating, BREEAM and living roofs and planning obligations relating to be seen monitoring, sustainability review, DEN connection and Carbon offset contributions.

6.9 Urban Greening, Trees and Ecology

6.9.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential. London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.9.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site. Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

Urban Greening Factor

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

target score of 0.4 for developments which are predominately residential. An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The Landscape Design Report submitted with the application confirms that the proposed development would achieve an urban greening factor score of 0.4 through proposed soft landscaping, a green roof and permeable paving. This meets the London Plan requirement for predominantly residential development. The detailed landscaping scheme and its maintenance arrangements will be secured by planning condition.

Trees

6.9.4 The application is supported by an Aboricultural Impact Assessment. The assessment identifies single category C1 Sycamore and a category C2 tree group within the railway land abutting the western site boundary. The report concludes that subject to suitable protection, facilitative pruning to the trees and construction mitigation measures, the proposal would not harm the nearby trees. The Tree Officer raised no objection to the proposal subject to compliance with the submitted details. Trees form part of the landscaping scheme which will improve the contribution soft landscaping makes to the character of the area.

Ecology

6.9.5 The preliminary ecological appraisal sets out findings of a phase 1 habitat survey which concludes that the site is dominated by hardstandings and buildings which are of little ecological value. The assessment also sets out that the site is not in close proximity to any statutory or international sites of ecological importance. The bat assessment confirms that the building has not been used by bats but the wider site is used by foraging bats, which are most likely foraging insects on nearby woodland. The ecological reports set out measures to protect ecology during construction and make recommendations to reduce the ecological impacts of the development and maximise benefits. This includes but is not limited to carrying out works outside of bird nesting season unless overseen by an experienced ecologist, installation of swift/ bird boxes, avoid lighting trees and woodland, installation of bat boxes and monitoring and covering of trenches. These can be secured by planning condition.

Biodiversity net gain

6.9.6 The biodiversity net gain report that accompanies the submission sets out that the site is of negligible biodiversity value equating to zero habitat units. The proposed landscaping would include 564sqm of intensive green roof, 42 sqm of shrub, 96 sqm

of urban trees and 396 sqm of permeable paving, delivering a net gain of 0.36 habitat units which exceeds the mandatory 10% net gain target.

6.9.7 The proposed development would improve urban greening and biodiversity whilst not harming existing trees. Suitable mitigation and enhancement can be secured by planning condition. The development is acceptable in respect to tree, ecology and biodiversity impacts.

6.10 Flood Risk and Drainage

6.10.1 London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated and that residual risk is addressed. London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).

6.10.2 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.

6.10.3 The site is located in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. The site is not in an area of known risk of reservoir flooding, pluvial or surface water flooding. The site comprises buildings and impermeable hard surfacing.

6.10.4 Given the geology of the area, infiltration drainage has been identified as not being a suitable drainage solution for the site. To achieve greenfield run off rates (1 litre per second) with an appropriate allowance for climate change in a 1 in 100 year rainfall event, below ground attenuation tanks are required with a storage volume of between 79 and 103 cubic metres which will be discharged to the main sewer network. The discharge to the sewer networks will be subject to consent from Thames Water.

6.10.5 The Council as Lead Local Flood Authority has no objection to the proposed drainage arrangements subject to conditions to secure a detailed surface water drainage scheme and associated management and maintenance plan. Thames water raises no network infrastructure capacity objections in relation to foul water or surface water. The aforementioned conditions could reasonably be imposed.

6.11 Air Quality and Land Contamination

6.11.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Construction Dust SPG.

6.11.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).

6.11.3 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

Air Quality

6.11.4 The application is supported by an Air Quality Assessment that assesses the impact of the development on NOx, PM10 and PM2.5. The assessment includes multiple locations between levels 1 and 3 on all facades of the building. The assessment concludes that there is a low risk of the occupants of the development being exposed to Nox, PM10 and PM2.5 levels above target limits. Given that the proposal is for car free development and heating is proposed via air source heat pumps, the proposed development would be considered air quality neutral. The report identifies medium risk of dust to neighbouring sensitive receptors during construction. The report states the impacts can be satisfactorily mitigated to reduce the risk to low, through the use of best practice methods that can be secured in a detailed construction management plan.

Land Contamination

6.11.5 The applicant's Desk Study/ Preliminary Risk Assessment acknowledges that the previous use of the site results in a potential for land and water contamination. It concludes by identifying Low to Moderate potential risks to a range of receptors, including construction workers and potential residents and recommends that an Asbestos survey and intrusive ground investigation is carried out to appraise the extent of made ground and the gas regime.

6.11.6 The Pollution Team have confirmed that the proposed development would have acceptable Air Quality and Contaminated Land impacts subject to conditions to secure site investigation and remediation of contaminated land, non-road mobile machinery and a demolition/ construction environmental management plan.

6.12 Basement Development

6.12.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.

6.12.2 Policy DM18 relates to new Basement development and sets out that the construction of new basements, including in existing dwellings will only be permitted where it can be demonstrated that the impacts of the proposed works will be acceptable in respect to structural stability, flood risk, character of the area and the natural and historic environment.

6.12.3 The proposed basement is modest in respect to its extent and excavation depth and is proposed as a plant space. Whilst no basement impact assessment has been submitted with the application, there are controls outside of the planning system to ensure the construction is adequate and does not harm neighbouring buildings, notably building regulations and party wall legislation. The flood risk assessment submitted with the application confirms that the proposal would not adversely impact flood risk. The construction impacts of the development on amenity will be managed through the detailed construction management plan that will be secured by condition. The proposed basement excavation is considered to be acceptable.

6.13 **Archaeology**

6.13.1 London Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policy DM9.

6.13.2 The site is not in an area known to be of archaeological potential nor is it in or near to a designated area of potential archaeological potential. The desktop archaeological assessment that accompanies the submission considers the site to be of low potential low potential for archeologically sensitive remains and it is likely that any remains would have been significantly disturbed by past development of the site. As such, no further archaeological investigation is considered to be necessary. The proposal complies with London Plan Policy HC1 and Local Plan Policy DM9.

6.14 Fire Safety

6.14.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A)), Evacuation lifts (Policy D5(B5)) and Fire Statements (Policy D12(B)).

6.14.2 The application is supported by a Fire Statement and a Gateway 1 Fire Statement which sets out how the design and construction of the buildings will seek to satisfy the functional requirements of Part B of volume1 to the Building Regulations 2010 (as amended, 2024) and relevant British Standards. It is recommended that a planning condition is imposed, requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).

6.14.3 The Health and Safety Executive (HSE) has not objected to the development and has stated it is “content” with the fire safety design. The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

6.14.4 In light of the above, the application is considered to be acceptable with regard to its impact on fire safety, in accordance with national planning policy and the development plan.

6.15 Social and Community Infrastructure

6.15.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.

6.15.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning

health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.

6.15.3 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make the development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth.

6.15.4 DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

6.15.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2024 sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

6.15.6 Using the NHS London Healthy Urban Development Unit (HUDU) Planning Contributions Model, the NHS has sought a contribution of £155,802 to be paid on commencement and indexed linked to building costs has been requested.

6.15.7 Consistent with the position on other applications and as set out in the Council's latest published Annual Infrastructure Funding Statement (April 2024) the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities rather than through s106 planning obligations and the Haringey CIL charge is £2,509,980.8 of which a proportion of could be directed towards health and wellbeing facilities, amongst others, in line with the Council's infrastructure needs

6.16 **Conclusion**

6.16.1 The proposed scheme would result in a residential-led mixed-use development that contributes positively to the delivery of the SA23 allocation. The application has been submitted in a manner that would allow independent delivery of the remaining parts of the site allocation. Officers are satisfied that the proposal makes efficient use of the site.

6.16.2 The development is considered to constitute high quality design and provide a good quality living and work environment for the future occupants of the site whilst having acceptable amenity impacts. The documents that support the submission confirm that the development would be a sustainable form of development that would deliver ecological benefits including biodiversity net gain and provide a water and energy efficient building. The proposed deficit in carbon emissions savings is to be made up through a financial contribution to the carbon offset fund which will be secured by legal agreement and the BREEAM excellent target will be secured by planning condition.

6.16.3 The development would be car free, provide an acceptable quantum of bicycle parking and accessible parking spaces whilst being capable of being serviced without harming highway safety or the functioning of the public transport network. Environmental impacts, including flood risk, drainage, noise, air quality, waste and recycling, land contamination, basement impact and archaeology are considered to be acceptable, subject to the imposition of suitably worded planning conditions.

6.16.4 The proposal delivers a range of public benefits including:

1. The redevelopment of a previously developed brownfield site with a high quality mixed use development that responses positively to the emerging character of the area and in line with Allocation SA23 ‘Clarendon Rd South’)
2. The provision of 222 co-living studio units, the equivalent of 123 new dwellings based on the London Plans 1.8:1 multiplier, contributing positively to meeting housing need
3. The provision of 231 square metres of affordable workspace
4. Street scene improvements including a high quality new building with an active frontage and new public realm
5. Economic benefits in the form of construction jobs, an estimated 90 operational jobs and financial contributions towards infrastructure provision
6. A positive contribution towards urban greening and biodiversity net gain
7. The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
8. The development would be ‘car free’ and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
9. The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as sustainable drainage

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

6.16.5 Overall officers consider that the proposed development is in accordance with the adopted development plan.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1.0 Based on the information given on the plans, the Mayoral CIL charge will be £(523,222.40sqm x £71.09) and the Haringey CIL charge will be £1,986,758.4 (7,360sqm x £269.94). These rates are based on the Annual CIL Rate Summary for 2025 in accordance with the published Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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

APPENDIX 1 – Planning Conditions and Informatives

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

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

2 **Approved Plans** (COMPLIANCE)
The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Drawings

Drawing no.	Plan Name

2000	Site Location Plan A3
2001	Site Location Plan
2002	Demolition Plan
2003	Existing Site Plan
2004	Proposed Block Plan
2005	Proposed Site Plan
210B	Basement Floor Plan
2100	Ground Floor Plan
2101	Level 1 Floor Plan
2105	Typical Floor Plan (Level 2-7)
2108	Level 8 Floor Plan
2109	Roof Plan
2150	Sections
2200	Existing Elevations
2201	Proposed Elevations
2250	Bay Study Entrance
2251	Bay Study Middle
2252	Bay Study Top
2300	Site Sections
MTC27P01	Landscape Plan

Documents:

Air Quality Assessment prepared by Gem Air Quality Ltd;
Archaeology Report by RPS Consulting Services Ltd;
Bat Survey prepared by Whittingham Ecology;
Biodiversity Net Gain Report prepared by Whittingham Ecology;
Co living Demand Study prepared by Jo Winchester FRICS;
Commercial Strategy prepared by And London;
Outline Construction Logistics Plan prepared by RGP;
Desk Study/Preliminary Risk Assessment Report prepared by JOMAS ASSOCIATES LTD;
Design and Access Statement prepared by PRP;
Daylight and Sunlight Report prepared by Schofield;
Delivery and Servicing Management Plan prepared by RGP;
Ecology Report prepared by Whittingham Ecology;
Energy and Sustainability Statement prepared by Integration Consulting Limited;
Fire Statement prepared by Mu Studio (UK) Ltd;
Financial Viability Assessment prepared by Quod;
Flood Risk Assessment prepared by Ardent Consulting Engineers;

Gateway 1 Fire Statement prepared by Mu Studio (UK) Ltd;
Health Impact Assessment by prepared by Brookdale Consulting;
Landscape Strategy prepared by Match Landscape Architects;
Planning Stage Noise Assessment prepared by J-Group;
Planning Statement prepared by Q Square;
Overheating Report prepared by Integration Consulting Limited;
Statement of Community Involvement prepared by Four;
Townscape Assessment prepared by Cogent Heritage;
Transport Assessment prepared by RGP;
Travel Plan prepared by RGP;
Aboricultural Survey, Impact Assessment and Method Statement prepared by Marcus Foster Aboricultural Design and Consultancy;
Utilities Assessment prepared by Ardent Consulting Engineers;
Planning Stage Vibration Assessment prepared by RBA Accoustics and
Waste Management Plan prepared by RGP.

Reason: In order to avoid doubt and in the interests of good planning

3. **External Materials** (PRE CONSTRUCTUON)
No development shall take place other than investigative, demolition and site clearance works until full details of external materials are submitted to and approved in writing by the Local Planning Authority. 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.

4. **Boundary treatments** (PRE-OCCUPATION)
Prior to first occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

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.

5. **Landscaping** (PRE-OCCUPATION)

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:

- Proposed finished levels or contours;
- Means of enclosure;
- Hard surfacing materials;
- Minor artefacts, structures and street furnature (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- Planting plans;
- Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- Implementation and long-term management programmes (including a five- year irrigation plan for all new trees).
- Existing trees to be retained;
- Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- 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.

6. **External Lighting** (PRE-OCCUPATION)

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 lightingscheme 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 theLondon Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

7. **Levels** (PRE-COMMENCEMENT)
No development shall take place 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.

8. **Secure by Design Accreditation** (PRE-COMMENCEMENT)
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 in accordance with Policy D11 of London Plan 2021 and Policy DM2 of the Development Management Development Plan Document 2017.

9. **Secure by Design Certification** (PRE-OCCUPATION)
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 in accordance with Policy D11 of London Plan 2021 and Policy DM2 of the Development Management Development Plan Document 2017.

10. Contaminated land (PRE-COMMENCEMENT)

Before development commences other than for investigative work:

a. Using the information already submitted in Preliminary Risk Assessment Report with P5956J3012/SEJ prepared by Jomas Associates Ltd., a site investigation shall be designed for the site using information obtained form the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable;

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy DM23 of the Development Management Development Plan Document 2017.

11. Unexpected Contamination (COMPLIANCE)

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.

12 **NRMM** (PRE-COMMENCEMENT)

` 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

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

The following applies to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

i. A construction method statement which identifies the stages and details how works will be undertaken;
ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
iii. Details of plant and machinery to be used during demolition/construction works;
iv. Details of an Unexploded Ordnance Survey;
v. Details of the waste management strategy;
vi. Details of community engagement arrangements;
vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
ix. Details of external lighting; and,
x. Details of any other standard environmental management and control measures to be implemented.

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

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

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

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

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

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality in accordance with Policies DM1, DM31 and DM23 of the Development Management

Development Plan Document 2017.

14 **Arboricultural Impact Assessment** (COMPLIANCE)
The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA), Preliminary Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prepared by Marcus Foster Arboricultural Design and Consultancy dated July 2024

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

15. **Delivery, Servicing Plan** (PRE-OCCUPATION)
Prior to occupation of the development hereby approved a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

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

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

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020 in accordance with London Plan Policy T7 and Local Plan Policy DM37.

16. **Cycle Parking** (PRE CONSTRUCTION)

Prior to the commencement of above ground works plans showing accessible; sheltered, and secure cycle parking for 167 long-stay cycle parking spaces for residents and commercial 3 long-stay and 1 short-stay spaces for the commercial

unit for approval shall be submitted to and approved in writing by the Local Planning authority. The quantity must be in line with the London Plan 2021 Policy T5 and the design must be in line with the London Cycle Design Standard. The development shall be carried out in accordance with the approved details and retained thereafter.

REASON: To ensure adequate bicycle parking is proposed and to encourage the use of sustainable modes for transportation in line with London Plan Policy T5 and the London Cycle Design Standards (LCDS).

17. **Basement Impact Assessment** (PRE-COMMENCEMENT)
No development shall take place, including any works of demolition, until a basement impact assessment and construction method statement authored by a suitably qualified engineer is submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and retained in accordance with the approved details.

Reason: In the interests of residential amenity and safety in accordance with Policy D10 of the London Plan 2021 and Policy DM18 of the Development Management Development Plan Document 2017.

18. **Surface Water Drainage** (PRE CONSTRUCTION)
No development shall take place other than site clearance and demolition 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) 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 in accordance with London Plan Policy SI13 and Local Plan Policies SI13 and SP5.

19. **SUDs Management and Maintenance Plan** (PRE-OCCUPATION)
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 in accordance with London Plan Policy SI13 and Local Plan Policies SI13 and SP5.

20 **Piling Method Statement** - (PRE-COMMENCEMENT)
No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure in line with Policy SI 5 of the London Plan 2021 and Policy DM29 of the Development Management Development Plan Document 2017

21. **Thames Water Essential Infrastructure** - (PRE-OCCUPATION)
There shall be no occupation beyond the 16 dwelling until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the

new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues.

22. **Satellite Dish Installation** - (COMPLIANCE)

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 occupationof 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

23. **Telecommunication Apparatus** - (COMPLIANCE)

Notwithstanding any provisions to the contrary, no telecommunicationsapparatus shall be installed on a 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.

24. **Architect Retention**- (COMPLIANCE)

The applicant must ensure that the project architect (PRP 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 suchdrawings 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

25. **Accessible Studio Provision** - (COMPLIANCE)

A minimum of 10% of the co-living studio's hereby approved shall be built to Part M4(3) of current building regulations and retained thereafter unless otherwise approved in writing by 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.

26. **Co-living – Noise Attenuation**- (PRE-OCCUPATION)

(a) The co-living accommodation hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to whichthey relate have been submitted to and approved in writing by the Local Planning Authority.

(b)The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meetthe following noise levels;

- Daytime Noise 7am – 11pm – co-living rooms - 35dB(A) (LAeq,16hour).
- Daytime Noise 7am – 11pm – co-living amenity areas (LKD) - 40dB(A) (LAeq,16hour).
- Night Time Noise 11pm -7am – co-living amenity area 30dB(A) (LAeq,8hour).

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

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

Reason: In order to ensure a satisfactory internal noise environment forocculpiers of the accommodation in accordance with Policies DM1 of the Development Management Development Plan Document 2017

27. **Commercial Use Restriction** (COMPLIANCE)

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 affordable workspace hereby approved shall be occupied by flexible Use Class E(g (I)) 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 and to ensure that the affordable workspace is provided and retained in line with Local Plan Policy DM38.

28. **Energy Statement** (PRE-COMMENCEMENT)

(a) Prior to the commencement of development, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy & Sustainability Statement Rev 02 prepared by Integration (dated 13 November 2024), delivering a minimum site-wide carbon emission reduction of 55% from a Building Regulations 2021 Part L compliant building, with

high fabric efficiencies, centralised air source heat pumps, a minimum of 40kWp solar photovoltaic (PV) array and a single point Future DEN connection. The revised strategy shall include the following:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- A minimum site-wide carbon reduction of 15% under Be Lean;
- Detailed BRUKL calculations for the individual end use (commercial, and types of amenity spaces) of non-residential element of the development;
- Details to reduce the thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); 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.

29 Overheating- (PRE-OCCUPATION)

Prior to occupation of the development, details of external blinds, ventilation panels, to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, flow rates, specification of the blinds, shading coefficient, etc.

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 Rev 02 prepared by Integration (dated 13 November 2024):

- Natural ventilation, with three opening types
    - Type 1 – Ventilation panel – 0.96 m^2
    - Type 2 – Openable Window – 1.63 m^2 100% openable areas, side hung to 90º
    - Type 3 – Fixed Window – Fixed closed
- Glazing g-value of 0.40
- Heavy weight thermally massive structure
- External horizontal and vertical shadings fins
- Large insulated openable panels
- MVHR with summer bypass (104l/s) for noise restricted units.
- Active cooling ONLY commercial

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.

30 BREEAM Certificate for "Excellent"

Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Excellent" outcome (or equivalent). This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

a) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

b) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Excellent” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.

c) Within 6 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming “Excellent” standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

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

31 Living roofs

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

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

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

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

iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 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 trays;

v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m^2) and density of plug plants planted (minimum 20/m^2 with root ball of plugs 25cm^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 development, evidence must be submitted to and approved by the Local Planning Authority that the living roof 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.

32. **Biodiversity Net Gain**

(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain of at least 0.36 habitat units, 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.

33. **Water Consumption** - (COMPLIANCE)

The co-living accommodation 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 climatechange; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF

34. **Co-living Management Plan** (PRE-OCCUPATION)

Prior to the first occupation of the development details of a co-living management plan for the proposed accommodation shall be submitted to and approved in writing by the Local Planning Authority. The co-living accommodation shall thereafter be managed in accordance with the approved scheme unless agreed in writing by the council.

Reason: To safeguard the amenities of the area and manage the impact of the development in accordance with Policies DM15 of the Development Management Development Plan Document 2017.

Informatives

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 £523,222.40 (7,360sqm x £71.09) and the Haringey CIL charge will be £1,986,758.4 (7,360sqm x £269.94). These rates are based on the Annual CIL Rate Summary for 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 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 take account of this minimum pressure in the design of the proposed development

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